AUSTRALIAN AND NEW ZEALAND MODELLING

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Model News

DECEMBER, 1962

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★ MUSTANG XX, BY MONTY TYRRELL ★ RADIO ROUNDABOUT

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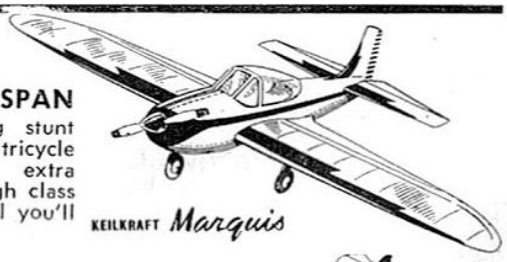

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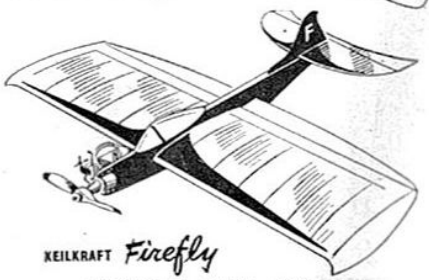

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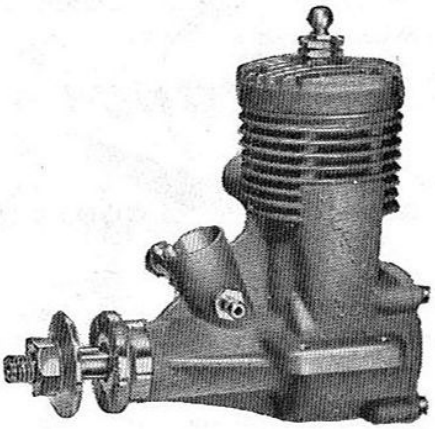

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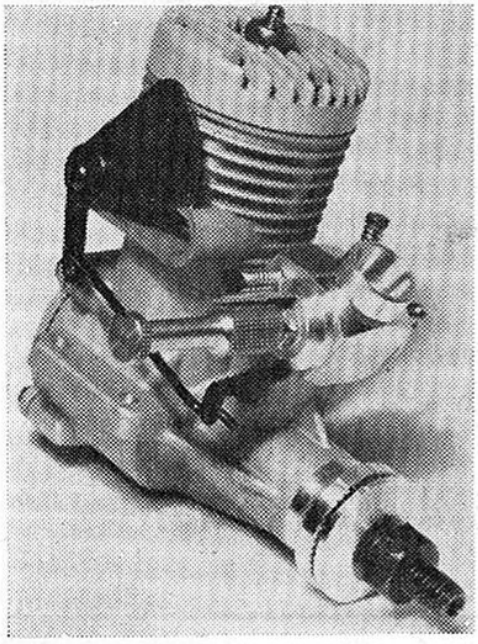

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1962

- **Nationals Open Stunt, 1st, 4th, 5th**
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- **South Australian Open Stunt, 1st (2nd year running).**
- **Western Districts Open Stunt, 1st (2nd year running).**
- **Hearns Hobbies Open Stunt (Feb.), 1st, 2nd.**
- **Hearns Hobbies Junior Stunt (Feb.), 1st.**
- **Hearns Hobbies Open Stunt (Sept.), 1st, 2nd, 3rd.**
- **Hearns Hobbies Junior Stunt (Sept.), 1st, 3rd.**
- **Northern Districts Open Stunt, 1st, 2nd, 3rd, 4th, 5th.**
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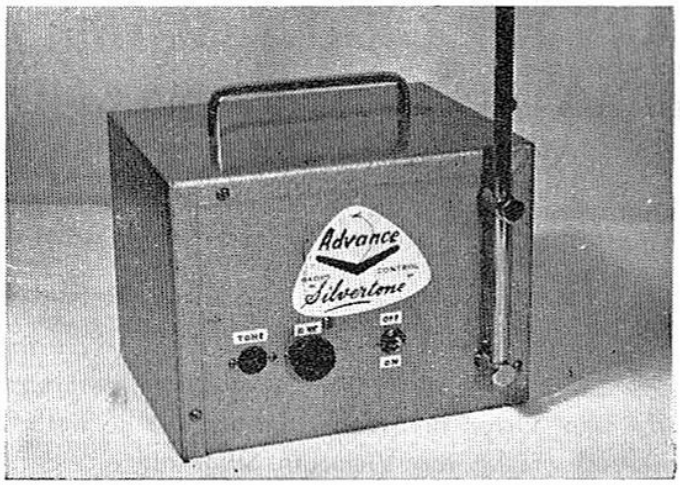

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MODEL NEWS

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News and Views . . .

Hope you like the new cover and layout, it's the first time this has been done outside England and the U.S.A., let's hear from you.

With this issue Model News is six years old, it may not seem that long but it sure is, the first issue appeared just before the Traralgon Nats. in Victoria and here we are back to another Nats in N.S.W., again at Camden, probably for the last time, as it is the A.T.C. won't let us use the facilities or the hut, makes me feel sorry for those downtrodden modellers in other countries where the whole airfield is thrown open and about fifty or sixty officers are committed to help organise the show. Of course it must be remembered that this sort of thing only happens when they don't understand that a model aeroplane is only a toy. We are much too clever for that and realise that they are only noise manuacturers of particular nuisance value in the local park.

Over recent years the expansion of Manufactured Modelling Products, has decided to play a major part in the recovery of flying fields.

As we print this magazine, it has just been disclosed that the O.S. Company outstripped the practical growth of our hobby. In fact the blanketing effect of local government banning, has so reduced the number of flying fields available to enthusiasts, that the pastime, which has been claimed to be one of the most absorbing for young boys, is actually existing only on part of its enormous potential.

The problem is not confined to big cities in Australia, but is world wide. Many countries report exactly the same difficulties as experienced here. An analysis would show the best ever range of high class aeromodelling equipment and a record low, in availability of flying sites.

Something must be done more con-

CONTENTS

COVER STORY

Model News Editor, Russ Hammond taken on an early morning flying session at Coffs Harbour. Model is own designs, 68" span, 4¾ lbs. O.S. 15, O.S. 4A, R/X.... Graupner Servo C.G. T/X. Model flies well. This is the first colour picture used on a model magazine outside England and the U.S.A.

structive than past bickering and petitions with local councils, which in most cases have ended in complete banning through only one thing—noise !

They have now spent one year perfecting efficient lightweight silencers which will in future be fitted to all their engines from 15's upwards. The silencers will also be available to screw on to all existing O.S. engines, and at present in Victoria, the first samples have been tested and hailed with much enthusiasm. Noise is reduced to a high speed buzz which does not carry beyond the flying area, and the power difference is so small, as to be not noticeable.

We suggest that this positive move for a recovery in aeromodelling during 1963, is sure to succeed to the benefit of everyone in the hobby, and as stocks become available early in 1963, we will publish a full report of methods for using these "noiseless models", to prove that your clubmembers have a right to use their local parklands.

Sir Edward Halstrom is donating a new frig. for a prize at the Nats ! This is really terrific, I must say I am very pleased to see that at least one prominent Australian has enough interest to encourage our sport. On behalf of the Model Aeronautical Association of Australia, I thank you Sir.

From Southern Models Supplies with wholesalers in all States come the following. Fuel Filler Bottle, retail price 3/6, features built in micro screen filter and strong leak proof cap. Glo plug clip retail price 4/6. Strong and well made. By using rivets to position the metal plates they have prevented all possible shorting even when the clip is fully opened. Suits all motors. Nylon Handle retail price 8/11. Deep grooves to hold plenty of wire. Large tapered knobs for better grip and large flat section beneath the wing nut to give the wire a good grip.

Dr. R. E. Nichol of the U.S.A. wishes to purchase old and antique Australian Model Engines, so if anyone has any engines they think he might be interested in please contact Eden Distributors Pty. Ltd., 107 Liverpool Street, Sydney.

I thought this was quite funny. The Japs at the World's Radio Championships were so impressed with the Merco 49 they bought 50 off the works to take back to Japan. Coal to Newcastle.

Recently received a letter from Ralph H. Humphrey, 6101 S.W. 28th Street, Miami 44, Florida, U.S.A. He is 41 years old, married college graduate, has been building models for over 30 years and has been building R/C models for the past few years, both single and multi. He would be happy to correspond with any Australian modeller of like interest.

BEHIND THE IRON CURTAIN

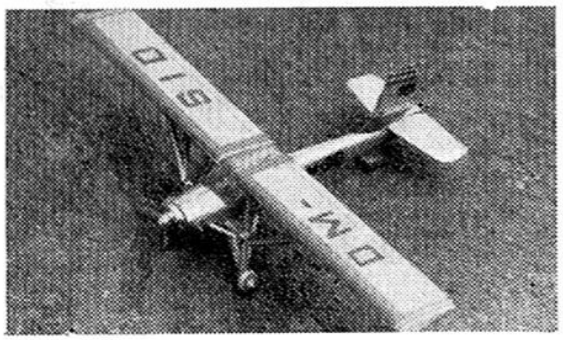
No much news received worth getting excited about, the East German control of sport imports decided that Advance gear is too old fashioned and heavy on batteries, sure sign that they don't know much, especially when they have no commercial gear on sale. Truth is probably pressure for more essential goods to be imported with their midget trade balance.

Have a description of a six volt all transistor relayless setup one of them has built, range very poor, might as well fly control line.

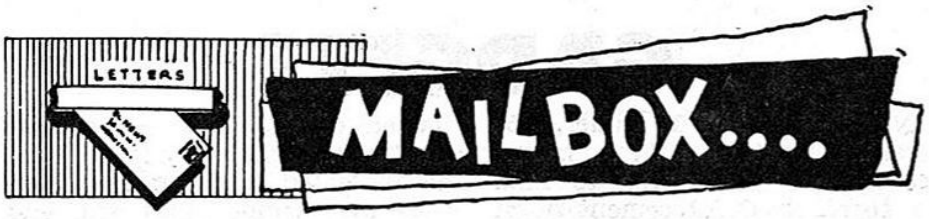
In Czechoslovakia there is much more progress as the M.V.V.S. crowd have three good tone sets on the market and models are along American lines, also the Czechs. are able to get foreign gear and magazines. Most interesting is carrier deck C/L flying from a deck built on a shallow lake, a miss means a dunking a la real thing.

In Poland, the big thing in R/C is still the "Elektron 2", a model of similar size to "Cicada" and rigged for rudder only, construction very light, rudder is a single piece of 1/32 in. balsa, there are also some excellent scale cars and boats for R/C.

I shall write an article on Poland later, not enough questions answered yet, general problem in the iron curtain countries seems to be the shortage of food, still plenty of bread and cake but not much to go with it. Meat taste almost forgotten, rationing of meat and butter are tougher than during the war in Nazi-Germany, also some worries over Cuba, real fears of the big flash in the sky. They are suspicious of Mr. K's. withdrawal and trust him even less than the Yanks do.



This kit from East Germany, the only plastic model available so far over there apart from the Russian AN-2. Model is 1/100 scale L60 all purpose light plane from Lufthansa-Modellbaukasten, V.E.B. Plastic works, Zschopau D.D.R. and cost 3/- each. Moulding is rough, parts fit O.K. Decals are good and extra decals are supplied to suit various colour schemes plus spares if one is spoiled, obviously aimed at the very junior market. Cement is in a large phial.



Dear Sir,—

In my letter of April 21 I promised you to write about our activities. To get a better picture of the difficulties which we meet in our organisation I will give you a short report.

Our club was erected on July 26, 1959. As I have already told you we suffer from almost everything. We have nothing except balsa, which is of inferior quality, because of wrong storage and maintenance. Aeromodelling was and is not yet quite popular. Only small groups in several cities and towns try to organise aeroclubs. At the end of the first year we held a successful demonstration before the public, followed by an exhibition, and again a demonstration. These of course drew large members of youngsters and we organised a building program for them. Lack of experience, knowledge and plans was the reason that the enthusiasm lessened and in the second year only a few were still building and trying to gain knowledge and experience, consolidating what was there then. During our hard days I have written to you and asked for help. We got your help, plenty of it and we are very thankful for it. The quality of our balsa wood was more inferior than ever, so that it was very difficult indeed to run the club.

As there were no engines available we merely build gliders of both A/1 and A/2 classes.

In order to celebrate our 2nd anniversary we organised a contest for the whole Province of East Java. There were 5 clubs competing in A/1, A/2 and F/F numbers. Every club was restricted to enter 2 planes for A/1, 2 for A/2 and one for F/F. There were many self designed models. The wind was very strong and almost every model was broken. There were many poor releases, too. Our club was the only one which cannot produce reserve models. But believe it or not, we finally came out as the winner of both glider classes.

The A/1 class was won by a model designed by a friend and myself. We named it "Tjelepuk" (owl). It was the only plane in the whole contest which suffered no ill effects of the windy weather conditions except that a piece of its rudder was burnt away by the D/T fuse. Flight times could be bettered, the fuses used were too short.

The A/2 class won won by a model TA-GLZ "Zenith". Originally it was the "Thunderhead" from MAN 12/59. Flight times were 113, 143 and 145 seconds, out of 3 x 3 minutes. Again the fuses used were too short so that the plane went down before the 3 minutes were over. The model was already one year old. During last year's demonstration it flew 4½ minutes in rather calm weather from a line of about 30 meters.

The F/F number was a failure. One club withdrew. The remaining 4 engines started difficultly, and performance was very bad. The jury finally abandoned this number. As our club got the highest score, we were declared winner of the contest.

The night of the prize giving was very animated and a good climax for the celebration of our 2nd anniversary.

Now we are preparing another A/1 contest for our own members on October 29 and an A/2 one in February, 1963.

I do hope that this simple report will arouse your interest.

Yours faithfully,

Liem Goan Tan,
5 Djalan Tengger,
Pasuruan, Indonesia.

WAS THE EXPULSION OF THE M.A.A.Q. IN ACCORDANCE WITH THE CONSTITUTION OF THE MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA?

(This space is reserved in the next issue for any competent authority to answer and quote authority for such answer at no expense to the recognised authority. Space will be paid for by M.A.A.Q.).

GADGETS

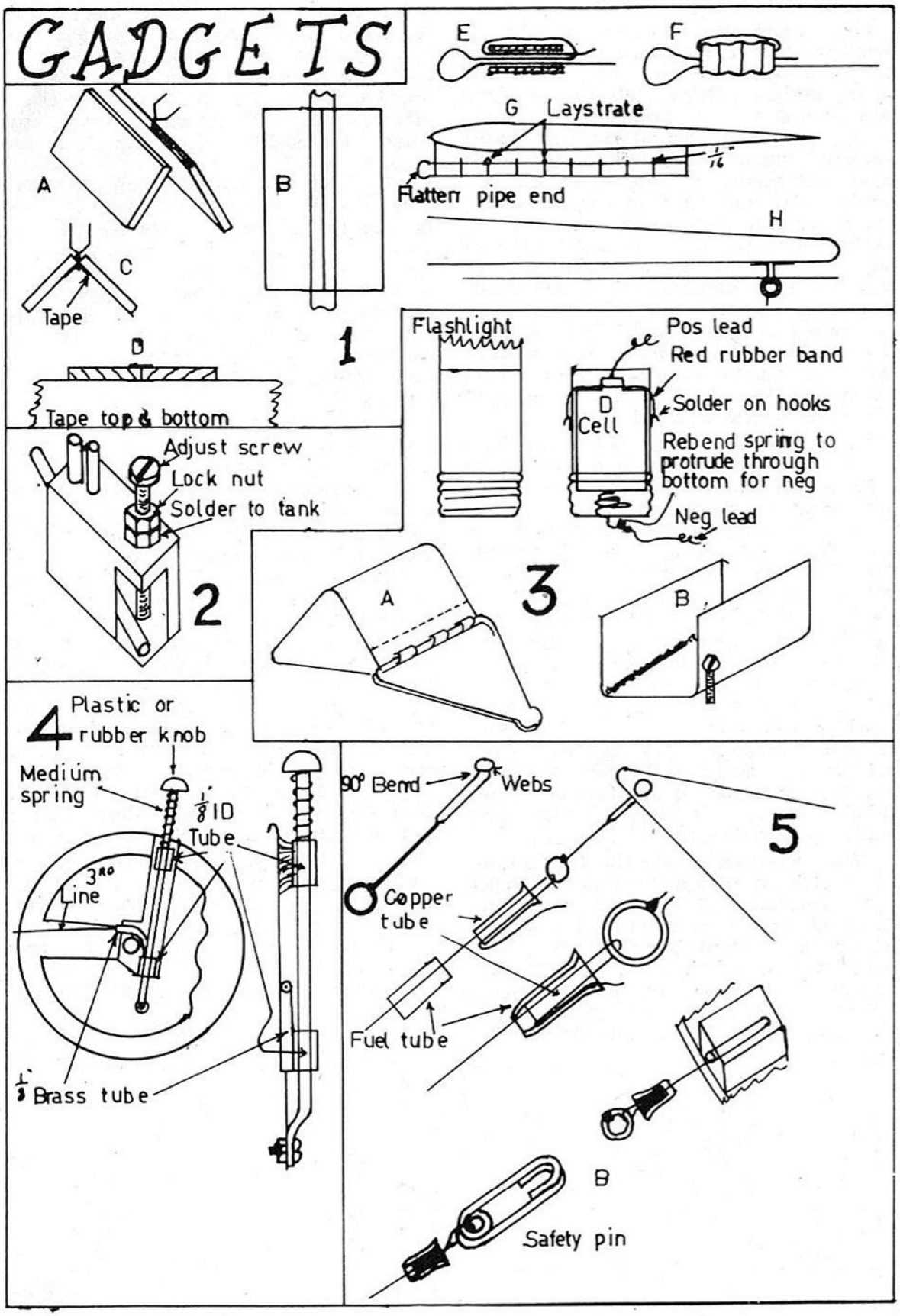
Gadgets No. 1 are from T. Buder, A55 Rawson Street, Auburn, N.S.W. A. precement edges B. Use clear tape to hold balsa close together C. Recement joint D. Lay flat on a surface to dry and we have two balsa sheets glued by the edges. At E. and F. is a method of forming ends on control lines in the field with no power available. Thread line through as shown then pinch with pliers. Author claims absolute reliability. Next is a method of adjustable C. line positions at wing tips. Make fitting for an aluminium pipe to slide into cut slots as shown to clear top of pipe by 1/16 in. then glue to wing. Place line in appropriate slots slide pipe in and lines are then held in slots. If wrong shift to another slot.

No. 2 from M. Gilbert, Junior Mercurians Club, which is an adjustable capacity fuel tank. Screw adjusting screw in to reduce capacity, out to increase. Sketch shows construction.

No. 3: We have battery holders from Ken Woodward, Stanmore, N.S.W. D. cell sketch shows how it's made from the battery container of a torch or an aluminium Ovaltine container. A. and B. make a clip (from a paper clip) to hold a bakelite battery box from a National Transistor radio. Box holds pencells for escapement. Clip is cut both sides at dotted line, opened up and bolted to fuselage floor. If necessary hooks can be soldered on and bakelite box doubly secured by bands.

No. 4 is a 3rd line control designed by John Ogg, submitted by Brian McGrigor, 1001 Pittwater Road, Collaroy Beach, Sydney, who informs us it should be used with a J. Roberts bellcrank. To make, take a piece of tinplate cut to shape, bend top edge over to clip onto handle. Then drill a hole at bottom to mount on centre of control handle. Three tubes are soldered on. An 1/8in. brass tube bent into a curve to take the 3rd line through. Two other 1/8 in. 1D brass tubes to form bearings for the 1/8 in. 0D operating rod made from coathanger wire. The rod is flattened and drilled at the bottom for an 1/8 in. bolt to adjust the third line.

No. 5 is submitted by Norm F. Roberts, 48 Hay Street, Cootamundra, N.S.W. are more C. line connections proven 100 per cent. successful by Norm. Firstly he uses a tapered bike spoke with webs removed with a file. Head is further bent to a full 90 per cent. then inserted into bellcrank with holes enlarged to suit. A loop is formed 90 deg. to head and soldered. To make the solderless joint with laystrate take ½ in. length of copper tube, flatten end slightly to prevent pinching laystrate. Insert laystrate through pipe as indicated and force a piece of fuel tube over copper tube and end of wire. B is a method of solderless joints by bringing leadouts through copper pipe roughened on the outside, glued and blocked into wing tip. Above joint is made onto a screw eye with the screw cut off and joint soldered. Laystrate end has medium sized safety pin joined on and the point and clasp cut off. Next bend a hook on both ends to form two long hooks which work like a split link.


GADGETS
A
B
C
Tape
D
Tape top & bottom
1
E
F
G
Laystrate
1/16"
Flatten pipe end
H
Adjust screw
Lock nut
Solder to tank
2
Flashlight
Pos lead
Red rubber band
Solder on hooks
D Cell
Rebend spring to protrude through bottom for neg
Neg lead
A
3
B
4
Plastic or rubber knob
Medium spring
1/8 ID Tube
3rd Line
1/8 Brass tube
90° Bend
Webs
5
Copper tube
Fuel tube
B
Safety pin

"Tossup"

By John Magill, N.Z.

This model was designed in 1956 by Frank Smith of the Auckland Club and has been flown over the last five years by the designer, fellow club member John Hearne and myself. From the beginning it appeared that achial outline shapes were not important and that even fairly large alterations in proportions did not produce any marked changes. My version differs mainly from the designer's in having rounded tail surfaces, different side areas and slightly longer moment arm. These modifications have been made to control my more powerful throw and still retain adequate spiral stability. And although the original was a success right from the start, the result is a model which is both reliable and consistent in all weather conditions.

N.Z. competition rules call for a total of six flights with each flight limited to a 90 second maximum. These rules require a model which can take advantage of weak lift and small thermals and this is perhaps the "Tossup's" most important attribute. The "Tossup" has a brilliant competition record at the N.Z. Nationals which usually draws 70-80 contestants.

In 1957 we took 2nd, 3rd and 13th places; in 1958 1st, 2nd and 4th places; in 1959 John Hearne was our only "Tossup" flier present and took 2nd; this year Frank Smith and myself were present but unfortunately I lost my two "Tossup's" in pre-comp. testing. Frank, however kept the flag flying with 3rd place while I placed 9th with a brand new elliptical wing design.

This design has held the N.Z. Junior record five times and is current holder of the Auckland Club Junior record and Auckland Provincial record with 4 min. 30.7 which I recorded in Nov., 1958. The times, dates and holders of the N.Z. records are: 4 min. 5.8 secs. on 23rd Sept., 1956, by R. Magill; 3 min. 36.3 secs. on 19th May, 1957, R. G. Magill; 4 min. 30.5 secs. on 1st Jan., 1958, by J. Hearne; 5 min. 13.0 secs. on 9th March, 1958, by R. G. Magill; 5 min. 50.2 secs. at 1958/59 Nationals by R. G. Magill. Current record: John Hearne is current holder of the Auckland Club, Auckland provincial and New Zealand open records with a time of 7 min. 26.5 secs. recorded on the 19th July, 1959. As for "still air" times, in calm evening air it will average anything from 30-50 secs. or over depending on the conditions.

What is more important, my personal 1960 competition average over 48 competition flights, using mainly my "Tossup", was 43 secs. These flights were put up in conditions varying from thermaless calm to strong thermal windy conditions and include only three maximums. However, with the average model in reasonable conditions, 40-45 secs. should come regularly. Interested? Then get out your building board.

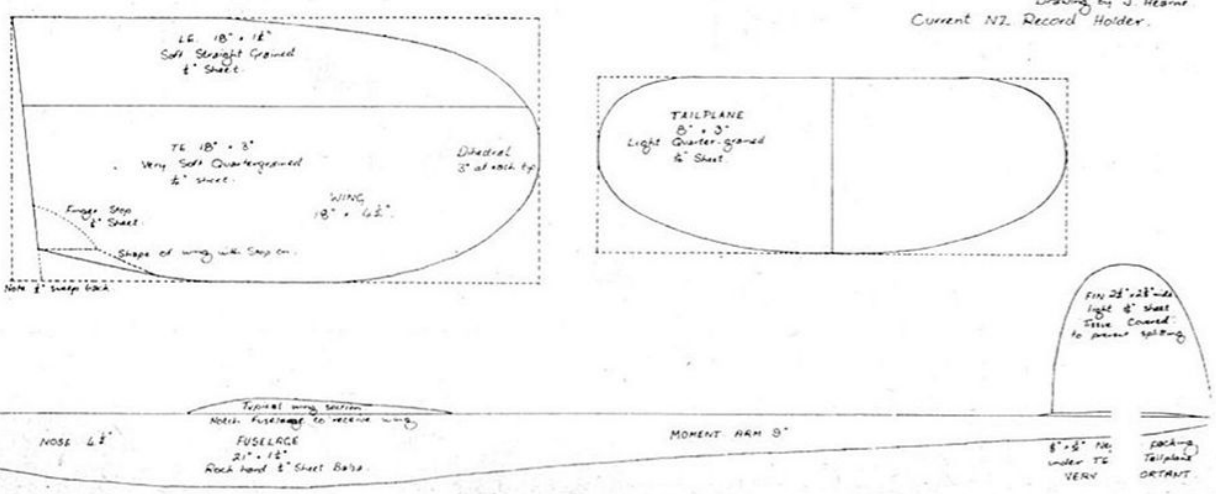
Building Notes

My personal preference is for fairly lightly loaded models as these seem to hold thermals best, regardless of the actual sinking speed. As the wing takes up about 50 per cent. of the total weight, use wing stock weighing 1½ oz. per 36 in. x 3 in. x ¼ in. or lighter if you can get it. Details of the grades of wood desirable are given on the plan.

The wing tips, tail surfaces and fuselage aft of the wing trailing edge should also be kept as light as possible to keep the moments of inertia as to a low figure as well as reducing the overall weight. As far as airfoils are concerned, my preference is for sections having the empty down to the base, line maximum thickness at 1/3 chord and sharp leading and trailing edges.

Trimming Procedure

Firstly, the trailing edge of the left hand wing tip is warped down giving about 1/8 in. droop. The l.h. glide trim is adjusted by warping the trailing edge of the fin as near to the tip as possible. The wash-in combined with the high



John Magill and his record holding model.

position of the fin warp improves the spiral stability by inducing a rolling moment out of the turn. The wash-in also helps the model to recover from stalling as it enters a strong thermal. As the wing approaches the stall, the left wing tip stalls first and the model falls away on this side. As the airspeed increases the fin warp takes effect banking the model sharply away from the stall. The wash-in then takes over lifting the wing up and the model resumes its normal circle. The usual flight pattern of this model is a prolonged glide into wind and then a quick circle around and back into wind again.

The climb pattern varies with the power of the thrower and the amount of bank needed to control it. The model will recover equally well from a half loop and snap and roll with a downwind entry into a glide; a half circle and smooth transition to the downwind glide or a complete spiral with half roll back into wind. The recovery can be finally trimmed by bending the tailplane T.E. up or down and adjusting the nose weight to suit. Once the trim is right, try to throw it into a thermal each flight and then the trim does not matter much anyway.

WHY NOT AN INDOOR REVIVAL IN AUSTRALIA

Jim Fullarton has already advocated that indoor flying could well be taken up again in this country as a separate meeting to the nationals, in view of the present tendency to hold the nats. in country towns which do not have good facilities for indoor flying.

There has been a decided upsurge of interest in indoor flying overseas since the first F.A.I. indoor world championships were scheduled for Cardington, England, in August, 1961, in the airship hanger there. This followed greater indoor activity in U.S.A. since 3 separate ceiling record categories were adopted (category 1, up to 30 ft. ceiling; category 2, 30 to 100 ft. ceiling; category 3, over 100 ft. ceiling). The 1961 contest was a great success, 10 contestants exceeded 30 minutes, Joe Bilgn winning with 37 mins. plus. Their Mac Hacklinger topped off the meeting with a new world record of 44 minutes plus outside of the contest proper.

Indoor flying has been dormant in Australia for the past decade, but now is the time to prepare the way for participation in subsequent F.A.I. indoor contests by Australian modellers both old timers and newcomers alike.

Excellent indoor supplies, balsa, microfilm, rubber, fittings, etc. are obtainable from two sources in U.S.A. — Jem Supplies (Walter Erbach), of 2979 Dudley, Lincoln, Nebraska, and Micro-Dyne Products, P.O. Box 65774, Los Angeles 65, California (Lew Gitlow). Their Model Airplane News have featured articles and plans by Joe Bilgn, which will enable interested modellers to tackle this fascinating brand of aeromodelling.

Quite a number of countries have indicated they will participate in F.A.I. indoor championships — will we? The next championship is set down for September, 1962, then every two years from 1964. I would suggest that anyone capable of matching last year's durations consider sending a model over to be proxy flown or if a way of getting to England is known contact the writer, Boyd Felstead, 12 Kellatie Road, Montagu Bay, Tasmania, with details of any indoor activity in your area and any problems you may have.

Building The "Blackfoot"

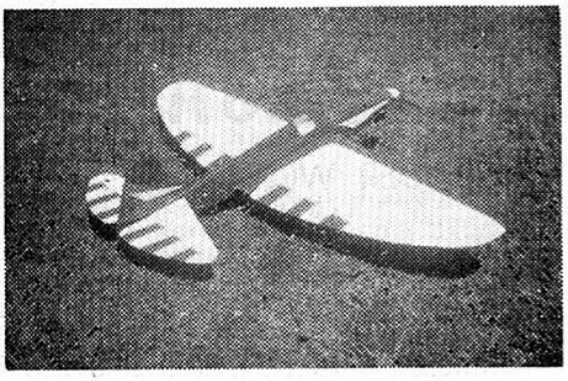
By A. Edwards

The Wing

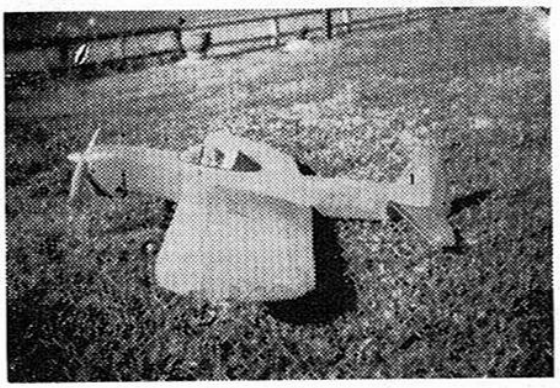
The "Blackfoot" was originally designed in 1956 when I was learning to fly stunt, although it has not been entered in stunt contests, there is no reason why it cannot for it is a fully stuntable model and can be built with or without the wing flaps moving. The essential point about building this model is to stick to the grades of balsa indicated for each part.

To begin with all parts should be cut out and sanded, all ribs should be sanded together so they are all the one size. A suitable tank to be fitted would be 30 cc. or larger.

Lay the lower section of the trailing edge to a warp free board and pin down, mark out the rib spacings. Make sure all holes for leadouts are cut into the inboard wing ribs, and glue them down. Glue on the L.E. and main spar, when these are dry put on the top section of the T.E. and 1/16 in. L.E. sheeting. Fit wing tips and bellcrank with leads to ring. When these are all dry turn wing and repeat. Finish off by covering centre section with 1/16 in. sheet.



The Skylark, another of Allan's designs to be published at a later date.



Blackfoot Surefire Stunter for 2.5's.

Fuse

Glue down the engine bearers to fuse sides and allow to dry. Drill holes for tank vents in fuse sides and former, fit in the tank and glue in the first and second former and clamp. When these have dried fit the rest of the formers and U/C. Slide the partly finished fuse over the wing and glue into position. The fin and top block are to be added after the controls have been fitted.

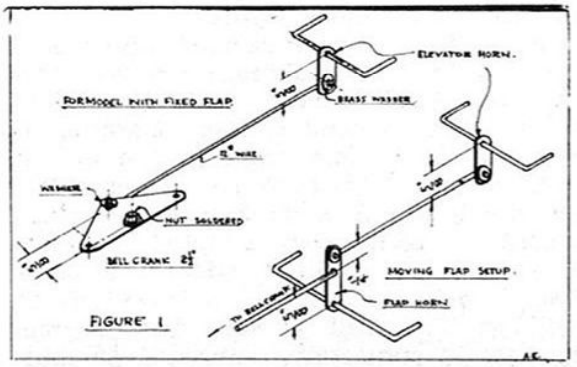
Flaps, Tail & Elevators

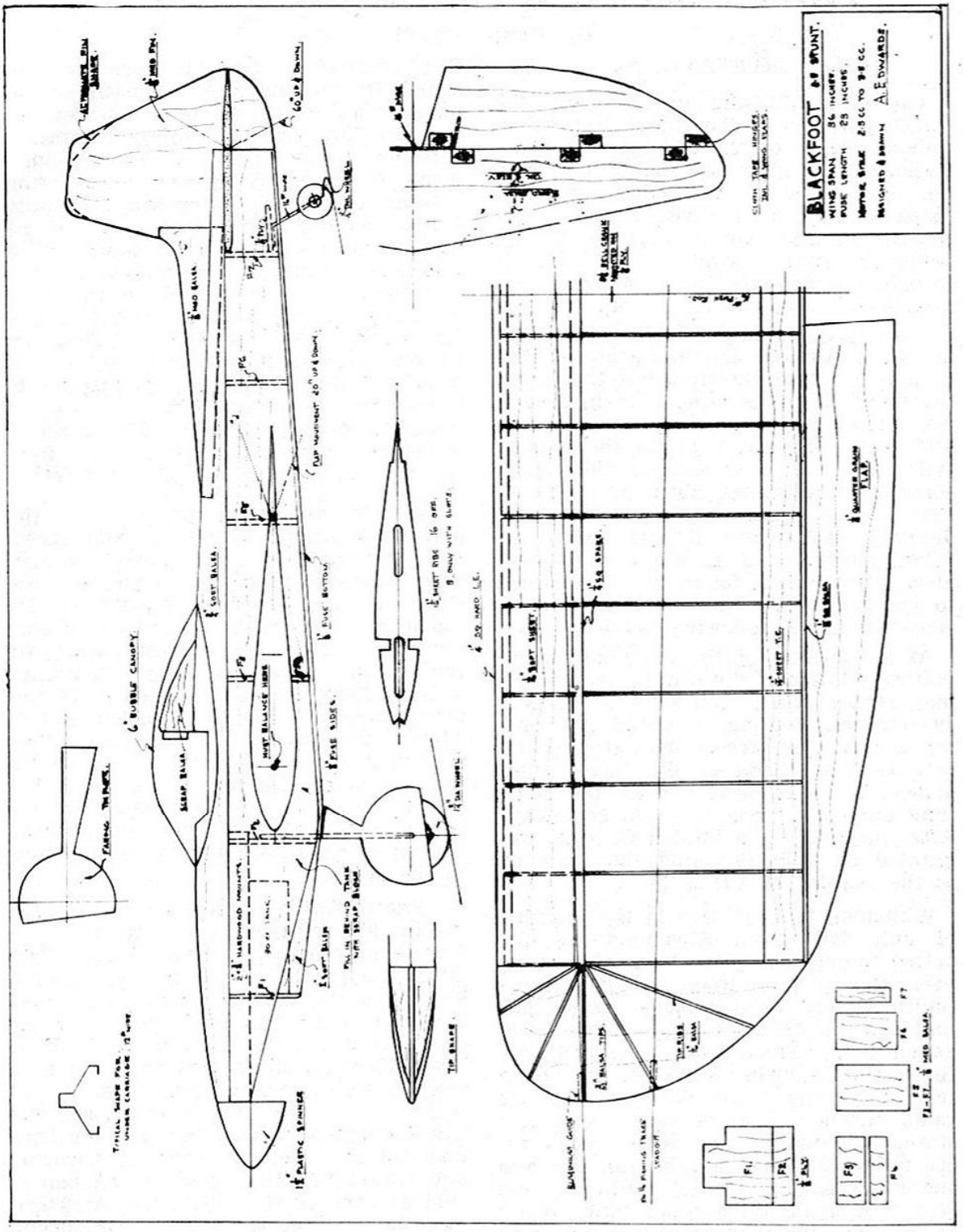
Mount the tail plane and see that it is parallel to the wing, fit the flap and elevator horns and attach the flaps and elevator with ½ in. tape hinges. If the flap is to be fixed, no horn is required and they are glued direct to the wing.

Controls (see fig. 1)

Measure out the required length of push rod on the plan and bend to shape, fit the rod to the bellcrank and horns and solder a washer on the ends. The nut on the bellcrank screw should be well soldered also. All controls must move freely to oil well before covering top of fuse. Before doping and painting the model should be slightly nose heavy, if it is too nose heavy, a weight should be added to the tail end.

When finished the model should balance where indicated on the plan.





Full size plans of this and all designs published in "Model News" are always available from

AUSTRALIAN TRAILBLAZERS No. 4

By Monty Tyrrell

C.A.C. MUSTANG No. 5

The fifth Mustang to roll from the C.A.C. works in Melbourne had the most famous career of the Mustangs in Australia. Besides its record flights it became one of the few aircraft built here to be listed on the English Civil Aircraft Register. So, on these points, plus the fact of being the first Australian built aircraft to be covered in our Trailblazer series, we considered it worthy of a story.

Initially it became R.A.A.F. No. A68-5 at No. 1 Aircraft Depot, Laverton, Vic., on July 6th, 1945, shortly before the end of hostilities in the Pacific. Late in 1946 it was allocated to No. 78 Squadron, R.A.A.F. and remained in storage till the Korean War caused its resurrection, along with some other Mustangs, about mid 1950. In 1951 it was again put into storage till January, 1953, when it was bought by Flight-Lieutenant J. L. Whitman who set about converting it for racing. He planned to enter into the England-New Zealand Race due in the following October.

As a trial run of the machine's capabilities Whiteman decided to set a Tasman record which then stood at 3 hours 49 minutes. Beating it would not only set a new open record but also a new solo record. However, he had trouble getting a flight clearance as the Mustang did not have a C. of A. certificate. After negotiations a limited C. of A. was granted on July 16th and she came on to the register as VH-BVM.

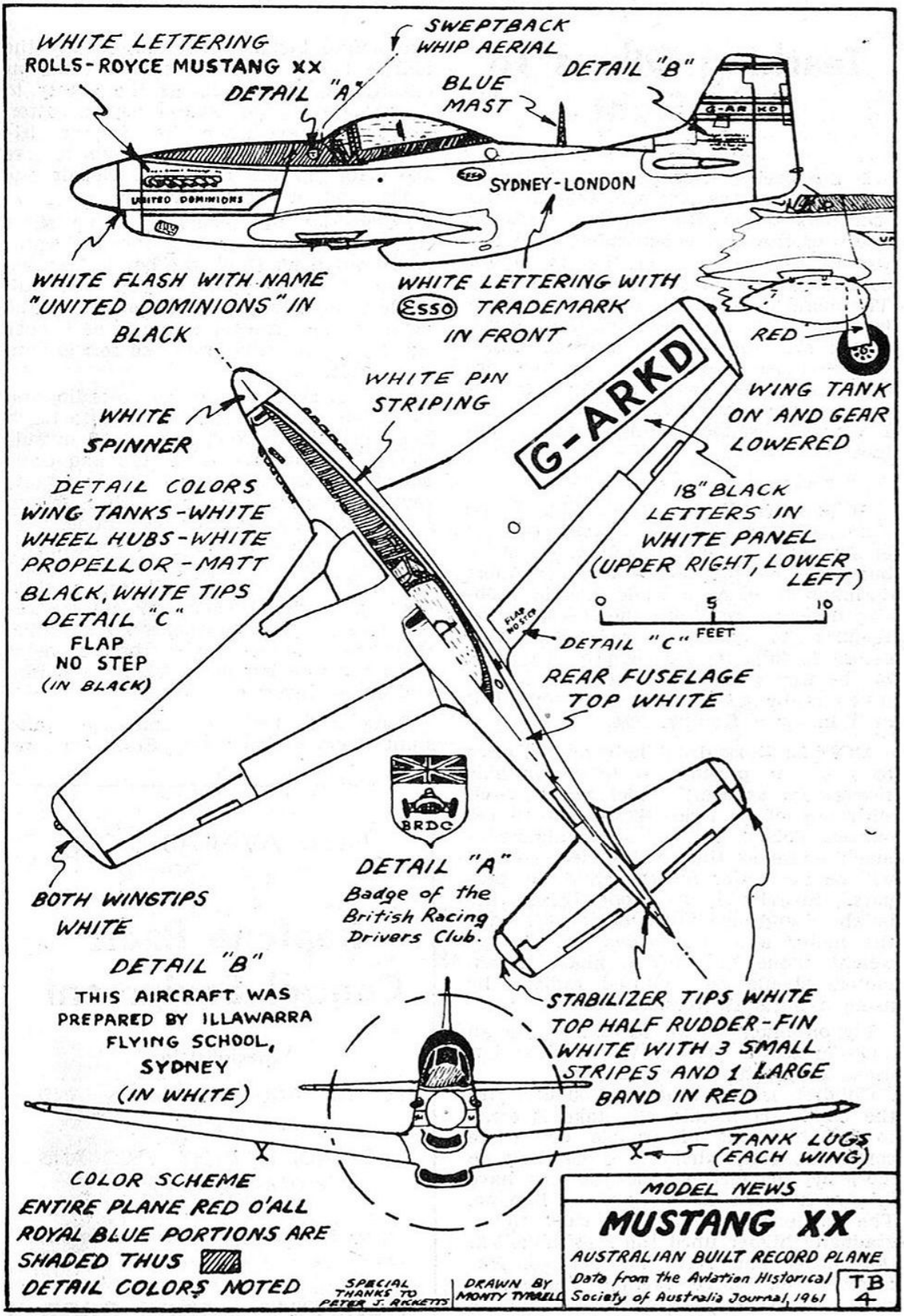
Whiteman took off late in the morning of July 17th from Richmond but the actual timing took place from his passing over the control tower at Kingsford-Smith Airport. Total tankage was 356 gallons and it is assumed this included the 62 gallon tanks which were jettisoned over the Tasman. During the flight he had a few misfortunes. At one juncture the radio failed due to a severe electrical storm. At another the motor cut about 500 miles out when a tank ran dry and there was an anxious delay till he could restart it again on another tank. Worst of all the supercharger played up above 18,000 feet. At times it looked the flight was foredoomed to failure. However, he passed over the Whenuapai Airport Tower in a shallow 600 m.p.h. dive and the time was 3 hours 31 minues 30 seconds. He had set a new open and solo record by the small margin of 17 odd minutes. Nine days later he made a return crossing with a stop at Norfolk Island for fuel. Time was 5 hours 40 mins., which was an East-West solo record.

On return to Australia Whiteman expressed complete lack of faith in the England-New Zealand Air Race arrangements. He felt that the organisers should have a class for private owners who never had the limitless funds of Governments entering and sponsoring Air Force planes. Some Americans who were considering entering evidently felt the same. As quite a few jets had been entered, as well as the new turbo-prop planes, there was a wholesale withdrawal of private owners. Whiteman still perservered on the hope of geting a Sabre from the R.A.A.F. or a Thunderjet from the U.S.A.F. However, he was unsuccessful there. To cap his troubles DCA refused him permission to install ram jets on to the wing tips of the Mustang for extra 'go'. He therefore formally announced his scratching from the race and offered the plane for sale.

The Mustang then passed into the hands of Arnold Glass, a well-known speedcar driver and motor cycle dealer, who set about preparing it for the 1954 Redex Around Australia Air Trial. He repainted the plane bright red and it bore numerous motor trade advertisements on the sides. It was also christened 'Johnny Zero'. Previously, when in Whiteman's hands, it had been called 'Rebel'. After completing part of the course Glass scratched as his handicap was to his figuring quite crippling. Long range accounting showed the plane stood to lose the greatest number of points even though it was by far the fastest machine in the event.

Except for experiments in target towing in 1959 the plane was only used as a private highspeed runabout till late 1960. Glass then sold it to an organisation known as the United Dominions Trust. This syndicate was made up of motor racing and associated interests in England. They set about converting it to a suitable record racing plane with the intention of bettering the following records: The London-Sydney 81 hrs., Sydney-London 130 hrs. (return) done by Clouston and Ricketts in the Comet which had in 1934 won the London-Melbourne Air Race, also the solo record of H. F. Broadbent, 125½ hrs. (Percival Gull Pilot for the attempt was to be the world famous Scottish racing driver Ron Flockhart).

Overnight stops were scheduled for Darwin, Rangoon and Bahrein and it was expected the record would be shattered by some 30 hours. The Mustang was jazzed up externally and technically. The installation of a radio compass and two VHF radio sets, alterations to the fule systems so the trouble experienced by Whiteman when the tanks ran dry wouldn't be encountered, and a comprehensive ar-



Teaching Others To Fly Stunt

Ivor F. Stowe

It has been calculated — don't ask me how — that the average age of aeromodellers is in the thirties. Certainly many of the big contest names fall into this category — perhaps the survey was conducted only on competition modellers. The moral is that more older people have to spend more time teaching more young people else our breed is doomed. There will be those who decry the whole idea of teaching the young anything on the grounds that they learn all too quickly. I cannot subscribe to this — I'd be jobless.

To work:

AGE: Depends on the child. I am convinced that children as young as five or six could be taught to fly the book — but nine or ten seems a much more optimum time. As a guide a child probably needs the reactions and co-ordination required to catch a twelve-inch rule before it falls its full length. An adult by the way stops it in 6 to 9 in. I have tested really good types who stopped it in 4 in. or a fraction less.

MODEL: Rugged but light and as close to 1 cc. as possible. A fully stuntable (except for squares) model can be built with one of the glo-.049's down to 4-5 ounces. This model will stand almost as much abuse as the solid variety — and will be far better for the child. Be prepared to rebuild the model. Make the bulkhead and motor detachable — it saves the motor and the model. Use heavyweight tissue and P.V.A. glue. Beam motors should be mounted radially by using a dural conversion.

Fly on linen thread 30-35 feet for an .049 (7d for 50 yds. in Woolworths) but use a proper handle not a stick.

Children learn by doing. You can give the child the handle and take it away to get him out of trouble but there comes the time when he is learning no more by this method and you just have to give him the handle and let him go. The tendency is for the model to go gradually higher until the inevitable. Fix the model and have another go. Remember that three twenty minute sessions per week are far more valuable than three hours at once. This probably means "teach 'em in the summer."

Don't let the learner fly more than three separate sessions upright before you launch the model inverted. Flying inverted is no more difficult than flying upright — it's the unlearning process that makes it difficult. A mistake that nearly all children make is flying for months on end before tackling inverted. Ideally the ability to fly inverted should come at exactly the same time as the ability to fly upright — not several months after. Don't get upset when the boy (or girl) forgets that down is up or starts to give down for up when upright. Repair the model and tacklie it again.

Desensitise the model by using short throw bell cranks or long throw elevator horns but don't think the boy is learning anything on a model which will still fly level on full up. Be prepared for the model to be pranged upwards of twenty times. Fly over long grass and soft ground if possible.

Given a child of average co-ordination for a ten year old it is possible to teach him upright, inverted, inside and outside loops (from inverted), go into and come out of inverted, overhead eights and horizontal eights all within a month or fifteen 1 hour sessions. Yes, it's been done. Vertical eights demand a good model. Reverse wing-overs and a proper climb and dive are all more difficult for a child than the eights because far quicker reactions and space judgments are required. Remember, a reasonable breeze helps when learning horizontal eights and into and out of inverted.

There it is. Let's see some real junior stunt flyers at your next State Champs.

ray of survival gear, were the main technical modifications. All this work was done by the Illawarra Flying School in Sydney. Test flights were done by K. May, an instructor at the school. Ron Flockhart then did a conversion on it and put in about 22 hours on the Mustang before the big flight. It left as G-ARKD registration.

He left Sydney on February 28, 1961, and after an overnight stop in Darwin as scheduled reached Singapore the next night. Only for bad weather he would have made Singapore earlier than he did. The following night was spent at Karachi where the Mustang was unfortunately delayed by an oil leak. On refuelling at Beirut the next morning it was apparent, however, he would reach London early that afternoon and beat the record by some 38 hours. Flockhart was highly elated as you can imagine but within the space of a few hours his elation turned to despair.

He encountered a severe storm over Greece and was forced to land at Athens. When attempting to leave there later the Merlin blew a head gasket and all hope was gone. He was therefore forced to leave the Mustang in Athens and fly on to England by ordinary commercial air service. On arrival in London he bitterly complained about the red tape he had been subjected to en route, especially at Athens. It is assumed this was the cause of the Athens trouble as the Merlin overheated with the tragic result.

Several months after the record attempt Flockhart entered it in the London-Cardiff Air Race of June, 1961, but was forced to withdraw as the plane was still held up in Athens. Then in September came the terrible news the plane had been virtually destroyed in a hangar fire in Athens when a blaze started in the Mustang's cockpit quite mysteriously. So ended the record of what will most likely be the last of the contemporary piston-engined trailblazing planes.

EPILOGUE: As the Mustang G-ARKD was now u/s and very few suitable piston planes were left for such capers Flockhart's backers, realising his chances of setting a record that may never be broken, purchased Mustang VH-UWB from Brooks Aviation at Moorabbin Airport in Melbourne. Flockhart returned to Australia in December for motor racing events and to prepare Mustang VH-UWB as he had G-ARKD. The intention was to leave on approximately April 16, 1962. On April 11 the plane was a replica of G-ARKD with the registration G-ARUK. On April 12, Flockhart left Moorabbin about 10.18 a.m. for Sydney where it was intended to fit further instruments. About 10.30 he reported compass trouble in heavy cloud over the Dandenong Ranges. Within a few minutes the Mustang was observed to dive steeply out of the clouds and crash at full bore into a hillside near the town of Kallista. The Mustang was completely destroyed and Ron Flockhart instantly killed.

Radio Roundabout

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

If ones successes are to be reported, then it seems reasonable that one's failures should be made known too. Although I must admit there is a very strong impulse to keep quiet about these.

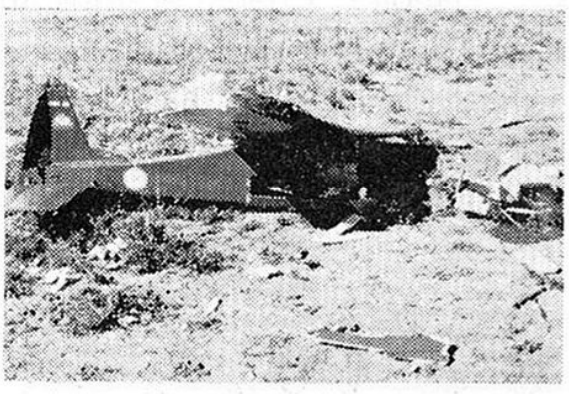
You will recall from our last issue how our friend Velitchovsky of the U.S.S.R. pipped us in our claim for the world's record for distance. Well, last Labour Day weekend we decided to have another crack and try for 200 kilometres (approx. 126 miles). The existing record stands at 150 kilometres.

We decided the Cicada 88 used in the last attempt would still be capable of doing this job. With a full fuel load she had a still air range of 160 miles, which gave us a nice safety margin. The only modification made was to change the radio gear. We had just completed tests on the new 10 channel relayless Silvertone and decided here was an apportunity to really wring this gear out. The 8 channel relay set used before was removed and the 10 installed, together with 5 Transmite Servos. On the last flight we had a little trouble holding a straight course due to the wind, which was about 150 deg. relative to the model. The reasoning behind using the 10, was to make two further channels available for rudder trim. With this control we could lay off our drift and bore straight down the road.

All testing and checking complete, we set off for the west on the Saturday. We planned to use the same road as before, but in order to finish at Narromine we had to stand back a little further than Girilambone. The starting position this time was a point between Coolabah and Byrock.

In the early afternoon we met up with the rest of the team at Narromine and made our way in convoy to Byrock, where we would spend the night.

The team this time, by the way, was much the same as before. Russ and Basil Healy were the F.A.I. observers, Richard Shaw the driver, Tom Prosser co-pilot and Malcolm McAulay, Keith Hollingworth and Colin Monk general helpers. Up till now everything had gone without a hitch, but at Byrock, Russ changed the name to Bedrock, the rot started to set in. This spot is right in the middle of the western plains and is hot, dry and dusty. There is not a



The last of Cicada 88 after a broken Servo wire.

Left to right: Russ Hammond, Keith Hollingsworth, John Marquette, Basil Healey, Tom Prosser, K. McCauley and Colin Monk. "Here I am in the middle of the desert, transmitter in my hand and . . ."

blade of grass to be seen and the only vegetation sprouting from the red earth, are a few spindley trees and salt bush.

The pub was a small one storey timber framed structure attended only by the publican's wife, who informed us that because everyone had gone off to Bourke for the day, she could only supply us with beds and beer — no food.

I'm rather partial to a drop of the nut brown, but only as an appetiser, not as a staple diet.

We weren't unduly concerned about the no food angle, figured we would eat at a cafe, but then we were informed there was no such animal in this town. However, the problem was solved by Richard and Keith, who used their charm on the innkeeper's wife and were finally given permission to rumage in the kitchen. They came up with a side of beef, some bread and a few greens, so we went to bed with full tummies after all.

An hour before dawn next morning, after a luscious breakfast of baked bean sandwiches and cheese, we made for the take off point. At daylight everything was set, the Glo Chief had been warmed and tuned and was singing merrily, so there was nothing else to do but take off and start the journey.

I wasn't looking forward to the first 50 miles of the trip particularly, for this was a red dust road full of pot holes and corrugations, with a wash away every few miles which necessitated a detour. To traverse this type of terrain at 25 m.p.h. is quite comfortable but when one is perched precariously on the tail gate of a station waggon at 45 to 50 m.p.h. it's quite a different story. The dust, too, didn't help matters, for at these speeds it swirled all round in a choking, blinding fog.

However, in between being almost bounced out onto the road on several occasions and self sympathetic thoughts on my uncomfortable predicament I managed to find a little time to control the model, which was rocketing along perfectly, with absolutely no consideration for the poor devils trying to follow it below.

It took about five miles to get the rudder trim just right, so that we were tracking right on course, but when this trim was found the machine was flying almost hands off. Just needed a touch of rudder now and then to counteract the slight turbulence.

For about 18 miles all went well with no excitement then I noticed the model seemed to be losing height. A touch of up trim didn't seem to make much difference, then a touch more, until finally with full up trim I was only just holding height. Panic — yelled to Richard and Tom that something must have shifted and I had lost my trim. They were in stitches laughing their heads off. We were only going up-hill, this made me pretty indignant and I informed them in well chosen Australian venacular to let me know in future when the waggon departed from straight and level.

This they did a few miles further on, when we had another hill to cross. The gradient was about 200 feet in 2 miles. At the bottom the Cicada was sitting at about 300 feet, a glance at the horizon and I decided to fly straight on and clear the hill by around 50 feet. This worked out quite well for when we got to the top we were just about 30 or 40 feet above the tree tops.

This was at the 23 mile point and right then I was feeling very happy. I reckoned we had it made. Then all of a sudden it happened, she dropped the right wing. I automatically hit left, but nothing happened. The turn continued until ground level, or rather 4 in. below ground level for the motor and all we had left was a scattered heap of balsa, silk, batteries and servos and a great cloud of red dust.

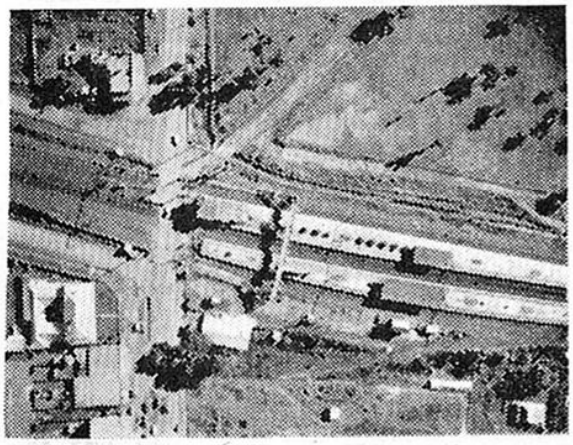
Well, that was the end of that attempt, but now we are even more determined to crack the 200 kilometres. Plans and preparations are once more in progress for the next attempt and I hope by about next April or May to be able to write a success story in these pages.

Incidentally, we are almost sure the cause of the trouble was servo failure due to a vibration fatigued lead. After a total wreck it's pretty hard to diagnose what may have been the trouble, but we've spent many hours since on post mortems and this seems to be about the only possible thing that could have caused such a failure.

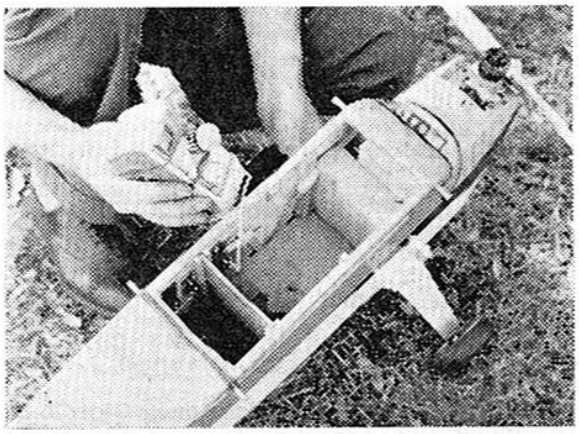
A word of advice to anyone who may be thinking along the lines of distance and endurance. Vibration is your greatest enemy and you really have to take super dooper precautions. We thought we had the game sewn up. We had everything shock mounted, but there was one weak link in the chain.

CLUB NEWS

Ted Balchin, 13 Emert Street, Wentworthville, P.R.O. of Cumberland R.C.M.C., sends in some interesting club news, the highlight of which are the recent photographic escapades of Ted Willard and his Plunderer (see pictures). Ted has now graduated to an 8 mm. movie camera and we understand he has already taken three rolls from the air. These were shown at a club film night and the



Rooty Hill Railway Station and Township taken from Plunderer from 950 feet.



Plunderer. The 8 m.m. movie rig being installed in Plunderer.

boys say they were really terrific, when the model turned and banked, your stomach followed it, just like cinerama.

Nev. Winley lost a Houdini a few Sundays ago. Was making a landing approach which took him over a tree, just as he was passing, out swooped a pair of magpies and bore down on the model like a couple of fighters. They tore great holes in the wing, the model stalled and spun in. This was bad but not so bad as Bob Foster's turn. His Super 60 landed on a nearby railway line. Yes, you guessed it, along came a train, by the time Bob arrived on the scene there was nothing left. The whole box and dice was smashed to pieces. The only thing salvaged from the wreck was the Silvertone, which incidentally, was plugged into another model and flown that afternoon.

Our most reliable friend Noel Mitchell, 60 Deanmore Road, Scarborough, W.A. once again sends more news from the West. Says Doug. Murray is building a Nimbus 2. Just as well it's Doug, a low wing with just over 4 feet area, 3½ deg. dihedral, around 5½ lbs., with a 45 panting up front, would be quite a handful, certainly not the machine for an elderly type modeller. You wont see your slave flying one this season.

Noel has a Hustler D7 on the rebuilding board and three other member of the Gassers are building G. Strings. Sounds like the boys in the west are going multi — like crazy. Don Cairns is right in the middle of preparations for a distance record attempt. No gen on the model or gear yet, but no doubt Noel will keep us in touch. Good luck Don and don't forget that vibration.

Had a letter from Brian Potter of Tamworth, who reports Bill Burke had his first multi flight a week or so ago. Everything went beautifully. Bill did loops, rolls and what have you and then on this third flight — disaster! He gave down then up, the bands

Ted Willard and his Plunderer.

broke, enter one ballistic missile. Put rather a nasty dent in terra firma, but we understand the model is ready to go again now. Bill was flying a Veco White Cloud C.G. Superhet 10 gear.

The annual open rudder contest of the Radio Controlled Model Club of N.S.W. was held at Riverstone on 4th Nov. This was a walk over for Cumberland Club, who took the first three places. Don't know what happened to all the R.C.M.C. greats? But the best the home side could make was a fourth by Basil Healy.

Places were filled by: First, Ron Evers, Cicada, Silvertone Glo Chief 19; second, Jack Healey, Viscount, Silvertone Glo Chief 19; third, Lyle Winley, Electra, Graupner 3 channel O.S. 15.

Basil flew a Cicada, Silvertone, Glo Chief 19 combo. and all the rest of the competitors, 10 in all, used Silvertone and about an even percentage of Glo Chief 19 and O.S. 15 engines. One interesting point was noted and that is how diesels have died as far as R/C is concerned. Of the 10 contestants 9 used glow and only one diesel.

Silvertone Multi

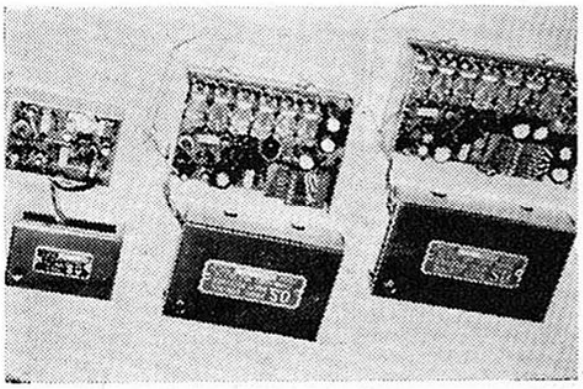
Ever since the single channel Silvertone appeared on the market I have been asked by dozens of modellers when a multi version is likely to be produced. Unfortunately up till now I've had to vaguely say, sometime in the distant future. Quite frankly, until recently, the sales potential in this country wasn't sufficient to warrant production. The picture has changed now and with all the recent interest in multi flying, I am very happy to say a multi Silvertone will be released for sale in January, 1963.

Initially these sets will be produced to order only, so delivery will be approximately 14 days after receipt of order. They will be custom built, assembled and tuned, not by process workers or inexperienced help, but by highly skilled radio technicians, who really know their business.

Models will be from 2 to 10 channels with relay or relayless receivers and dual simul. and non simul. transmitters.

Several interesting features will be incorporated in the design, one of which will be an "add to" feature. This means should you desire to start off with a small number of channels, say 2 or 4, then later you feel you would like a more advanced unit, there will be no need to scrap your gear or sell at a low price. All you will need to do is return it to the factory, where it will be converted for a moderate sum to whatever configuration you desire.

Another very important feature is the high efficiency of the transmitter. This unit has been tested to give out of sight range and all for a total H.T. drain of 8 M.A. on dual simul. tones S.M.A. on carrier. Using 2/467 batteries for H.T. it means the unit is only drawing 4 M.A. per battery, less than most receivers. This then will be the first true hand held multi transmitter on the Australian market. Gone is the need for a heavy battery pack hanging in a bag around your neck, or the cumbersome battery box on the ground, which virtually defeats all the features of a hand held unit because you are anchored by a H.T. cable.



O.S. 8-6 and single, all transistor receivers. Multi's operate off 6 volts and single off 3 volts.

Should you be interested in further information on these units, a note to advance Radio Control, P.O. Box 53, Pymble, N.S.W., will bring it to you by return mail.

First Prize a Refrigerator

Yes, thats whats going to happen at the Nats. this year. Have just heard from the N.S.W.A.A. that Sir Edward Hallstrom has donated a frig. to be given as a prize in the R/C event.

This is a most generous gesture and I know I can speak for all modellers, not only R/C, but C/L and F/F too, in conveying our very sincere thanks and appreciation to Sir Edward for this fine thought.

You know, there's nothing wrong with being an aeromodeller when we have such fine Australias as Sir Edward Hallstrom within our ranks. For a modeller he is, although he has been far too busy building and running a huge business and also engaged in a thousand and one charities, to do any practical modelling, he has been a keen follower of the hobby, from way back in the dim pre-war days.

The executive committee of the N.S.W.A.A. have decided this prize will be awarded to the R/C champion of champions. This is the contestant who gains the highest point scores over the three events. Points will be awarded on a basis of 3 for first, 2 for second and 1 for third.

American Notes

A word on the 1962 American Nats. may be of interest.

This contest was held at the U.S. Navy Air Base at Glenview, Chicago, in July this year.

Here's the part I like. An extract from The Windy City Newsletter, quote: The men and officers supplied by the navy, 121 in number ,merited praise and commendation, under the command of Commander Henderson, assisted by Lt. Fromm and Chief Wyatt. The men were assigned to tasks which were carried out in expert fashion, accomplished in good spirits and never shirked, although many had extra duties about the station, so were, therefore, working double shifts.

Wonder if words such as these will ever be written about an Australian Nationals. When I think of the support our modelling movement has received from our navy and air force for that matter, I feel very sad indeed.

A few statistics on the R/C events. There were 184 contestants who made 237 entries, by far the most popular event was multi, with 125 entrants, followed by rudder with 50 entrants. The greatest flop was intermediate with 9 entrants. Seems like pulse outside of G.G. for rudder only is a dead duck all over the world. Will have more words on this subject in later issues, for it has died in this country before it even got started.

There were 691 flights made and as far as equipment goes, of the 184 contestants, 80 used Superhets and 104 used super-regen.

Scale must have been something to see. First place went to an A26, around 8ft. span with 2/35's for power. Beautifully built and finished model and flew very well, in spite of its weight — 19 lbs. — whew!

Second was taken by a B47, which also flew very well in spite of its narrow swept back wings and large fuselage. Third to a P38 powered by 2/56's and here's something that we've seen done umpteen times before by scale modellers. Its first flight was the qualifying flights at the Nats.

Finally, don't forget our Nats. Let's make it a really bang on show this year.

THINKING OF RADIO?

By Jim Palmer

No doubt there are quite a few modellers who, when entering the radio branch of the hobby depend largely on advise offered by other fellows, when making their selection of gear, who have already entered the fascinating pastime of flying models by radio, or are guided by the brain washing they get from manufacturers and distributors of the gear. Not to mention the small item of hero worship. Before buying your outfit all these things should be put aside and some facts obtained. Fortunately there are quite a number of good makes of equipment available on the market here in Australia from which a contender can select his requirements.

Regarding the merits of tone and carrier wave equipment, it is generally accepted that tone is less subject to interference from spurious radio signals
A lot of good flying has been done with carrier gear and will continue to be done. It is interesting to note that radio frequencies are so crowded in America that they have had to go over to superhets.

As a result of the "you must fly tone" propaganda, it is interesting to note that very few of the new O.S. 1A receivers, £7/19/6, and 1 APM transmitter, £11/10/-, have been sold. We will take the merits of the R/X and T/X separately. The receiver is stable and reliable in operation and equal to anything available. Remembering the small original cost, you do not get the same economy when buying batteries, the receiver takes 3 x 22½ volt (67½ volts) hearing aid batteries for the high tension and preferably a 950 for the filament, costing a total of 29/5 for receiver batteries each time you change them. There is a weight factor here but it is not too great for models of the Cicada class. Coming to the 1 APM transmitter you have something quite interesting by way of comparison. The requirements here are two 67½ volt batteries HT and 1 x 950 torch cell for filament. The transmitter draws 20 MA. only when a signal is keyed. At this stage we might spend a little time theorising and compare this T/X with the average tone T/X available and it is the writer's opinion that this is where tone equipment falls down. Let us assume that a novice is flying his radio model with the 1 APM carrier T/X and the total flight time is five minutes and he spends 20 per cent. of the time with the key depressed sending signals to guide the model around the air. It is here some of the high cost of the receiver batteries are off-set. Now we have out first pilots mate take the air and he is using we will say for example an OS 3 APTX. Just as soon as his model takes to the air his transmitter is drawing around 18 MA continuously, rising to 25 MA when he sends a signal, all things being equal he is eating up his T/X batteries five times faster than the fellow using the 1 APM T/X. Even considering the battery compliment for the tone R/X at a cost of 10/7, you would find the foregoing carrier wave flyer operating the most economical. Not to mention the tone flyer's higher initial cost.

At this stage it might be interesting to make comparisons such as battery requirements and application of gear currently available in Australia. We have already covered the OS 4A R/X and 1 APT/X. So me will go on to the others.

OS 5A Tone Transistorised R/X 2 pen cells, 3 volts, 2/6.

OS 4A Tone Receivers, 22½ volt HT and 1½ LT, 10/7.

OS 2AP Tone T/X, 2 x 67½ volts, 1 x 1½ volt, 45/1. HT consumption 20 MA. Hand held.

Silvertone R/X Tone as OS 4A, 10/7.

Silvertone T/X Tone 3 x 45 volt, 1 x 1½, 75/3. Larger batteries are used here and longer battery life can be expected. Ground based.

C.G. Saturn R/X Tone Transistorised 2 pen cells, 3 volts, 2/6.

C.G. Venus T/X Tone 2 x 67½ volt HT. 1 x 1½ LT, 45/1. HT consumption 13 MA.

Babcock Magic Carpet R/X Carrier Wave. Transistorised 9 volt energiser, 8/6.

Babcock magic Wand T/X Carrier Wave 2 67½ volt, 1 x 1½ LT, 45/1. HT consumption 15 MA.

I would hasten to add at this stage that whilst both C.G. and Babcock are top quality equipment the price is beyond most modeller's pocket money, it does give the opportunity to compare and in doing so there is one outstanding feature, that is the current consumption of both of these T/X's is down where a considerable life expectancy can be had from the HT batteries. I am sure that I may not flatter some fellows but would observe that one of the most up to date and economical combinations today would be OS 5A receiver and C.G. Venus transmitter. This outfit would suit my pocket on operation cost right down to the ground. I am a sticker for hand held T/X's.

A word in support of a well known carrier wave receiver here would not be out of place. The Hill receiver in its two versions has done wonderful work for modellers all over the country, particularly in Brisbane and the Glen Innes-Inverell area. It is interesting to note that the Brisbane boys have added a transistor to the last stage and so cut the HT battery down from 30 volts to a 22½ volt with 11 MA rise. With range beyond normal requirements. This innovation brings it close to the weight of some tone gear and thus enables it to be used in models of medium size.

In multi you are again faced with the high drain on HT batteries. The fact that this problem is real is indicated by the different apprcaches various manufacturers have made to it. In America the multi T/X's with the high HT drain, as is available here, flyers have fitted power converters and use rechargeable nicad or wet cells, all fitted within the T/X case to bring about the desired economy of operation. These systems are quite good but do represent extra fiddling. The essence of the issue is to be able to put batteries in your T/X and be able to get reasonable economy. It is interesting to note that Orbit have revised their 10 channel T/X and it now draws around 16 MA HT.

Both Graupner of Germany and Kraft of America have produced multi transmitters employing transistors. The Kraft has a switching system where the T/X can be switched from 67½ volts used for normal flying to 135 volts should the model get close to the range limits on 67½ volts. The interesting point here is that the current consumption is from around 9 MA minimum to 18 MA on triple simultaneous, 13 MA on simultaneous. This is getting close to the ideal.

No doubt it has been noted in Model News that the OS 8 and 10 T/X's draw 26 MA maximum consumption. Doubtdlessly suppliers to our market are too well aware of these facts and will soon take steps to save we poor modellers some hard to acquire ready.

CLUB NOTES

N.S.W. NOTES

R.A.A.F. RICHMOND MODEL FLYING CLUB

From A. Ronke

The R.A.A.F. Richmond Model Flying Club has not been a very active one due to lack of building space by its members. However things are getting away to a good start for the Nationals with three possible entrants in C/L scale.

We have a limelighter in Bill (Flash) Robson with a 3rd place in C/L scale with a nicely built Mosquito powered by two O.S. .15 diesels.

Also rolling off the line is a 72 in. Hercules C. 130 A to be powered by 4 O.S. .15 R/C Glo., the builder Jack (Sgt.) Prince. This beast will have the full treatment, U/C retraction, flaps, forward and rear cargo doors and paratroop doors and well I could go on and on. He has to build on a specially made jug to correct warps.

Steve Feasey is doing a nice job of the Graupner Focke Wolffe and putting quite a few necessary modifications to the structure. Power is an Enya .19 Glo.

Yours truly hopes to get stuck into a 65 in. Art Chester's Jeep (1/3 full scale) power is hoped to be an Anderson Spitfire .60 but if not, a Glo Chief .49 will be the mill.

The club has extended an invite to Macquarie to fly with them on October 14th and no doubt an impromptu challenge will take place.

In spite of all the "room" at the Base the club can put up 4 circles only but this is plenty for the amount of activity in the club.

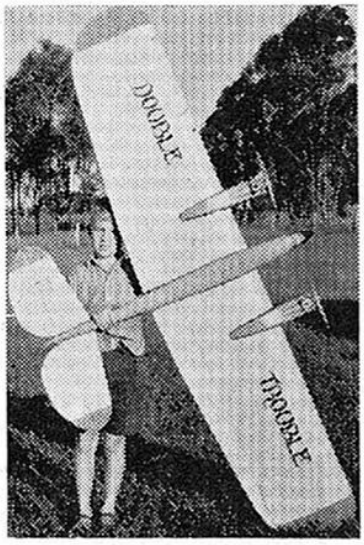
Any other clubs who would like a picnic and general flying day at R.A.A.F. Base, Richmond, N.S.W., are requested to get in touch with the Secretary, A. Ronke, 51 Allman Street, Campbelltown, N.S.W.

MACQUARIE MODEL FLYING CLUB

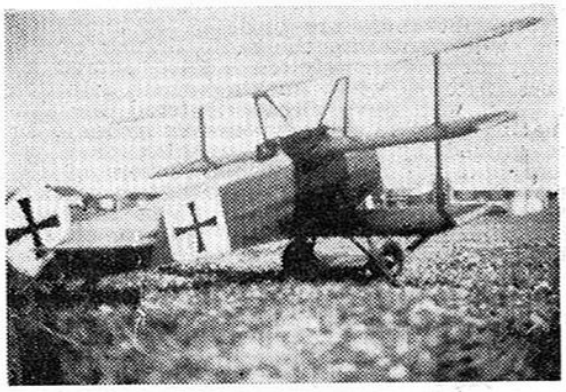
From A. Ronke

The Macquarie Model Flying Club held its annual meeting on Friday, 14th September, 1962, and elected the following into office: Secretary, A. Ronke; treasurer, R. Everett; committee, seniors, M. Whittle, N. Shennan, A. Harris; juniors, D. Moreau, W. Brennan.

There is no activity on the control line field as yet. The R/C group are quite active with Dick Everett bouncing his ½ wave like a soccer ball, Mike Whittle sending his Cicada all out across country, fortunately he had it returned a few days later. Noel Shennan has given undercarts (wheels) away. It makes for smoother landings in tall grass, is at present building a hull job with twin booms, fins.



Macquarie Model Flying Club, Arthur Harris "Double Trouble" Glo Chief .29 and .35 6ft. 6in. span.



Fokker Tri Plane, powered by Max O.S. 15. Built by Col. Seams, of Kempsey.

We will be skipping over R.A.A.F., Richmond, on October 14th for a general flying day on their invite.

We are on the make for a control line field as the one at Camden poses a transport problem for the junior members since there are but three cars in the club, so goes operation site a site.

So goes the report for this quarter. Not much I'm afraid but see you at the Nats.

ILLAWARRA MODEL FLYING CLUB NEWS

By Brian Holmes

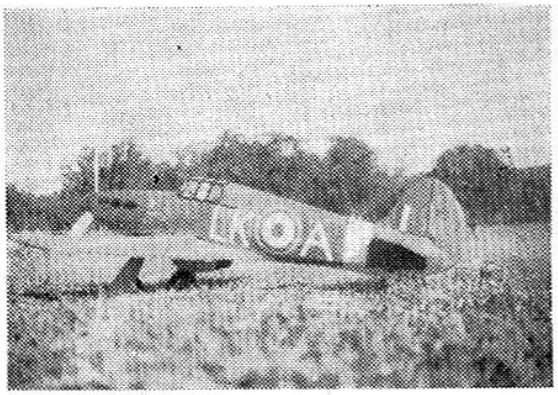
On June 30th the club held its second annual meeting and the following members were elected to office: President, David Owen; secretary, Bob Schnaars; treasurer, Mrs. Holmes; safety officer, Ross Ingram; contest director, John Simon; publicity officer, Brian Holmes; safety officer-delegate (Warilla branch), Danny Dingwall. The club membership stands at 90 with more enquiries still coming in.

The latest craze is R/C, which has interested a number of members and is now going ahead. The club contest director expected everyone to go "looney" and take it up, but, as Ray Brown said after returning from a long hike to bring back his (radio controlled?) Parrakeet, "the only difference between R/C and F/F is that you have to walk further."

Eleven cars went down to Gundagai for the long weekend to visit the local bods and a good time was had by all. The first day was overcast and windy, giving no chance of good flying. However, as the night progressed, spirits were high as we enjoyed a wow of a barbecue with meat provided by the local butcher, who is doing well with his T/Streak.

The Sunday turned out much better and by mid afternoon the club pres. dreaded the feel of the car pump in his hand after several unsuccessful attempts to get a jet model into the air. Ray flew his Glo Chief 19 powered Cicada, with Silvertone receiver and Bonner Varicomp, giving elevator and rudder with a touch of throttle now and then.

D. Owens profile Silvair F/F went rather queerly, as previously it had landed in a dam. With wings still affected, it dived from about 500 ft. with wings vibrating madly and was caught nicely by one of the locals. Warwick Gregory didn't put wing braces in the join on his R/C job and it landed with a realistic collapsing wing which rated about 30 deg. anhedral.



48 in. W.S. Hurricane powered by 6 cc. Glo Chief. Flys like the real thing. Built by Brian Richards, of Kempsey.

BEAUTIZONE MODELLERS MEET

Coffs Harbour Modellers in conjunction with the Lions Club will be conducting a special modellers weekend, on Sunday and Monday, January 27 and 28, 1963. Open to any modellers anywhere.

PROGRAMME:

SATURDAY.—Settle in and have a tour of the local sights.

SUNDAY.—Model boats of all types at Park Beach, special prizes for Sailing boats, speed boats, R/C boats, also a prize for the best finished boat. There will also be a display of any type of model from railroad to steam engine. Entry in this event is free, with a very nice prize for the winner, all other events are 5/- nomination fee plus 3/- per event. Entries close on January 19. Late entries accepted at double above rates.

MONDAY.— At Coffs Aerodrome, Radio Control single, R/C Multi, R/C scale, R/C intermediate, also C/L stunt and Rat race. The prizes are good so let's have a good roll up. I'm sure you'll enjoy yourself.

AUSTRALIAN NATIONAL MODEL AIRCRAFT CHAMPIONSHIPS

16th NATIONALS

CAMDEN — N.S.W.

28th December, 1962-4th January, 1963

NATIONAL EVENTS: Chuck Glider, Free Flight Scale, Power Ratio I, Power Ratio II, Power Ratio III, Power Scramble, Class ½A Team Race, Class II Team Race, Class III Team Race, Control Line Scale, Combat, Class II Speed, Class III Speed, Class II Proto Speed, Intermediate Radio, Junior ½A Team Race, Junior Stunt, Junior Combat.

F.A.I. EVENTS: Wakefield, F.A.I. Power, Multi Radio Control, Single Radio Control, A/2 Sailplane, Stunt, F.A.I. Team Race, F.A.I. Speed.

UNOFFICIAL EVENTS: Junior Hand Launched Glider, Rat Race, Open Rubber, Open Power Duration.

Entry fees must accompany entry forms and all moneys shall be payable to the N.S.W.A. of A. and addressed to: The Secretary, Box 3530 G.P.O., Sydney.

ENTRY INFORMATION: Entry fees, M.A.A.A. members 10/-, non-members £1. Nomination fees, M.A.A.A. members 5/- per event, non-members 10/- per event. Late entry fees, double the above. Entries will close on 10th November, 1962. Late entries will be accepted up till 12 noon on 28th December, 1962.

Processing where necessary will be carried out on Friday, 28th December, 1962. All models must be submitted before 8 p.m. Hours for flying shall be from daylight to one hour before sunset. There shall be 2 one-hour periods each day (times to be announced) when all models shall be grounded to allow for arrival and departure of full scale aircraft. A perpetual trophy and trophies for 1st, 2nd and 3rd placings will be presented on Friday, 4th January, 1963, at a presentation evening.

Camping sites, 20 feet square, will be available at Camden Aerodrome, where toilet and shower facilities will be provided. Fees per site will be £1/5/- for the period of the Nationals. It is regretted that no electric power or provision for meals can be provided at the aerodrome. However, there are many excellent restaurants in Camden, a distance of approximately one mile, where arrangements for meals have been made.

There are only four hotels and one motel in Camden, so accommodation is limited. Bookings may be arranged only through the N.S.W.A. of A. If you require accommodation, it is suggested you send your requirements in early. Tariff varies from £14/14/- to £16 per week for full board. A deposit of £1/1/- per person must accompany bookings. A canteen stocking sweets, soft drinks, chips, etc., will be set up on the aerodrome. There will also be a model shop carrying a comprehensive range of model requirements. Souvenir badges and transfers will be on sale in both the canteen and model shop.

The entertainment programme has not been completed at this stage, but it is planned to hold a film evening, night scramble, car trial and auction. The R.S.L. Hall in Camden has been booked for the presentation evening, which will take the form of a buffet dinner. An excellent and varied menu has been arranged and beer and soft drinks will be provided free of charge. Tickets, £1/5/- each.

PROGRAMME

Friday, 28th December, 1962: Processing.

Saturday, 29th December, 1962: Open ½A Team Race, Junior ½A Team Race, Class III Team Race, Round 1 Junior and Open Stunt.

Sunday, 30th December, 1962: F.A.I. Team Race, Control Line Scale, Round II Junior and Open Stunt.

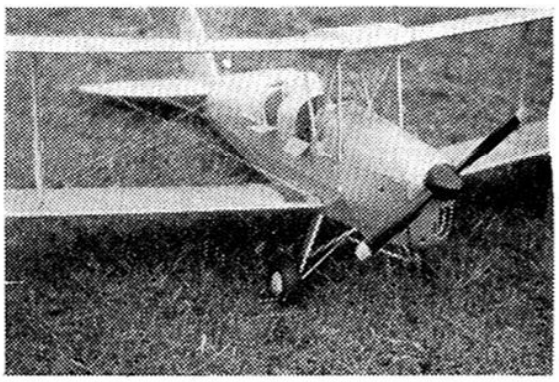
Monday, 31st December, 1962: Wakefield Rubber, Hand Launched Glider, Class III Power Ratio, Open Power, Multi Function Radio.

Tuesday, 1st January, 1963: Class II Speed, F.A.I. Speed, Class III Speed, Proto Speed Class II, Open Combat.

Wednesday, 2nd January, 1963: Free Flight Scale, A/2 Sailplane, Class I Power Ratio, Class II Power Ratio, Single Function Radio.

Thursday, 3rd January, 1963: Class II Team Race and Advertiser Trophy, Junior Combat, Rat Race.

Friday, 4th January, 1963: Junior Hand Launched Glider, Open Rubber, F.A.I. Power, Intermediate Radio, Power Scramble, Presentation Dinner.



Close up of Bob Milines' Free Flight Tiger Moth N.Z.

VIC. NOTES

From C. Martin

The Mornington Model Aero Club was reformed last February after a lapse of a year having "blown up" as a result of the eternal, council, residents, noise, argument.

We are lucky to have got away from all the above, thanks to a member who owns a farm, and fly happily on the farm every Sunday. Incidentally, the stock, etc., couldn't care less.

We have twenty active members with a useful mixture of experienced flyers and novices; the experienced flyers giving up a portion of their flying time to instruct novices.

While the club is in the main control line, there are certain members interested in radio control.

As an affilliated club to the V.M.A.A. we have club outnigs to the association meetings.

ECHUCA DISTRICT MODEL AERO CLUB

From Brian Douglas

After a quiet period during the winter the club is back in full swing. A recent visit to the Bendigo championships was a valuable one with much experience gained at an enjoyable meeting.

The Taylor brothers had a hot class 2 team racer and with more experience should start to collect trophies. Their model was pitted by Phillip Hayelman.

Max Heap and Robin Yates flew consistently in the F.A.I. team race but they just couldn't take a place. As the judges for the stunt event did not arrive, yours truly, John Mathews, Alf Elliott and John Pfeiffer took over. As there were no complaints everyone must have been satisfied.

The two who I would put my money on were Ken Taylor and Monty Tyrrell but as I had to leave before results were posted I have yet to learn who won.

The barbecue put on by Mrs. Tyrrell was enjoyed by one and all especially myself. Thanks, Elsie.

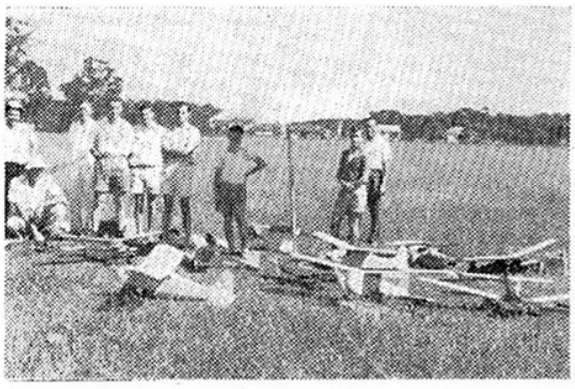
John Moore is one of the most prolific model builders I have seen, he really uses up the balsa. Club president Tony Maddick is a hurl glider fanatic who, with Len Smith, are our keenest free flight flyers.

We are fortunate that Monty Tyrell comes up here every six weeks with a car full of films. These evenings usually end in the early hours of the next morning. Keep it up Monty, we can take it. Don't wreck that Thunderbird till I get to fly it.

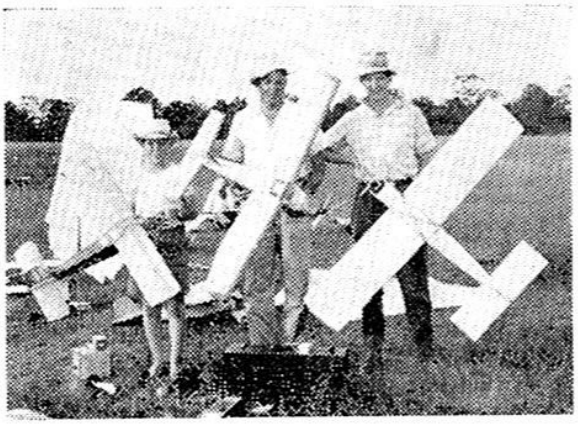
BENDIGO MODEL AERO CLUB

John L. Power

North Central Control Line Champs were held at Bendigo, Victoria, on Kennington Oval, 21/10/62. Processing commenced at 11 a.m. and contest got away punctually at 12 noon.



Cumberland R.C.M.C. This is the line up for the start of competition day.



Cumberland R.C.M.C. l. to r., Ken Healy, Lyle Winley and Ted Willard (holding photographic model).

The weather was extremely kind to us, conditions were ideal. The forecast was for gusty winds and thunderstorms, but these did not eventuate.

First event on the programme was the F.A.I. Teams Race, models were good but like most T/R models, a little temperamental.

Three heats were needed to get the final placegetters. These were: Peter Gallagher/I. Jarvis of Bendigo first: Fryer/Birkin of Windsor second and M. Heap/A. Yates of Echuca third. Winning team used an Eta 15 diesel which really went, giving a time of 6 min. 37.8 seconds for the 100 laps. Second crew gained 8 min. 45 seconds. The next event was the Class 2 Team Race. Entries were good, 9 in all. One crew nearly did not make it as their tank was a little over size. This was soon fixed by a little butchery here and there, and some sealed-off fuel tubing pushed into the tank.

This trouble cured they soon met the requirements and were in by the tubing of their tanks!

Several heats were run and eventual place getters were: Hughes/Pfiefer of Elsternwick first with a time of 8 min. 19 secs. for the 140 laps. Second was the K. Taylor/Bill Evans team from Windsor (full tank butchers, as they are now known) with a time of 10 mins. 36.4 sec. and third was G. Drummond/H. Potter team from Horsham with a time of 12 min. 11.5 sec. Most noticeable trouble with some of the teams racers was that they ran into the circle and had to stop there. Tough luck!

The next event on the agenda was the open stunt which was well patronised and very good as a crowd pleaser. First was K. Taylor (Windsor) with 872 points. He gave a very smooth performance which could not be faulted anywhere. Second was Monty Tyrrel of Melbourne who flew his immaculate "Thunderbird" powered by a "Merco 35". Monty gave a good demonstration of his flying skill, but was beaten on points with a total of 834.6 points. Third in the stunt with a very creditable show was Peter Brown of Bendigo with 759.6 points. Excellent in face of the competition that he faced. Good show, Peter!

Open Combat was the last event of the day to be held. We had 8 entries for this event which proved to be very spectacular. First was M. Reed of Oakleigh with 384 points. Second was P. Hobba of Oakleigh with 322 points and third was K. Taylor of Windsor.

The best exhibition of the day was given by Monty Tyrell who flew 2 aircraft at once. They were that beautiful Thunderbird and his "All Australian".

During this flight he flew both models in formation. The "Thunderbird" was powered by a Merco 35 and the "All Australian" by a Merco 29, with a silencer fitted.

Much to everyone's astonishment, the "All Australian" (29) was flying faster than the "Thunderbird" (35). Certainly says something for the Merco silencer. What! All winners for the day received trophies for the good work.

MANION MUNRO CLASS 2 TEAM RACE, 1962

On the cold and windy day of October 14 the seventh race for the perpetual Manion-Munro Trophy was flown off at Albert Park, Victoria. Everyone expected it to be a struggle between the defending champion, Ken Taylor, and the State champion, Holtham-Kidd team, but there were many other entries worthy of note, the general standard having risen considerably over the past few months.

Ken came prepared with two models, one Merco and one Enya powered, featuring Venturn carburettors which appeared to have been borrowed from the "Cox Tee Dee 15".

He had abondoned the one pitstop technique in favour of two stops with faster speed, and should have improved on his previous times had he not been put out of the running by a crash in his first heat. The faster speed really made pilot Bill Evans run around that drum !

Even faster in the air was the Holtham-Kidd team who turned up with a brand new racer, which had its first flights only the evening before. This was a completely new design, built by both members of the team, and featured a new type of chicken hopper tank which gave absolutely faultless motor runs. During practice in the morning it was clocked several times at over 105 m.p.h. with 63 laps, but in the heats after lunch it was found that seventeen of these laps had vanished, resulting in a slow time of 8 minutes 12 seconds.

The Cincotta-Wilson and Tidey-Hallowell teams were also finding laps difficult to get, but qualified for the final with slower times, requiring at least three stops. Second fastest time went to the well finished Dalesman of Max Whammond, which was using petrol in the fuel to maintain high lappage. Judging by the smooth paint jobs featured by nearly all entrants, it seems they have realised that a smooth surface does assist in obtaining high air speeds.

The final showed that the Holtham-Kidd team had restored their good lappage by an addition of 5 per cent. Benzol to the fuel, and as expected they drew well ahead of other competitors. Any chance of a record was spoiled, however, by the high wind which caused the model to land in a sand pit on the perimeter of the circle at both pit stops, knocking the Glo-plug connection off.

The time for the race was 7 minutes 51.7 seconds, the fastest ever recorded in this competition, but as Jimmy Manion said when presenting the trophy, we want to see faster yet.

Second place went to the Tidey-Hallowell team, with Cincotta-Wilson third. It is unfortunate that there is no trophy for second or third places in this competition, as it must be discouraging for newcomers to the event to receive no credit for what are often very good performances.

O.S. motors collected first, second and third places, Oakleigh Club scored first and second. The Oakleigh Club is to be congratulated, too, for its excellent staging of Victoria's first 1,000 lap team race held during August, 1962. In many respects this competition was better organised than the regular V.M.A.A. events.

QUEENSLAND CLUB NEWS

The Newtown Model Aeronautical Association conducted a one hour power scramble event on Sunday, 10th June, 1962, without runners. While Ivor Stowe once was in favour of this arrangement the puffed condition of our fellows indicated that we will ensure we have enough spare blokes for runners next time.

Under the circumstances the times were exceptionally good:

Peter Freeman 1501 sec., Arthur Gorrie 1255 sec., Des Robinson 1102 sec., Frank Blades 863 secs.

Everyone had old and trusted models except Arthur Gorrie who had a brand new model. This happens every seven years whether he needs one or not. This model flew as if in a groove every flight but with the absence of runners Arthur reckons he was beaten on the ground. Young long legs put it all over older, short ones. All agreed a mighty day.

RESULTS OF N.M.A.A. CONTEST DAY AT OXLEY

19th August, 1962

COMBAT: J. Jorgensen, F.A.I. T/R E. J. French; A. Gorrie; R. Edgerton.

RESULTS OF BEAU DESERT CHAMPIONSHIPS

12th August, 1962

Multi Radio, J. Sims (Dalby), H. Schleid (Dalby); Single, J. Richters (N.M.A.A.), L. Perren, c/- Brosnan (Beau); Scale, A. Weston (N.M.A.A.), Speight (Toowoomba), L. Searle (Stardusters); Sailplane, R. McKellar (Star), T. Spence (Beau), D. McKellar (Stardusters); Scramble, R. Edgerton (N.M.A.A.), L. Searle (Star), R. De Chastel (Star).

STARDUSTER'S CLUB NEWS

The following members were voted to executive positions at the recent annual general meeting: Secretary, E. Nicol; president, L. Searle; contest director, H. Dotti; public relations officer, L. Searle.

Members of Brisbane's Stardusters M.A.C. enjoying considerable amount of success at Queensland Champs. Club member Ron de Chastel looks like winning Champion of champions trophy at present time of writing.

Silvio Toigio launching Cicada at Townsville.

Ralph McKellar, sailplane enthusiast, did well at Champs. although plagued by "gremlins". You will recall Ralph easily won N.S.W. title at Camden last Easter. Brother Dennis came second. I am tipping Ralph to win an Aussie title in the near future. His designs and building are fab! He hopes to contest title at Christmas, so beware you Southerners.

Ralph McKellar and Les Searle are designing new Wake to replace one lost by Les at Q. Champs. Model was lost at Beaudesert after surviving attack by hawks and being timed for 34 minutes before disappearing for parts unknown. Story was featured in daily papers and TV news.

New model is of simple construction, featuring diamond shaped fuselage, a laminated double-bladed folder of 20 dia. 23 pitch. If model is successful plans will be forwarded to Model News at a later date.

Young Don Stapleton won both Open and Junior Stunt at Champs. Is this a record double?

The impact of TV is at last wearing off here in Brisbane and semi-retired modellers are once again returning to the flying field.

This Club, after being in the doldrums for several years can now boast a membership of 32. At this time of writing we are leaders in the points score for Clubs competing in the Q. Champs. The writer still bemoaning the fact that he lost Q. Scramble by two miserable seconds.

Our Club recently held an Inter-Club 500 lap "B" Class teams race. Ron de Chastel romped home in the good time of 33 min. 16 secs.

Next comp. will be open stunt for affiliated members. Three handsome cups have been donated for first, second and third place-getters.

Our annual free-flight precision event and half hour free-flight scramble drew large entrants and spectators were amazed at the precision flying. Anybody desiring info. on running this type of event contact me at 41 Eleventh Avenue, Kedron, Brisbane. Will be happy to forward details.

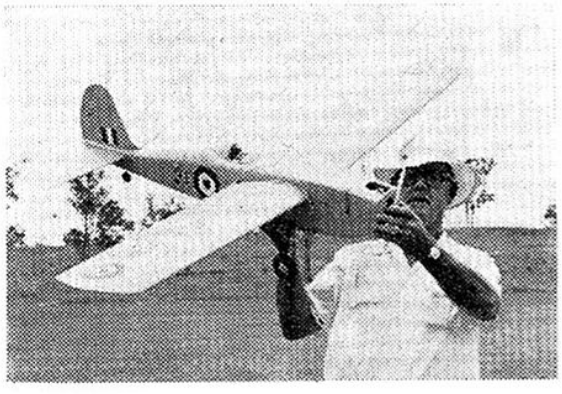
Our Club will be holding an Inter-Club competition (by post) with Mackay in North Queensland just as soon as final details can be arranged.

Several new Clubs have been formed in Brisbane recently and as all are affiliated with M.A.A.Q. we are looking forward to more inter-club competitions.

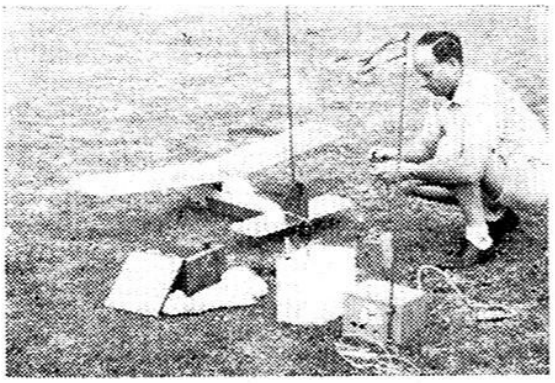
TOWNSVILLE MODEL AERO CLUB

By T. Comerford

Things are starting to pick up a bit now, we are getting a few new members both in C.L. and Radio. I don't know if you know or not but we had a radio contest some six weeks ago with six entries. The day was windy early in the afternoon, but settled down as it got later. B. Frost won flying an Equalizer with Silvertone and O.S. Compound



George Randall. 2.5 cc. Taipan. Shoulder wing Cicada.



Greg Forrester of Grafton with own design model, Wright R/X, goes well.

and Max. 15. M. Tandy was second, Houdini with Silvertone and O.S. Compound and Max. 15. K. Lane was third, Stroder Llesing with Silvertone and O.S. Compound and Enya 0.9. R. Tails had trouble with Houdini Silvertone O.S. Compound and motor and yours truly with an Invader, Silvertone receiver Bonner varicomp. and Max 15. Something went drastically wrong with my trim and I bent things up a bit, but these were repairable and I flew later after the contest.

M. Tandy put on a terrific display of aerobats much to the joy of the large crowd watching.

B. Frost has just come back from America and he brought back a few reels of film on multi flying in the States. We had a barbecue at my place followed by a show of these and they are really good. Now the feeling of going multi has bugged a few.

Well, Russ, will leave you now, we are all glad to see the magazine back with us. When you live this far away you just have no clue as to what is going on anywhere. Good luck to "Model News" and you will hear from us again soon.

ROCKHAMPTON NEWS

By P. Hartley

Recently the Rockhampton Model Aero Club visited Mackay for control line competition on the 9th and 10th June as it was their centenary. Apart from many members of our club who were able to attend there were representatives from Emerald as well. The results as below:

Class ½A Team Race: L. Neight (R'ton) 1, B. Harris (R'ton) 2, K. Bridges (Emerald) 3.

Class A Team Race: H. Price (R'ton) 1, C. King (Mackay) 2, J. Ballingall (Mackay) 3.

F.A.I. Team Race: C. King (Mackay) 1, B. Harris (R'ton) 2, H. Price (R'ton) 3.

Class B Team Race: B. Harris (R'ton) 1, K. Bridges (Emerald) 2, T. Hartley (R'ton) 3.

Junior Combat: J. Ballingall (Mackay) 1, J. Kitchiner (R'ton) 2, T. Christian (Emerald) 3.

Senior Stunt: B. Harris (R'ton) 1, K. Bridges (Emerald) 2, N. New (R'ton) 3.

Junior Stunt: T. Christian (Emerald) 1, G. Paten (Emerald) 2, J. Kitchener (R'ton) 3.

Stock Race: J. Kitchener (R'ton) 1, B. Harris (R'ton) 2, W. Glendenning (Mackay) 3.

Open Combat: H. Price (R'ton) 1, K. Bridges (Emerald) 2.

250 Lap Class B Team Race: B. Harris (R'ton) 1.

As it can be seen from the results Rockhampton had a successful time and I think everyone enjoyed themselves. The prizes given out were practical and very useful.

Our club is to start its annual competitions in August which divided into two sections which are control line and free flight and the events are:

Control Line: ½A Team Race, F.A.I. Team Race, B Class Team, C Class Team Race, 500 Lap Team Race, Open and Junior Stunt, Open and Junior Combat (5cc.-6cc. and 2.5cc., Max.).

Free Flight: Duration, Scramble, Open Rubber, Open Sail Plane, Chuck Glider and maybe Power Ratio.

Each section is to be run on the one Sunday (all day) if possible or two following Sundays if necessary. Any members from other clubs who are in the district hen are welcome to come and join us.

COMING EVENTS

September 2: Chuck Glider, Open Power Ratio, Open Sailplane.

September 16: B Class Team Race, Junior Combat 2.5cc., Junior Stunt.

October 7th: Open Rubber, Power Scramble (½ hr.).

October 21st: Open Combat, C Class Team Race, Open Speed.

1962 QUEENSLAND MODEL AIRCRAFT CHAMPIONSHIPS — BEAUDESERT — JULY 15th, 1962

After a week of flood rains, Sunday commenced with a terrific blanket of fog which lifted for a terrific day.

The area at Beaudesert was chosen as part of the M.A.A.A.Q.'s policy of stimulating interest in the areas of affiliated clubs. Beaudesert while not large, shows surprising interest for the district. As typical of "country" fliers as it is a primary producing district, the standard of models is high. This same intense attention to construction and finish has been seen in models by Joe Sims of Dalby, Max Newnham of Toowoomba, the Phillipson family of Rockhampton, Keith Call of Maryborough, Dal Laing of Bundaberg and Brien Pule, Maurice Bradney of Mt. Isa.

A mowed clearing assisted free movement although intended for the radio day in August.

Results: Wakefield, L. Searle, Stardusters (lost model — last seen eloping with a hawk), 20 mins.

F.A.I. Power: R. De Chastel, Stardusters, 687 secs., R. Edgerton, N.M.A.A., A. Gorrie, N.M.A.A.

A2 Sailplane: K. Mahoney, Beaudesert, 611; R. McKellar, Stardusters, 584; T. Spence, Beaudesert, 506.

Jetex: J. Hall, Stardusters, 207; K. Mahoney Beaudesert, 207; J. McCarthy (Stardusts). Results over the A.B.C. news and Brisbane Courier Mail).

Ron De Chastel's high thrust line model performed extremely well with vertical climbs and the D/T saved it several times.

Ron Edgerton had difficulty mastering the trim of a model he hadn't flown for years due to studies.

Arthur Gorrie (still crying about the loss

Noel Phillips launches his own version Biplane Hill RX Fox 35, Evans Head Easter weekend.

Club contest at Schofields. L. to R.: J. Marquette, J. Eyre, W. Carter, Bill Eyre, John Alcroft, Brian Eyre and Clive Hutchinson.

of his F.A.I. model last year) and lamenting loss of building time through an unnecessary political situation arrived with a still wet model and a Fox 15 which had never been run. One side of the fuselage dried on the 45 mile trip to Beaudesert tied to the front bumper and has a unique "dust cover" built into the finish. The rest dried in the sun. With several runs, the model, a variation of a Mallard, flew O.K. but the motor couldn't be run-in in time. Kev. Mahoney of Beaudesert flying a Marauder, 611 sec. (with a water injector) flew as if he enjoyed the day. Seems Kev. used to fly the Marauder as far away from the crowd as he could (like a maximum), fill the fuselage and wings with water and rub mud all over his legs. It seemed to work although the method seems a bit unorthodox.

Ralph McKellar, 584 sec., didn't surprise anyone by coming second. Ralph builds some beautiful models and did well at the N.S.W. Championships at Easter, together with his brother who also placed there.
Tom Spence of Beaudesert, flying a Tadpole which should have been suited to the water logged conditions at ground level bobbed up third with 506 secs. These three places were really fairly close.

Sailplane was the most popular event of the day.

Jetex was fairly well supported with the largest units the more popular, mostly with all balsa construction.

The Beaudesert Club had signs erected, toilet facilities, official tent available. Carl Brosnan, president of the club, assisted Herb Dotti in time keeping. Events over and prizes presented by 4 p.m. An after-dark exodus through the chopped up muddy track. It would have been interesting and many competitors might have been away "sick" today. Several cars were bogged.

Les Searle provided a diversion with a Scramble model which was flying too well. An interesting aerobatic display with a Pee Wee powered competitor was worth watching. A useful scramble model. Quick starts aerobatics used up time and fuel but model didn't stray. Next day also at Beaudesert as you know.

The following records are recognised by the F.A.I. and M.A.A.A.:

AUSTRALIAN RECORDS

Type of record, Duration, classification, Indoor Stick, holder, H. Halshaw (Vic.), performance, 14 min. 36 secs.
Duration, Indoor Fuselage, B. Felstead (Tas.), 12 min. 36 secs.
Duration, F.A.I. Sailplane, E. McGregor-Loundes (Qld.), 14 min. 10 secs.
Duration, Nordic A/2, G. W. Carney (Tas.), 36 min. 35 sec.
Duration, Chuck Glider, R. Fairfield (Qld.), 8 min. 10 secs.

Duration, Jetex, J. Sinclair (Vic.), 5 min.
Duration, One Hour Power Scramble, K. Green (S.A.), 2,228 points.
Speed, 2,501 to 5 cc., Class II, J. Finneran (N.S.W.), 136 m.p.h.
Speed, 5,001 to 10 cc., Class III, L. Buck (S.A.), 149 m.p.h.
Speed, Class II Team Race, J. Oehme-R. Silva (S.A.), 7 min. 39.5 secs.
Speed, 1/2 A Team Race, H. Flanagan (N.S.W.), 10 min. 44.2 secs.
Speed, F.A.I. Team Race, B. G. Eather (N.S.W.), 5 min. 23 secs.
Height, Radio Controlled Powered, K. Hearn (Vic.), 1500 m.
Duration, Radio Controlled Powered, K. Hearn (Vic.), 33 min. 24 secs.
Distance, Radio Controlled Powered, J. Marquette, 62 miles.

WORLD RECORDS

Duration, Ian B. Barber, 9 hrs. 4 mins.
Distance in straight line, E. Boricevitch (U.S.S.R.), 378.756 km.
Height, G. Loubouchkine, (U.S.S.R.), 4152 m.
Speed, I. Ivannikov (U.S.S.R.), 301 km./h.

INTERNATIONAL RECORDS

Duration, Free Flight Rubber, M. Kiraly, 1 hr. 27 min. 17 secs.
Distance straight line, Free Flight Rubber, G. Benedek, 50.260 km.
Height, Free Flight Rubber, R. Poich, 1442 m.
Speed straight line, Free Flight Rubber, V. Davidov, 107.080 km./h.
Duration, Free Flight Motor, I. Koulskovsky, 6 hrs. 1 min.
Distance straight line, Free Flight Motor, E. Borickitch, 378.756 km.
Height, Free Flight Motor, G. Loubouchkine, 4152 m.
Speed straight line, Free Flight Motor, E. Stiles, 129.768 km./h.
Duration, Gliders, M. Milutinovic, 4 hrs. 58 min. 10 secs.
Distance straight line, Gliders, F. Szomolanyi, 139.8 km.
Height, Gliders, G. Benedek, 2364 m.
Duration, Telecontrolled Powered Models, K. A. Willard, 5 hrs. 28 min. 57 secs.
Distance, Telecontrolled Powered Models, P. Velitchkovsky, 149.518 km.
Height, Telecontrolled Powered Models, N. Malikov, 2,250 m.
Speed straight line, Telecontrolled Powered Models, R. Dunham, 198.904 km./h.
Distance closed circuit, Telecontrolled Powered Models, P. Volitchkovsky, 74 km.
Duration, Telecontrolled Gliders, I. Barber, 9 hrs. 4 min.
Distance, Telecontrolled Gliders, N. Malikov, 6300 m.
Height, Telecontrolled Gliders, N. Drojjine, 603 m.
Speed, F.A.I. 0 to 2.5 cc., Zbynek Pech, 246.07 km./h.
Speed, 2,501 to 5 cc., B. Shelton, 253 km./h.
Speed, 5,001 to 10 cc., R. Lauderdale, 274 km./h.
Speed, Jet, I. Ivannikov, 301 km./h.

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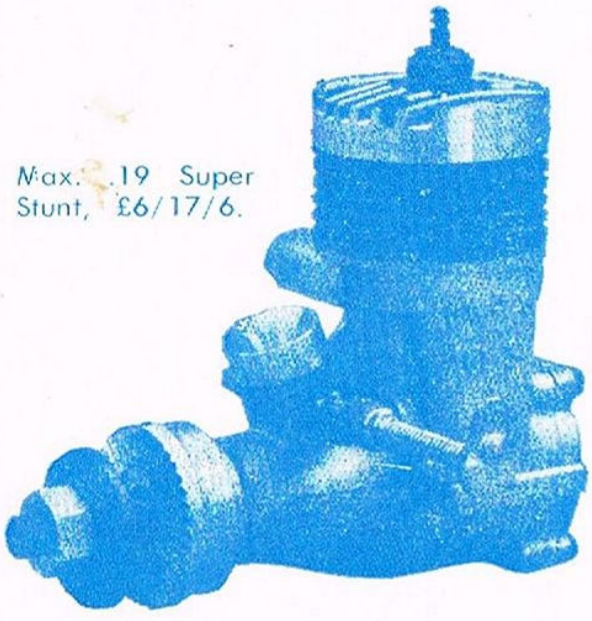

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