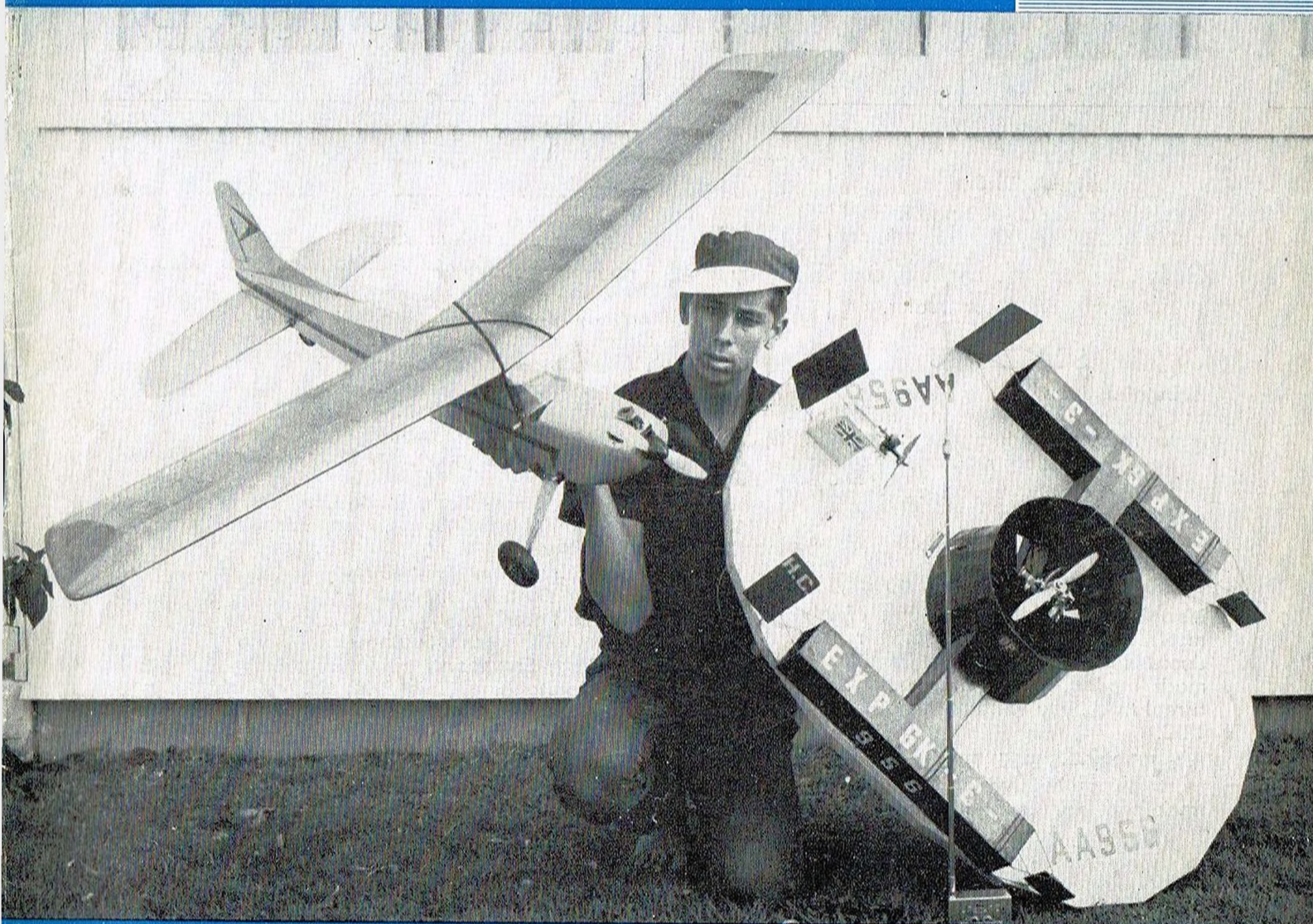


Model News

AUSTRALIAN & NEW ZEALAND MODELLING

DECEMBER
1963

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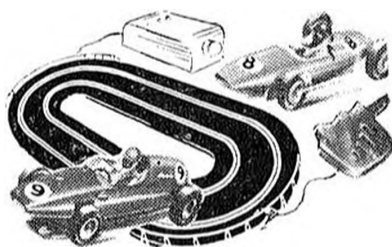
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Alfred Shaw, Townsville.

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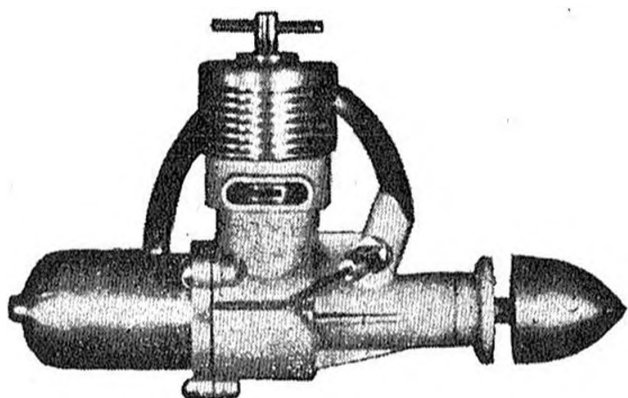
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8-6			50c
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6-3	6-4		50c
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6-3			50c

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MODEL NEWS

Vol. 7. No. 4

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December, 1963

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Editorial . . .

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Reports and articles sent in for publication in *MODEL NEWS* are at all times most welcome and we depend almost entirely on these reports for our news. It is you, our readers, who write *Model News* and without your reports it would be a very poor magazine indeed.

In publishing these reports *Model News* expects them to be a true and accurate account of what took place and that the event did really happen. As our means of checking reports sent in for publication are very limited we can only accept them as written and in good faith.

Recently a report was published in *Model News* and as turned out later it was without fact, much to the embarrassment of the modellers mentioned in the article and all concerned.

Over the years our readers have looked to *Model News* to keep them accurately informed on the Aeromodelling in Australia. We can keep this faith only by fair and accurate reporting and truthful advertising.

It would be better for us to be without a magazine than to have one in which nobody had any faith.

Cover Story

GREGOR KRUBERG of the N.M.A.A. with his O.S. multi-speed 19 powered Kiel Kraft Super 60. Radio gear OS 5 AL receiver. His Hovercraft SR-N1 has been a highly successful project and is capable of carrying a payload of 2 lbs. Hovercraft have been the subject of a lot of investigation in this country of late.

NEXT ISSUE JAN.-FEB.

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World Championships Results



Sean O'Connor's Wakefield, flown proxy by Eigner of Austria for 180, 180, 144, 141, 160, total 805 to place 30th in the Wakefield. Photograph and results from the Aeromodeller. Full details will appear in their next issue.

FREE FLIGHT EVENTS AT WIENER-NEUSTADT, AUSTRIA

A/2 GLIDER: 1, G. Erichsen, West Germany, 180, 180, 180, 180, 180, 900; 2, E. Avory, Canada, 180, 180, 180, 180, 171, 891; 3, B. Modeer, Sweden, 180, 180, 168, 180, 180, 888; 4, E. Nicolaas, Netherlands 171, 180, 155, 180, 180, 866; 5, P. McQueen, Canada 180, 177, 145, 180, 180, 862; 6, B. Roshin, U.S.S.R. 136, 180, 180, 180, 180, 856; 7, V. Simonov U.S.S.R. 142, 180, 180, 180, 168, 850; 8, L. Lultchev, Bulgaria 147, 162, 180, 180, 180, 849; 9, P. Soave, Italy, 126, 180, 180, 180, 180, 846; 10, A. Riflawi, Israel, 173, 120, 180, 180, 178, 831; 10, I. Zlatev, Bulgaria, 168, 180, 180, 180, 123, 831.

F.A.I. POWER: 1, E. Frigyes, Hungary, 900 plus, 210, 240, 270; L. Laxmann, Finland 900 plus, 210, 240, 233; D. Galbreath, U.S.A., 900 plus, 210, 240, 223; A. Dall'Oglio, Italy, 900 plus, 210, 201 —; 5, A. C. Sereno, Portugal, 180, 180, 178, 180, 180, 898; 6, G. R. French, G.B., 180, 180, 180, 180, 166, 886; 7, H. Keinrath, Austria, 164, 180, 180, 180, 180, 884; 8, K. Braasch, East Germany, 162, 180, 180, 180, 180, 882; 9, M. Green, G.B., 180, 161, 180, 180, 180, 881; 10, B. Bulukin, Norway, 160, 180, 180, 180, 180, 880; 11, A. Meczner, Hungary, 180, 158, 180, 180, 180, 878; 12, I. Henry, New Zealand, 180, 180, 156, 180, 180, 876.

WAKEFIELD: 1, J. Löffler, East Germany 900 plus, 210, 240, 243; A. Hakansson, Sweden 900 plus, 210, 240, 186; B. Murari, Italy, 900 plus, 210, 232 —; H. Wagner, Austria, 900 plus, 185 —, —; 5, R. Sundin, Sweden, 180, 162, 180, 180, 180, 882; 6, E. Melentiev, U.S.S.R., 180, 180, 161, 180, 180, 881; 7, A. Petiot, France, 156, 180, 180, 180, 180, 876; 7, J. McGillivray, Canada 180, 180, 177, 180, 159, 876; 9, S. Galgoczy, Hungary, 180, 180, 180, 150, 180, 870; 10, A. Mabilie, Belgium, 149, 180, 180, 180, 180, 869.

CRITERIUM OF ACES, GENK, BELGIUM

TEAM RACING: 1, Zolotoverch/Kobets, U.S.S.R., heat 1 5:46, heat 2 4:47, final 5:10; 2, Trnka/Drazek, Czechoslovakia, heat 1 4:48, heat 2 5:05, final 5:13; 3, Babichev/Radchenko, U.S.S.R., heat 1 4:49, heat 2 4:35, final R'td.

AEROBATICS: 1, L. Grondal, Belgium 1051, 944, 956, 2007; 2, Y. Sirotkin, U.S.S.R., 815, 980, 977, 1957; 3, J. Kari, Finland, 983, 870, 960, 1943.

COMBAT: 1, S. Holland (G.B.) winner of the final, 6 cuts to 2.

SCALE: 1, B. Randle, Great Britain, Fairey Gannet, 294,1 points; 2, K. Hofherr, Germany, Canberra, 285,5 points; 3, A. Day, Great Britain, Fokker D.7, 271,9 points.

SPEED: 1, E. Grandesso, Italy, 222 km/h, —, —; 2, V. Natalenko, U.S.S.R., 216, —, —; 3, I. Toth, Hungary, —, 214, 211.

WORLD R C CHAMPIONSHIPS: 1, R. Brooke, U.S.A., 1924, 1806, 1798, 3730; F. Bosch, Germany, 1724, 1812, 1968, 3780; 3, E. Kazmirski, U.S.A., 1670, 1503, 1760, 3430; 4, P. Louis, Belgium, 1608, 1607, 1783, 3391; 5, G. Nelson, U.S.A. 600, 1556, 1800, 3356; 6, Culverwell, S. Africa 1661, 1576, 1667, 3328; 7, F. Van Den Bergh, Great Britain 1543, 1625, 1653, 3278; 8, Ch. Teuwen, Belgium, 1409, 1541, 1530, 3071; 9, P. Marot, France, 1503, 1327, 1537, 3040; 10, H. Tom, Canada, 1470, 1329, 1552, 3022.

1964 QUEENSLAND MODEL AIRCRAFT CHAMPIONSHIPS

PROGRAMME

FREE FLIGHT

MAY 31: A2 Sailplane, Wakefield, Jetex, Class I Power, up to 1 cc.

JUNE 14: FAI Sailplane, Open Rubber, Class II Power (over 1 and up to 2.5), Junior Sailplane.

JUNE 28: FAI Power, Class III Power (over 2.5), Chuck Glider, A.1 Sailplane.

JULY 12: Scale F/F, Scramble (one hour), Radio, Single, Intermediate, Multi, Scale. (Radio scale, qual. flight 1 min.). Normal pattern for points).

CONTROL LINE

JULY 26: Combat, 2½ Combat, 52ft. 3in. 300 pts., Scale.

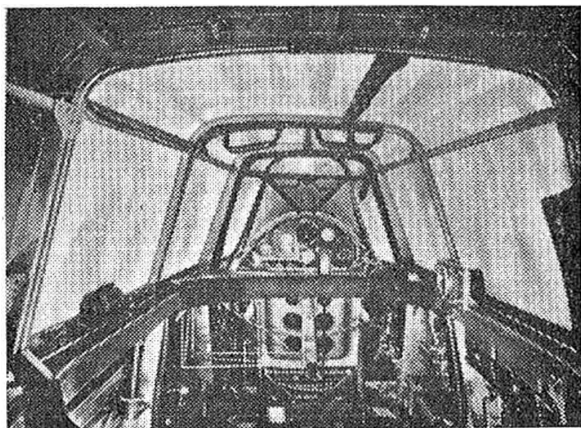
AUGUST 5: Senior Stunt, Junio Stunt (under 16), Novice Stunt (under 14), (motor sizes up to 2.5), Speed FAI, II, III.

AUGUST 23: Team Race, F.A.I., Half "A", "B".

SEPTEMBER 6: Team Race "C", Proto "A", "B", Locations for all events to be decided. Clubs may make recommendations.

THE PZL-23 KARAS

(Described and drawn by Felix Pawlowicz)

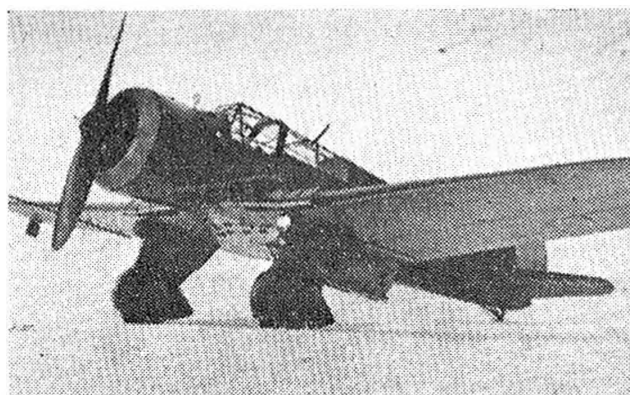


Interior view of the navigator's compartment.

The PZL-23 "Karas" was evolved by S. Prauss from his PZL-13, high-performance transport monoplane project of 1930, and the first prototype, PZL-23.1 flew in August, 1934. Over 200 PZL-23 As and PZL-23 Bs with 720 h.p., PZL-Bristol-Pegasus VIII, were produced in the years 1935-1938. One PZL-23B, was converted to an experimental twin fin and rudder machine with retractable underfuselage "Cath", designated PZL-42. An export version, the PZL-43, with

Gnome-Rhone radial and heavier armament, was developed for Bulgaria and a total of 54 of PZL-43As and PZL-43Bs were produced for the Bulgarian Air Force.

Two hundred PZL-23 "Karas" reconnaissance-Bombers were in service at the end of 1938, and during the September campaign of the following year, was used extensively by five squadrons of the Bomber Brigade, and seven squadrons of the Armies Air Force.



Polish Light Reconnaissance Bomber PZL-23 of the 1934 era powered by a Bristol Pegasus 11.600 H.P. Motor.

U.S. Sets New R/C Records

The United States has captured the R/C/FAI altitude record from Russia, and a new R/C straight-line record was set at the DCRC Record Smashing Derby on July 4-5 at the Dahlgren, Va., Naval Weapons Laboratory airfield. Although not yet confirmed by FAI, Maynard Hill, AMA vice-president, from Silver Spring, Md., holds the new altitude record of 13,320 ft., almost double the Russian record set last year of 7,380 ft.

Flying a 71-ft. span original design, weighing 8 lbs., powered by a Fox .59, and using Sampey super regen equipment on 53 Mc., Maynard broke the record on three successive flights, the first being to 11,940 ft., and the second to 12,960 ft. The aircraft, equipped with tinfoil reflectors, were tracked by Navy radar used at Dahlgren for measuring ballistics tests. High-powered binoculars provided by the Lab. were used by the pilot to view the model while flying. A tracker using separate field glasses electrically controlled the position of the flier's binoculars.

The Russian record also was broken by three other contestants. Walter A. Good, past AMA president, attained an altitude of 10,080 ft. flying a WAG-equipped Multibug. Howard McEntee reached 9,210 ft. flying an original with "Kickin Duck", and Bill Northrop, Newark, Del., flew his

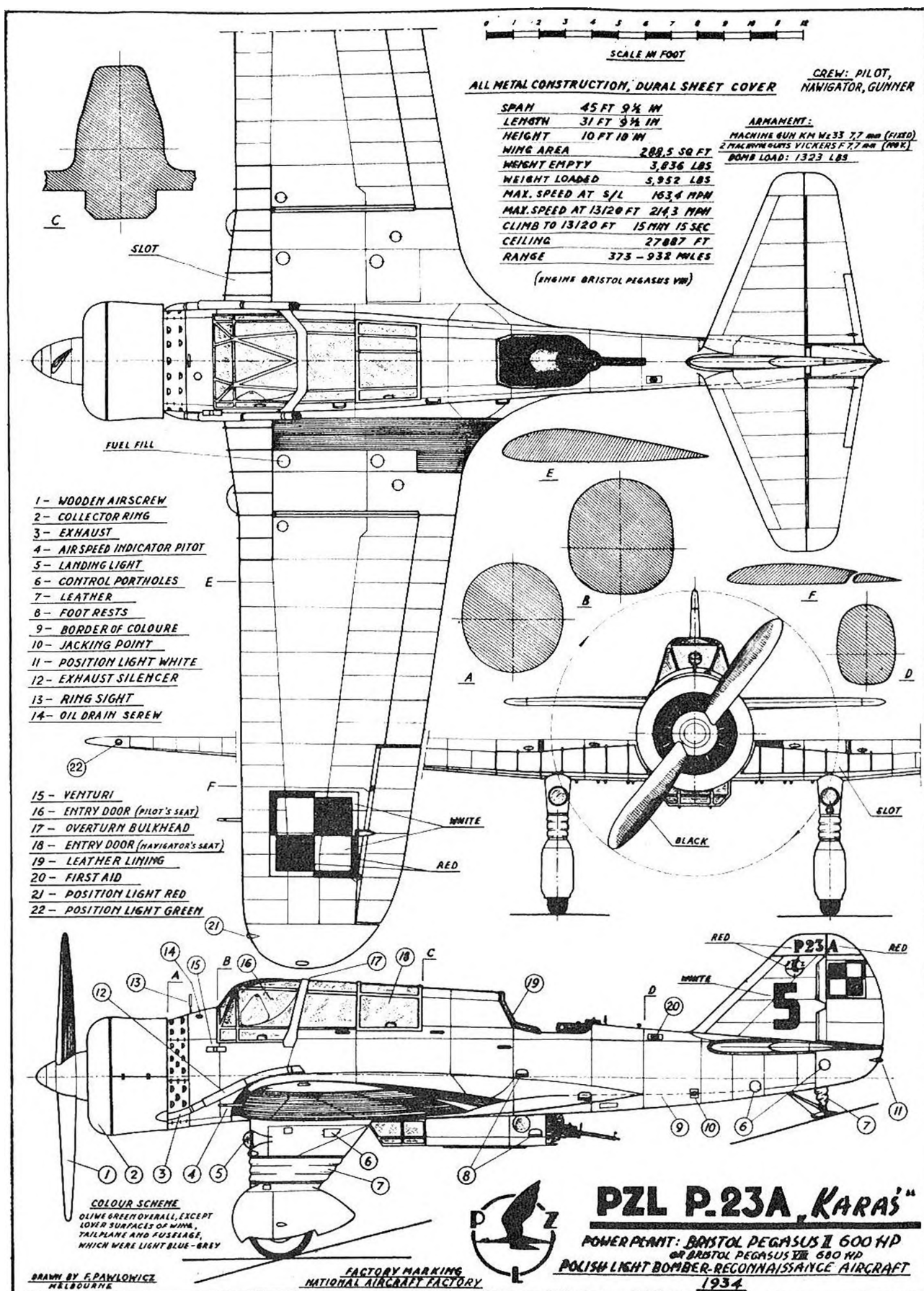
Big John biplane with Don Brown equipment to 7,470 ft.

The new speed record holder to be confirmed is Charles R. Scott, of Annandale, Va. He flew a .15-sized Hustler delta, equipped with a McCoy .60 and home-built reed equipment to 126.9 m.p.h., to top the 116 m.p.h. established by Bob Dunham and Jack Bentley in 1961.

The engine was set up by Scott's mechanic Don Jehlik, control-line speed specialist. During his record flight Scott had three good passes left to right through the 200-meter course, and one good pass right to left. His best time one way was 3.5 sec. The course must be flown in both directions without landing at an altitude of between 16 and 32 ft. Timing was done electrically, with timers at each end of the course actuating the device.

On hand to witness the Derby were John Worth, AMA president, who brought an optical tracking device provided by NASA, and Frank Ehling, AMA Technical Advisor. Capt. R. F. Sellers, commanding officer of the base, congratulated the winners, Don Clark, DCRC, co-ordinated the speed event, and Tommy McCraw directed the altitude attempts for the Club. George Wells was CD.

—From Model Aviation.



World R/C Championships

(By courtesy of an American observer)

We give you the outstanding event of the year, the international meet held in Genk, Belgium, the 22nd through the 25th of August, and the prima donna of that event, the World Championship Radio Control Contest. Not that the performance of the U-Controllers and other contestants should be overlooked, but to one spectator, anyway, it seemed the high drama was in the area where radio control experts were performing.

No question, either, that here the spotlight was on Proportional Control, and that meant in this case, Orbit Proportional. This was the equipment used by the American flyers who placed first and fifth. (Kazmirski was on reeds, not having had the time or opportunity to familiarise himself with the Proportional rig.) As a consequence, Bob Dunham's Orbit Proportional was "Hot News" among the fraternity at Genk.

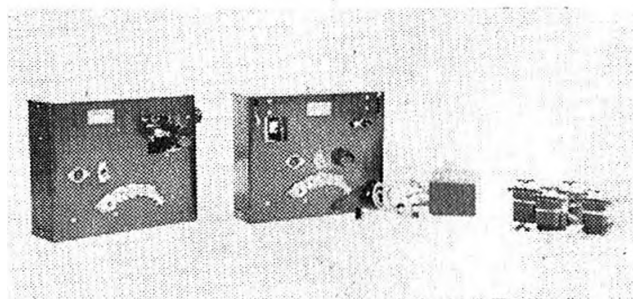
Now, in the hope it may be of interest, a few observations about the meet. Strictly from the onlooker's standpoint. If you weren't able to attend, you may find them of interest. There will be nothing professional about this. No learned discussion of systems, flying patterns, engines, etc. Just a voice from the crowd.

The weather, extremely unco-operative. Heavy clouds most of the time with occasional showers, and a brisk wind that was on the chill side. Typical European weather, so some told us. Others claimed it was unusual for August. That we have heard before! Any weather that isn't perfect is "unusual" in California. Accommodation!! The language to be used to describe this part of the festivities depends on who you were and where you stayed overnight. It could have been the luxury of a hotel room, the minimum comforts of one of the dormitories, or the self provided lodgings of those who brought tents and trailers. Some complaints about the meals under the "big top". Not enough variety, but few stayed away when mealtime came around. Anyway the canvas roof kept the rain off, and it would have taken the brain of a Solomon and the labours of a Hercules to satisfy all of the multitude assembled.

The colours of the flags of the nations participating, at the entrance to the field, looking rather dull in the gloomy weather. A bit on the heartwarming side to see the way the colours came to life and the emblems seemed to snap to attention in the occasional bursts of sunlight. How about that single coffee shop to serve all contestants and spectators? Busiest place on the grounds. If the Belgians have another name for it (coffee shop) our apologies. Wonder if those chairs are

still warm from the use they had during the four days? Ditto the coffee cups and beer glasses? Out to the field and the R/C competition. A few rough edges in the beginning. For a time it appeared there were more judges and members of the press on the field than contestants. Maybe the wedding of messieurs to such Main Street names as Kazmirski, Brooke, Nelson it all helped, but everyone seemed in a good mood, and hopeful. Why not? It was an open field, no favour from the weather and may the best man win. And a number came close, closer than the official score would indicate. There were many first rate competitors at Genk those August days.

How the spectators retained their places and good nature in spite of clouds, occasional showers and some delays, and continued to follow the fortunes of their favourites with an unflagging interest. Most heard (and professional) comment, so it seemed to us, was to the effect that the next big step ahead must come in the model engine. Power plant to the initiated. The spectators were quick to applaud their favourites. No one more so than the Belgians when their own Chris Teuwen came out to fly. He gave them something to cheer about, too. The flying of Fritz Bosch seemed to take the experts by surprise. He came so close!! One of the competitors was heard arguing that the only man he knew who could match Bosch flying bang-bang was Bob Dunham. (This is reported only as the speaker's opinion). On the minus side of the ledger, the bad luck experienced by most of the British contestants, including Harry Brooks. It just wasn't their day to shine. The toughness of the competition all along the line. With the obvious conclusion that today's champions had best look to their laurels, and consider the kind of flying they will face in the future. When the Japanese team will surely be competing with the other nations... As well as some of our friends from South America.



Orbit Radio gear, the most talked about thing at the Worlds' Championships. Costs about 600 dollars in the States. Used by Brooke and Nelson.

M.A.R.C.S. versus R.C.M.C.

BY BASIL HEALY

A report on the annual feud between North and South of the Murray.

The cream of the radio control flyers from N.S.W. and Victoria assembled at Wagga for the 3rd Annual inter-club contest. The Victorian team consisted of 17 flyers and the N.S.W. team of 12 flyers plus families supporting both teams.

As had been previously arranged the contest consisted of only one round in each event, Single function, Multi function, Intermediate and Scale, the team from each State consisting of four members.

Saturday morning dawned cold, windy and overcast. Early flyers were sent scurrying when a sudden downpour started. Anthony Walsham was unfortunate enough to be caught flying his Spitfire. The rain cleared quickly and test flying commenced at a very brisk pace. Tom Prosser giving his Topsy Junior its first flight for 12 months and Basil Healy making attempts to get the C.G. far enough forward in Alan Talbot's Fokker "Eindeker" to make it fly.

John Quigley testing a brand new Druine Turbulent and Geoff Tuck did a short test flight with his Cessna 180. George Mallet did some very good scale take-offs with his Luton Minor.

Various single channel ships were seen doing short hops to check trim and were then placed aside for the contest. Old and proven models were present including Geoff Tucks "Bertha", Ian Watts "Marcsman", Tom Prosser and Basil Healy with "Penetrators" and Doug Willcoxson's "Cicada".

The scale event was the first off and the take-off gave many flyers trouble. Basil Healy and John Quigley failed to get airborne.

Richard Shaw did a very good flight with his Stinson except for a bouncy landing. Tom Prosser's flight was a little hairy as he had rudder and ailerons coupled and this can produce some queer effects during take-off and landing. Geoff Tucker with his Cessna 180 and George Mallet with his Luton Minor showed everybody just how easy it is to fly a pattern with a scale model, even if only fitted with single channel.

During the lunch-break, a free flying session was held and it was at this juncture that the Victorians first saw Ralph Godkin performing his low level aerobatics. A comment overheard was, "Would he dare start a loop at that height—he did, an outside loop with 3 feet to spare."

It was interesting to note that most of the so called "fun" flying was being done with multi channel models which out numbered the single channel models 2 to 1. Practically everybody from north to the border seemed to own a Sultan and all the Southerners a Stormer, with a sprinkling of Gee Strings, Pegasus, Nimbus, Taurus, and a solitary Astro Hog. At one time 27 multi channel models all in working order, were waiting on the flight line.

After lunch the single function contest was held. During this event Ian Watt proved that you don't have to be able to see the model to fly it. His model was blown downwind even though he kept it pointing into wind. An assistant picked up the model with binoculars and called the signals

to Ian who kept it pointing for home all the way onto the ground $\frac{1}{2}$ a mile away.

Thanks to good publicity in the local press and over the local radio the townspeople of Wagga turned out in force to watch the flying. A rough check at one stage revealed that there were 200 cars parked on the area.

After the single channel contest another free flying session continued until dark. The idea seemed to be to fly as low as possible to demoralise the opposition. Ralph Godkin was really in the groove with his Super Tigre S6 powered Nimbus the only manoeuvre which troubled him was the tail slide (it was troubling everybody!).

The Sunday morning dawned much the same as the previous day with the wind a little stronger. Early risers were able to see Noel Fell flying his Stormer fitted with a full house of intermediate gear, rudder, elevator, ailerons and motor. This model was damaged and Noel flew his "Viking" in the contest.

The Intermediate event was not very well patronised, the N.S.W. team only consisting of three members. At the end of the Intermediate contest another free flying session was held and at this stage the emphasis seemed to be on polishing up ragged manoeuvres and positioning them so that they could be seen to the best advantage by the judges.

The N.S.W. team for the Multi contest was Tom Prosser, Ralph Godkin, John Marquette and Basil Healy, and flying for Vic. Tony Farnan, Geoff Glass, Ian Watt and Bob Hyde.

Tom Prosser flew an excellent pattern including a near perfect tail slide. Ralph Godkin went off with his motor rich and was embarrassed when he found himself out of fuel as he lined up for a tail slide. Tony Farnan stormed around the sky with his O.S. 49 powered Stormer to fly a creditable pattern but dumped it hard but accurately for a spot landing. John Marquette provided the thrills with his inverted flight, down hill all the way at 60 m.p.h. until he pulled out about 3 feet from the ground with up elevator. Ian Watts Astro Hog was outclassed by the modern multi designs. Basil Healy had a near miss when approaching with full up trim. He increased power sharply and the resulting climb almost finished in a stall. The model was righted and touched down wide of the marker for an outer.

SINGLE FUNCTION: 1st, T. Prosser, R.C.M.C.; 2nd, N. Fell, M.A.R.C.S.; 3rd, J. Marquette, R.C.M.C.; 4th, B. Healy, R.C.M.C.

INTERMEDIATE: 1st, R. Hammond, R.C.M.C.; 2nd, N. Fell, M.A.R.C.S.; 3rd, K. Follet, M.A.R.C.S.; 4th, J. Marquette, R.C.M.C.

SCALE: 1st, T. Prosser, R.C.M.C.; 2nd, R. Shaw, R.C.M.C.; 3rd, G. Mallet, M.A.R.C.S.; 4th, G. Tuck M.A.R.C.S.

MULTI: 1st, T. Prosser, R.C.M.C.; 2nd, R. Godkin, R.C.M.C.; 3rd, B. Healy R.C.M.C.; 4th, A. Farnan, M.A.R.C.S.

Point score: R.C.M.C., 28 points; M.A.R.C.S., 12 points.

How To Get Started In Class 2 Team Racing

BY DAVID KIDD

If you have been wanting to get into this event but don't know quite where to start then read on . . . this article is for you. Teamracing is an exciting sport, as any of the regular flyers will agree, but unless tackled in the correct manner it can also be very frustrating, and performances horribly slow. Australian performances generally have improved considerably over the past year or so, and whereas we were previously among the slowest as far as international times are concerned we are now almost up with the leaders, although there is still a lot to be done before we can equal some of the very fast times already set in England.

THE TEAM:

As the name implies this is a team effort, not an individual one, and you will find things much easier if a team is formed right at the start and shares the model building and expenses as well as the final operation of the model. Teamracing is fairly expensive both in terms of time and money, but as a team you will be able to do things that one person would find impossible alone.

THE MOTOR:

The model you build and the performance ultimately obtained is largely determined by the motor chosen, so give this matter a bit of thought. In Australia the general purpose motors having front induction and lapped pistons such as the O.S. 29 and Enya 29 have been most used and have been very successful, but if we look at overseas results we see that it is the rear induction, ball-raced racing motors like the Eta 29 that have set the world's fastest times. Along with many others, I am convinced that the all-out racing motor is the best bet, however the general purpose motors still have an excellent chance of winning if treated properly, and no doubt they will continue to be widely used because of their lower cost.

Regardless of the motor chosen, careful running-in is essential and is a big factor in determining the performance and life of the unit. Some motors need more than others, but in most cases the following procedure will be satisfactory. Using a fuel containing 25%—30% oil and a 9 x 5 prop to load the engine lightly, give it a series of one minute bursts, running rich. The length of "bursts" can be gradually increased and the needle valve leaned in as the motor frees up, remembering that up to two hours running should be accumulated before letting it run flat out. It can then be put in a model to continue the running-in process, again using straight oily fuel and an 8 x 8 or 8 x 9 prop.

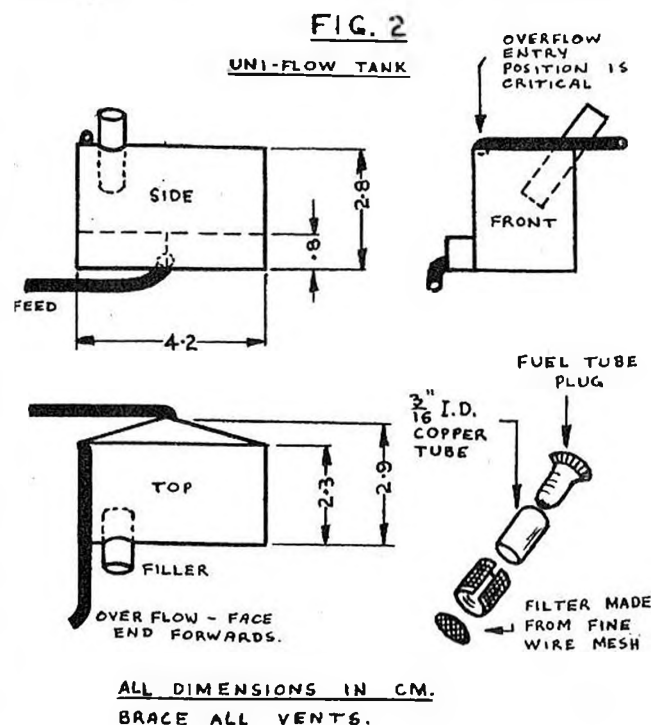
When your patience finally gives out lean it right in and see what it will do, but don't be surprised if the performance is not exactly world class. We have found with the O.S. 29 that speed and laps continue to go up as the motor gets older and accumulates more running time, until finally it becomes so worn that starting characteristics are the main problem. Some of the fastest motors I have handled are ones that have been completely worn out!

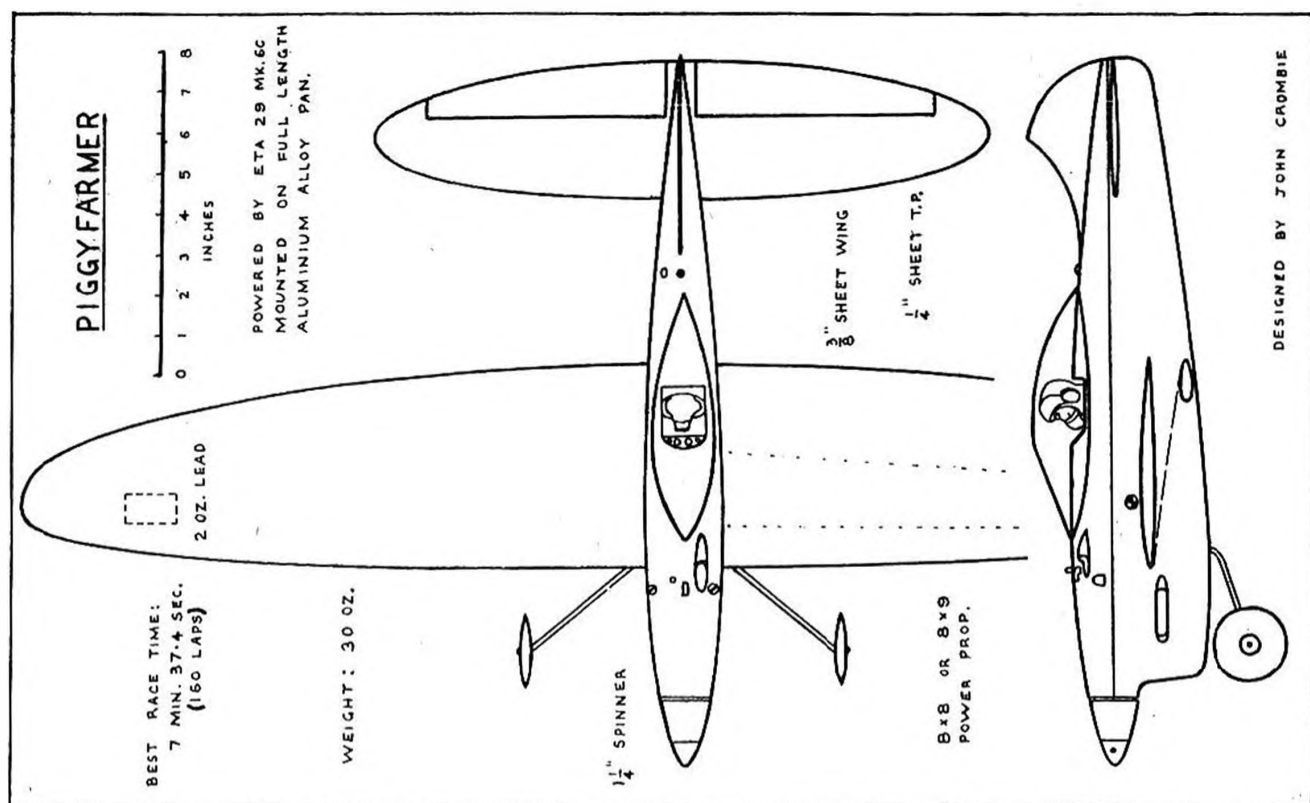
Once run in do not spoil all your good work by taking the motor apart unnecessarily, as to do so will only disturb the fits between mating parts and rob you of performance until they bed down again.

HOTTING UP:

This is a controversial subject and there is much disagreement among the experts as to how it should be carried out, or whether it is even necessary. Generally speaking the more highly developed racing motors are best left alone, as to attempt to improve them with the equipment and skill at the average modeller's disposal will quite likely result in a ruined power unit. In support of this, Eta designer Ken Bedford is of the opinion that his motors just do not need reworking, and that polishing or alterations of any kind are a complete waste of time.

On the other hand, a certain amount of modification does seem to help some of the cheaper motors, and for what it is worth I will outline the operations we have found useful on the O.S. 29, bearing in mind that some of these will be applicable to other motors whilst others will not. Generally the porting is left untouched for teamracing, although in some cases it is possible to open the exhaust and transfer ports sideways to give greater area by filing into the cylinder walls. Any burrs left on the edges of these ports will quickly ruin a piston, so these must be removed and the inside





edges given a small radius so that the piston can not catch on them. The cylinder fins are usually filed down a bit on the sides so as to allow a narrower cowling.

Lapping the piston to the cylinder is an operation requiring considerable skill, but in many cases it is well worthwhile. The aim here is to reduce friction between piston and cylinder at the bottom of the bore by lapping out this area, yet leaving a fairly tight fit in the upper part of the cylinder where good compression is required. Again to reduce friction, the piston skirt is relieved by polishing the lower three-quarters of the rubbing surface with fine emery cloth, leaving the remaining top ring to maintain the necessary compression seal. After these operations every trace of lapping compound must be washed out of the metal or your motor will soon wear itself out. The piston top is polished as much as possible to help reflect heat and prevent carboning up.

It is doubtful if general polishing inside the crankcase does much good unless the casting is unusually rough, but it will do no harm. I do not recommend any operation that will weaken a motor, such as removing metal from the con-rod, even though such operations may add to the performance—Reliability is a must with a teamrace motor.

With a plain bearing motor the crankshaft must be a free fit in its bearing, even to the extent of appearing too loose. The shafts in our motors can be rocked up and down in the bushing by hand to such an extent that it is actually possible to see the piston moving up and down slightly without rotating the shaft at all. If the fit on a new motor appears too tight the bushing can be reamed out if you have the equipment, or lapped out with lapping compound using a drill to rotate the shaft. It will do no harm to clean out the gas passage in the shaft until all score marks left by

the drilling operation have been removed, but this is a tough job unless you have a grinder as the shafts are hardened and can not be filed.

The carburetors on most motors can be improved, notable exceptions being the K & B Series 61 racing motors, and the Cox T.D. range. Study one of these and see how much trouble has been gone to in order to atomise the fuel thoroughly and mix it uniformly with the ingoing air. Without going to such extremes, a normal spraybar can be improved by soldering up the existing hole and redrilling it with four smaller holes arranged two at the front, two at the back, and waisting the needle to allow fuel to reach all holes. Eta Instruments do actually supply such a multi-holed spraybar called a "range bar". Restrictor diameter is also important, and we have found we get both more speed and laps from the biggest possible hole that can be used without causing erratic running. The optimum diameter can only be arrived at by flight testing, and is about 7mm.-8mm. internal diameter on our present motor.

THE MODEL :

Many good model designs have already been published, and for that reason I do not intend to present a full plan here. You will probably want to design your own anyway. Razzamachas and Dalesman from the Aeromodeller Plans Service provide typical layouts for rear induction motors, whilst Ken Taylor's Crescendo in the Feb. 1961 Model News is suitable for front induction types. Be wary of trying to put a front induction motor into a model designed for a rear induction motor, as generally fuel tank location, motor mounts, nose length, cowling and other constructional details will have to be changed.

To provide further inspiration an outline is given of our own Galaxie design, and an outstanding model from New Zealand in John Crom-

bie's Piggyfarmer. Piggyfarmer held the N.Z. record of 7:37.4 over 160 laps until the rules were changed to 140 laps to bring them into line with overseas requirements, and even over the shorter distance Crombie's time remained unbroken until recently when Phil Staples carved this time up with a race in the region of 7:32.

The model is important, and whilst it is true that little can be done to improve on most good designs, there are so many factors which go to make up a good model that it takes quite a time to sort all these details out. I will deal separately with the more important items.

TANKS :

Until a perfect tank arrangement has been evolved for your particular motor provision should be made for adjusting it in the model, so that the ideal position can be found by trial and error. Centrifugal force acting on the fuel is quite high on a fast racer, over 10 times the force of gravity in fact, and hence moving the tank inboard or outboard slightly can have a big effect, more even than raising or lowering the tank by a much greater amount. If the tank is moved outboard from the motor jet, the motor tends to lean out after takeoff, as centrifugal force builds up, which means the tuning can be slightly rich on the ground to avoid any tendency to cut on acceleration. Moving the tank inboard has the opposite effect. Another method of "tuning" a tank is by altering the angle on the breather vent; a greater angle causing pressure to build up in the tank as speed rises, tending to richen the motor after takeoff.

A tank designed for front induction motors that has been very successful with our O.S. 29 is shown in Fig. 1. This tank should be mounted between the engine bearers with the bottom level with the spraybar, and must have the filler vent sealed off for flight so that no air can enter.

More critical motors such as the ETA 29 need a 2 cell chicken hopper system as detailed in Fig. 2. A recent development of the chicken hopper is Dick Edmonds' Reguflow tank, in which the small cell is reduced to a length of copper tubing, thus simplifying construction and making the system suitable for small F.A.I. tanks, where the complexity of the original chicken hopper places it at a disadvantage.

MOTOR MOUNTINGS:

The more rigid these are, the faster you can expect to go. If wooden bearers are used they should be faced with dural and fixed as firmly as possible to the airframe, using thin plywood nose doublers and any other strengthening device you can think of. Metal pans are ideal, and these in turn must be securely mounted. In all cases ensure that the motor lugs match their mountings perfectly so that the motor will not be distorted when the bolts are tightened down.

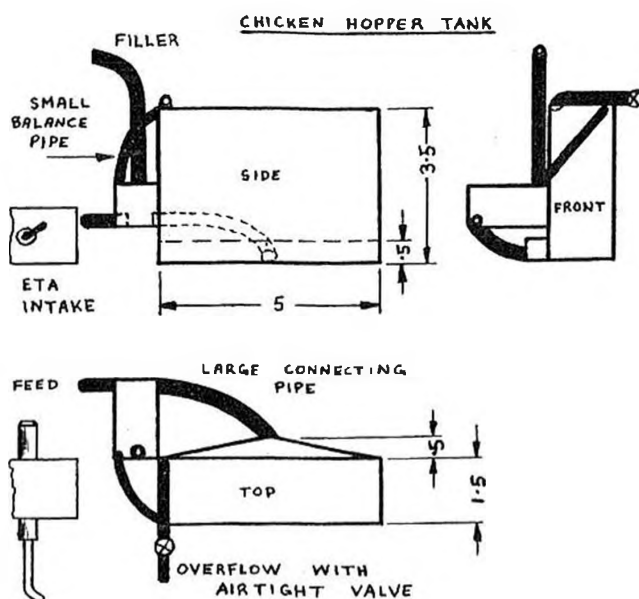
WINGS :

The wing should be of fairly high aspect ratio (8:1) and have a well shaped section. If you put the leadouts through the wing, use Araldite glue when replacing the covering strips, as balsa cement will shrink too much as it dries and distorts the section.

UNDERCARRIAGE :

If using a 2 wheel gear it is most important that the wheels are placed well forward, and that both wheels are parallel and track straight, or unnecessary drag and nose over landings will

FIG. 3



ALL DIMENSIONS IN CM.
SMALL TANK MEASURES 1 x 1 x 1.8 CM.

result. A spreader bar should be used if found necessary, and must be placed well up the legs to avoid fouling the grass. My experience with monowheel is limited, but our new model uses it and has proved every bit as stable as a 2 wheeler. Wingtip weight in the outboard wing assists in obtaining safe takeoffs, many models needing 2 or 3 ounces.

COWLING AND STREAMLINING :

The cowl should allow a plentiful supply of cooling air to flow past the motor and smoothly out the back of the cowl. It should not touch the motor in any spots, although it may come close, and the finish inside ought to be at least as good as that outside. Polyester resin brushed onto the bare wood is completely fuel proof and doesn't burn easily. Crankcase cooling is a good thing. Such things as wing root fillets, low frontal area, and smooth finish are all important in obtaining a streamlined model, but are of no use whatsoever unless the basic essentials are sorted out first.

END OF PART ONE.

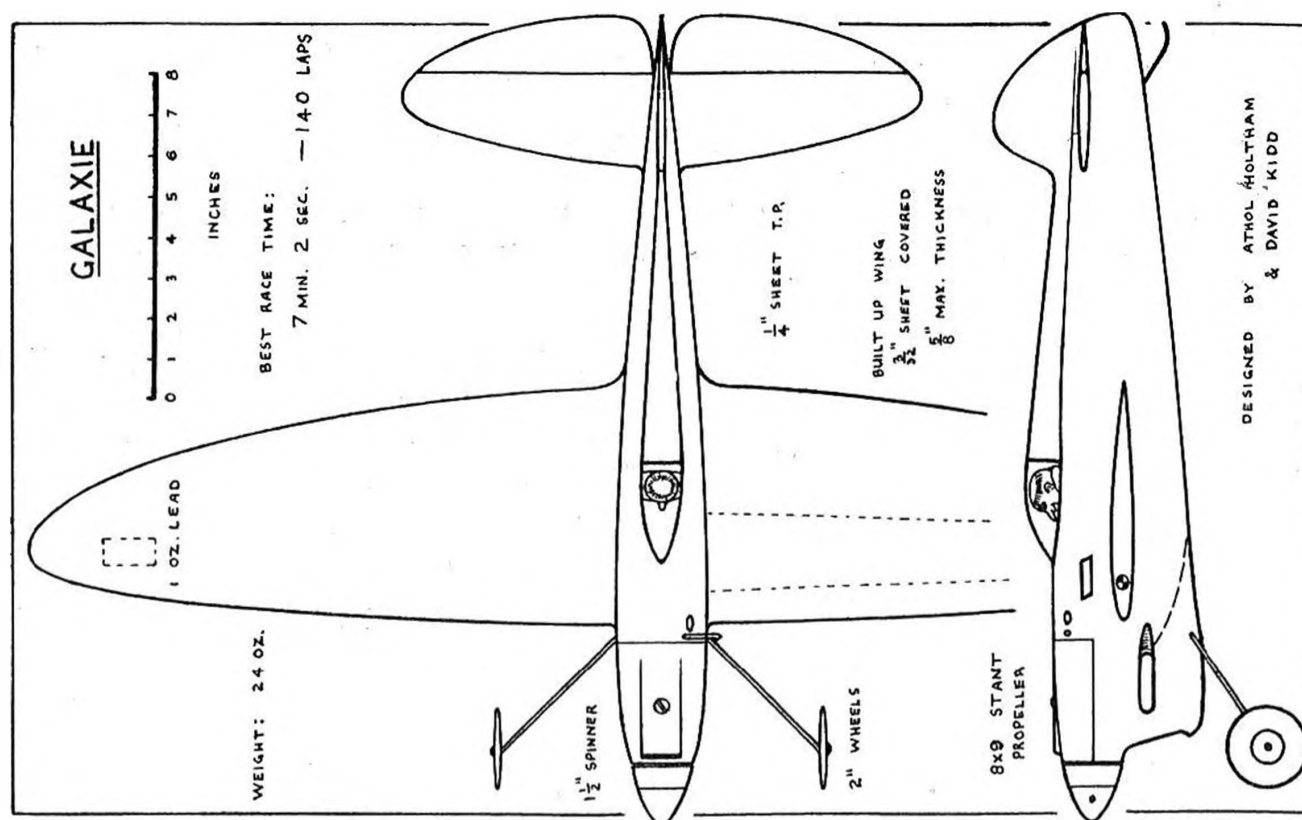
XMAS GREETINGS

I wish to thank all my customers and friends for their loyal support during the past year and I now take this opportunity to wish you a Happy Xmas and a Prosperous 1964.

JIM PALMER

NORTH COAST HOBBY CENTRE

72 Magellan Street, Lismore



Nats. Natter

ALTERATION: Due to a printer's error, the date of the Civic Reception shown on the Entry Form should read 28th Dec., 1963.

ACCOMMODATION: All Hotel accommodation has been booked out, but there is ample camping facilities available at £1/10/- per person, and under cover at £2/10/-. There is no need to book this type of accommodation.

TOURS: These have been cancelled due to NO response.

ENTRIES: As previously stated, entries close 11th Nov., but late entries can be made up to 1 hour before the event. For additional entry forms, contact Mr. A. LARRITT, 17a Bagot Road, Torrens-ville, S.A.

NIGHT SCRAMBLE and INDOOR EVENTS: Good prizes have been offered for this event. Let us see a good roll-up for these events, especially the indoor event, as this is a poorly neglected side of our hobby.

SNUFFER TUBES: Models fitted with fuse type D.T.'s will be banned unless fitted with a snuffer tube. This is part of S.A.s fire regulations, and will be strictly enforced.

TROPHIES: To nullify any rumours which may be getting around, all trophies are of a high standard, and fully up to Aust. standards.

PRESENTATION NIGHT: The cost of the night is £1/5/-. There will be a Liquor Licence, but you must supply your own refreshments.

HOW TO GET THERE: Modellers coming in along the Melbourne Road, the signs will begin after Murray Bridge. From Adelaide follow the main South Road until the signs begin.

COME TO STRATHALBYN FOR THE BIGGEST AND BEST NATS YET.

N.S.W. Rat Racing Rules

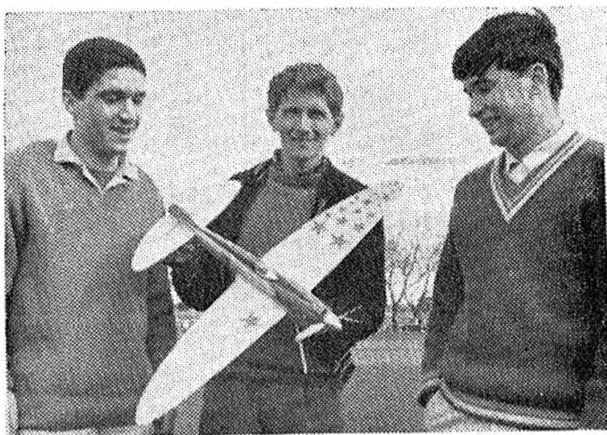
The following rules for Rat Racing have been agreed upon for a six-month trial period:—

1. The heats and final shall be limited to 8 competitors.
2. That each competitor shall be allowed 1 mechanic.
3. The pilot shall remain in the centre from start to finish of race.
4. The model shall be airborne within 1 minute of start.
5. That there shall be no limit on the model design subject to F.A.I. limitations.
6. The engine capacity shall be limited to .40 cubic inches.
7. The line length shall be 60 ft. and the diameters shall be — 0 - .19 cu. in motors .012 3-strand Laystrate type wire; .20 - .40 cu. in motors .015 7-strand Laystrate type wire.
8. The circles shall be marked as for Class II Team Racing.
9. The final shall be of 30 minutes duration.
10. The heats shall be of 5, 10 or 15 minutes duration according to the number of entries, at the contest director's discretion.
11. The starting procedure shall be as for F.A.I. Team Racing.
12. No mechanic shall be permitted inside the 65 foot circle.

International 1,000 Lap Team Race, 1963

(BY DAVID KIDD, V.M.A.A. P.R.O.)

This year's 1,000 laps team race for class 2 models was held at Moorabbin Aerodrome on 8th September, efficiently organised by the hard working members of Oakleigh M.A.C.



Outstanding Victorian Team Racing team, Kimonides, Holtham, Kidd. The B Class racer is their GALAXIE O.S. 29 Powered.

Results from all competing countries will not be available for some time yet, but already it is known that a Brazilian team has flown the distance in close to 55 min. with a Fox 29 powered model, and in view of this it is disappointing that the Australian time was several minutes slower. Nevertheless our race was extremely hard fought and all finalists recorded good times, two of which bettered that of Australia's winners last year.

Rain marred proceedings during the morning, but it gradually cleared up and several fast heat times were recorded. Heats were of 140 laps, to the normal Australian rules. State Champions the Cincotta—Wilson—James team managed 7 min. 31 sec again with Gordon James piloting in the absence of Tony Cincotta. Not to be outdone, the team of Athol Holtham, Andrew Kimonides and myself produced a steamy 70 lap brew of fuel and lowered this to 7 min. 2 sec. for front grid position.

Lawson, Fryer and Boughton qualified for their usual third position using single bladed props on their Enya, which was probably the hardest revving motor on the field. Their model seemed faster than on earlier occasions, and was second amongst the finalists as far as speed was concerned. Only interstate entrant, Clive Wheatly of N.S.W., couldn't manage a decent time with his hurriedly constructed racer, so fourth position on the starting line was filled by the Werner-Dihm team, providing some new faces in Victorian class 2 finals.

A Le Mans start was used for the final, with all mechanics grouped in the pilots' circle before the signal to commence was given. A stampede to the models then followed, four motors burst into life instantaneously, and the race was on.

500 laps came and went at a blistering pace, by which time our Galaxie 2 had drawn out a lead of over 50 laps on the rest of the field. At this stage

John Pfeifer was running around excitedly with a piece of paper which said that if the present pace continued the race would be all over in 53 min. 18 sec. The predicted time for the Cincotta—Wilson—James team was 61 min. 15 sec. in second place, whilst the other two teams were neck and neck headed for a 68 min. time. All the models were evenly matched for laps, and all had good pit stops. It was mainly the differences in speed that were sorting the models out into their respective places.

Unfortunately the calculations went wrong shortly after, when Galaxie shed a prop blade on takeoff, causing enough vibration on the ensuing flight to shake the controls to pieces. Numerous crashes followed, accompanied by a prop change each time, and while all this was going on the "Jester" of Wilson and James got its nose in front and went on to win in 62 min. 44.5 sec. Galaxie finished the race with virtually no controls for second place with 65 min. 42.3 sec., whilst Werner and Dihm were not far behind, third. Lawson, Fryer and Boughton had their share of troubles, broke several props, and finally had to resort to a nylon to finish the race in fourth place.

Great credit must go to the pilots, who flew steadily for more than an hour with never a single line tangle. Many a hairy incident did they avoid!

Surprisingly enough not a single glow plug was blown during the final. We did change the O.K. long reach plug in Galaxie after about 700 laps, whilst waiting for glue to dry, but it was found to be in perfect condition! The winner chose an O.S. number 6 idle-bar despite a slight drop in speed, and it too lasted the whole race. In fact reliability was obviously sought after rather than speed by this team, and with the combination of nylon prop, Laystrate control lines, and idle-bar plug it was not surprising that over an hour was taken to do the 1,000 laps. Reliability paid off, however!!

RESULTS:

(1) Tony Cincotta, Ron Wilson and Gordon James. Time: 62 min. 44.5 sec. Heat time: 7 min. 31.5 sec. Model: Own design, "Jester". Motor: O.S. 29.

(2) Athol Holtham, David Kidd, and Andrew Kimonides. Time: 65 min. 42.3 sec. Heat time: 7 min. 2.8 sec.

(3) Werner, Dihm and Werner. Time: 67 min. 17.1 sec. Heat time: 8 min. 53.6 sec.

(4) Geoff Lawson, Kevin Fryer and Don Boughton. Time: 68 min. 19 sec. Heat time: 8 min. 10.8 sec.

Results of last year's 1000 lapper:

(1) St. Marie, Biddle, and Pitt (U.S.A.). Time: 65 min. 21 sec.

(2) Holtham, Kidd and Teasdale (Australia). Time: 66 min. 24 sec.

(3) Bullock, Hollingworth and Fitzgerald (England). Time: 75 min. 1 sec.

Queensland Control Line Champs.

BY ARTHUR GORRIE, P.R.O., M.A.A.Q.

The control line championships were held over three weekends and at different sites. Scale and Open Combat at Sandgate, Stunt, Speed and 2.5 Combat at Keperra and Team Speed at Petrie.

STUNT was won by Don Woods making a comeback with a hastily repaired ARIES with an O.S. 29 for power. Rob Edgerton with his ancient Central Centaur took second place. He used the same model to take the same place at the last Qld. Championships. Bob Cook of the Stardusters used an O.S. 35 powered model for 3rd place.

JUNIOR STUNT went to Young Bucholz of Sandgate.

Speed is held because we shouldn't leave anything out and speed fliers don't get many opportunities to fly.

F.A.I. went to John French with a Fox 15X.

CLASS II, Ron de Chastel, Eta. 29.

CLASS III, John French, O.S. 35.

COMBAT was won by Darryl Jorgensen, an N.M.A.A. Junior with an O.S. 35 from Ron Morrison of Sandgate, Johnson BB. Ron Morrison, twice Australian Champion of champions is another of the long list of old hands now making a comeback.

SCALE: E. J. French's Invader powered with a Taipan 2.5 and an Amco 3.5 took the big prize. The minor placings went to Ron Chernick's Martin Mauler, Johnson powered with Roberts third line and R. Walters' Messerschmitt 109 powered with O.S. 35.

COMBAT 2.5

Rob Edgerton took off this well supported event with a Cox .15 special and a Vulcan Wing. John French Stardusters Cox .15 Special 2nd with Tom Porter in the minor place.

TEAM SPEED at Petrie attracted many clubs and spectators. Three circles were kept busy all day. The crowd was kept interested all day with almost non-stop demonstrations of 2.5 and 5 c.c. combat, stunt demonstrations with silenced motors and Hovercraft displays.

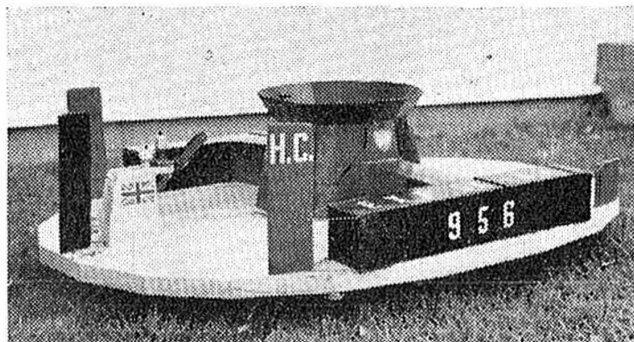
A modeller walking across the stunt circle was almost hit by a low flying stunter fitted with a silencer. Said he couldn't hear it. Looks as if we will always have a problem with noise. Either we have too much or not enough.

A crowd of New Zealand soldiers were most interested in the day's flying and impressed with Greg Kruberg's Hovercraft display.

The hovercraft was popular with all especially the crowd of small boys who chased every flight.

Good field organisation and flier co-operation over the three weekends added up to a most enjoyable State Control Line Championships.

RESULTS: "C" class team race, 10 miles: F. Dotti (Stardusters) 1, R. De Chastel (Stardusters) 2, Proto speed class "A", E. J. French (Stardusters) 1, R. De Chastel (Stardusters) 2, Proto speed class "B", R. De Chastel (Stardusters) 1, E. J. French (Stardusters) 2, D. McKellar (Stardusters) 3.



S.R-N1 Hovercraft, powered with a Taipan 2.5 and a Mills .75 for forward power. Big attraction at C/I championships. Built by George Kuberg.

2.5 Combat, R. Edgerton (N.M.A.A.) 1, E. J. French (Star.) 2, T. Porter (Star.) 3. Open Combat, D. Jorgensen (N.M.A.A.) 1, R. Morrison (Sandgate) 2, J. Maugher (N.M.A.A.) 3. Scale, E. J. French (Star.) 1, G. Cherniek (N.M.A.A.) 2, R. Walters (Sandgate) 3. Open Stunt: D. Woods (N.M.A.A.) 1, R. Edgerton (N.M.A.A.) 2, R. Cook (Star.) 3. Junior Stunt: R. Bucholz (Sandgate), F.A.I. Speed: E. J. French (Star.), Class 2 Speed: R. Chastel (Star.) 1, E. J. French (Star.) 2. Class 3 Speed: E. J. French (Star.).

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The Bristol F2B Fighter

(BY ALAN TALBOT)

The original model won at the 1961-62 Nationals, the 1962 New South Wales Championships and the 1962 Eastern District Championships.



Threequarter view of an outstanding model by an outstanding model builder.

The Bristol F2B first entered service in April, 1917, with an operation which ended disastrously in which four of the six participating machines were shot down by Von Richthofen and his "circus".

The faults lay however with the pilots, who, not being familiar with their aircraft, stuck rigidly to standard two seater tactics. Crews, however, soon became aware of the outstanding qualities and aerobatic capabilities of the "Brisfit" as it affectionately became known. From this period onward it flew with distinction and proved an extremely formidable opponent.

Approximately 5,200 F2B's were produced when production ceased in 1926 and the Bristol remained in service until 1932 when it was replaced by the Westland Wapiti.

Performance figures are quoted as follows with the Rolls-Royce Falcon III engine fitted:

Maximum speed: 113 m.p.h. at 10,000 feet.

Landing speed: 43 m.p.h.

Absolute ceiling: 20,000 feet.

Duration: 3 hours.

Construction—Fuselage :

Begin by cutting out bulk heads and fitting engine bearers. Under carriage wire and front cabane strut wire can be formed and attached to Bulkhead C by binding and glueing.

The bellcrank should also be mounted at this stage.

The rear portion of the fuselage is built next, the sides are built by simultaneously over plan, when dry separate sides and add cross members. On completion of this basic frame work lower wing mounts must be secured by binding and glueing (as inconspicuously as possible). The lower wing must be added at this point to facilitate the fitting of the under carriage later.

Wings :

The wings are straight forward in construction, the only departure from the usual method being the

wire trailing edges which are attached with "Araldite". This method gives a very scale effect but care should be taken to ensure the wire is straight and the wing tip curves, etc., are correct before final fitting.

Heavy steel pins are attached through the spars before covering for the attachment of the interplane struts.

Fin and Tailplane :

These components should present no difficulties in construction except that tailplane should be built in conjunction with the fuselage—Elevator horn should be hidden inside fin.

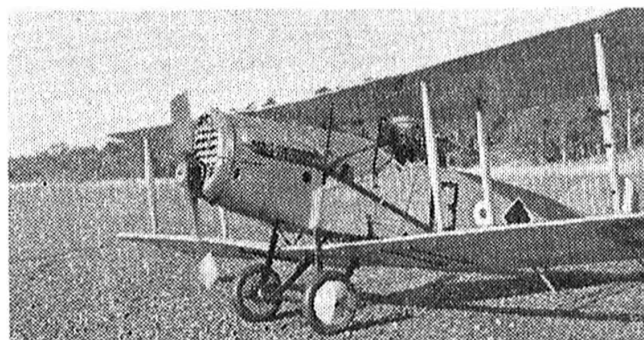
The two fuselage halves should be joined at this stage and when secured the sheet covering on the front section is added—The rear section of the fuselage can also be covered now with heavy cartilage paper and given several coats of dope.

The interplane struts should now be attached to the bottom wing and the rear cabane strut attached to the fuselage.

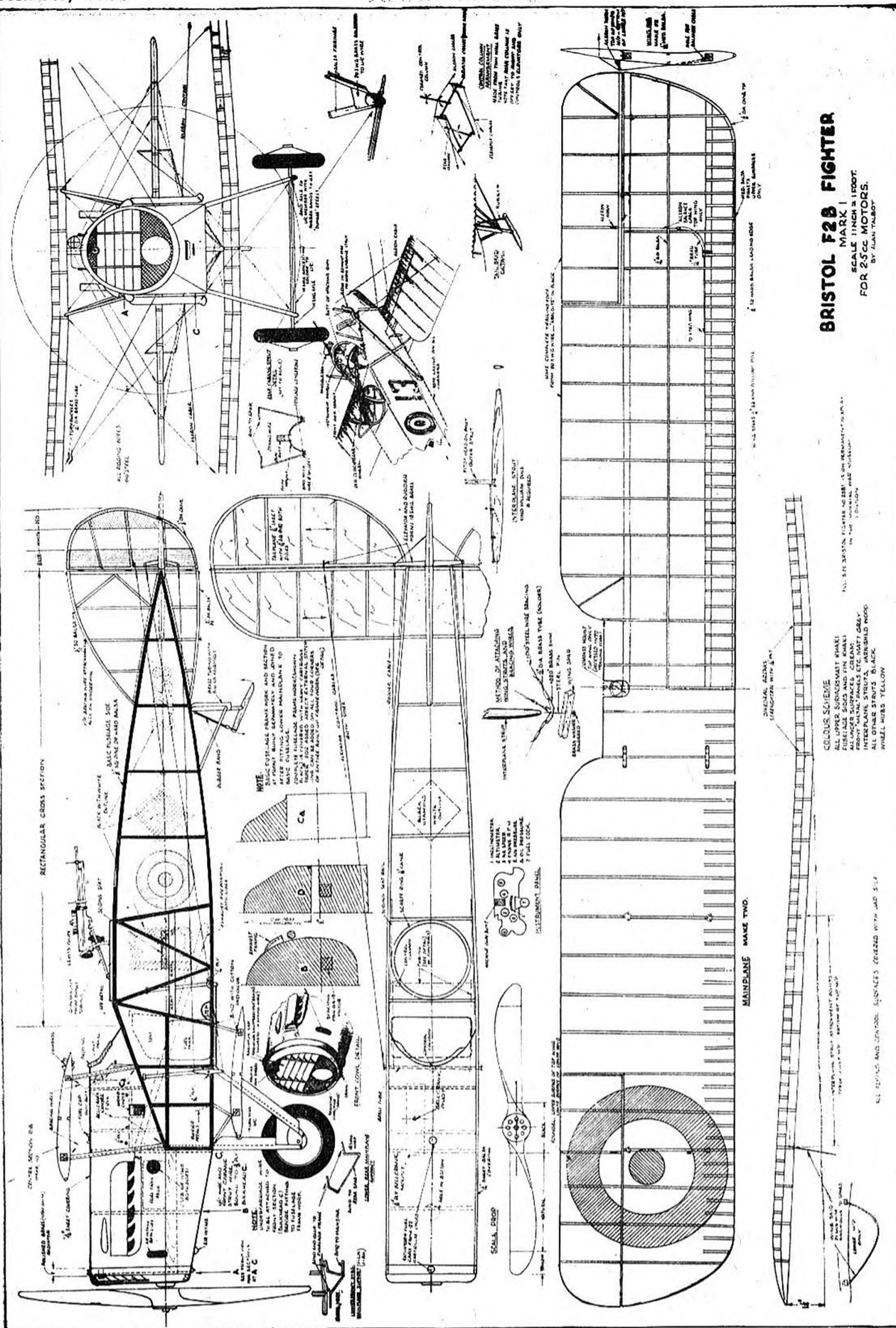
The top wing can be attached at this stage and entire model should be given numerous coats of dope till the required finish is obtained.

The model can now be painted and on completion the rigging wires should be added. Great care should be exercised in the installation of the rigging wires (.010" steel wire) as the strength of the whole model depends on these. All joints should be soldered securely.

On completion of rigging the exterior details which were such a feature of the Bristol may be added exhaust pipes, lacing, windscreen, etc. Care should be taken when attaching these details as the whole appearance of the model can be spoilt if these are poorly fitted. Touch up with appropriate colours on completion and fly it if you're game. The Bristol flies very well and is quite aerobatic. The finished weight should be approximately 2½ lbs complete with pilot, observer, etc.



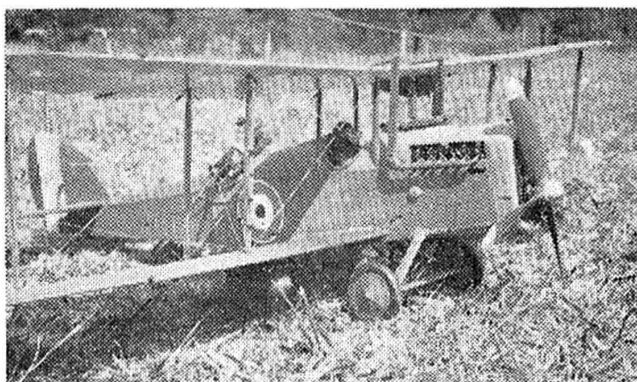
This attractive Bristol Fighter shows the wealth and detail featured on all Alan's models. His flying scale models have won many Australian and State Championships.



For Newcomers to Flying Scale!

Magazine Scale Contest

REPORTED BY BERT RONKE



Alan Talbot's very realistic looking DeH 4. Wealth of detail even has brand on tyres. Powered by an O.S. 15.

The contest was held in perfect weather at MINTO, N.S.W. All entrants qualified. The quality of workmanship was good with top marks going to Collin Cox of Metrop. F.F.C. and Barry Coe of R.A.A.F. RICHMOND.

Results:

CONTROL LINE: W. Robson, R.A.A.F. Rich., DeH Mosquito; B. Franklin, Parra Gran., DeH Mosquito; R. O'Hara, OLDS M.F.C., N.A. Mustang.

FREE FLIGHT: C. Cox, Metrop. F.F.C., Cessna 172; R. Everet, Macquarie, F. W. Stoesser; V. Johnstone, Cessna L19.

The idea behind Magazine Scale, is simply to popularise flying scale models by the use of plans of models that are proven flyers, with the big thought towards the junior modeller, and was originally conceived by NOEL SHENNAN of Macquarie M.F.C. some eighteen months ago. Other members though the event had good possibilities, so we put our heads together, and came up with some simple rules. These were put into effect on Queen's Birthday this year (the first of these contests was on January 28, 1963). These rules, however, were found to be inadequate for Magazine Scale.

The contest committee discussed the pitfalls encountered, and came up with the existing rules. We felt that a score sheet was necessary for any type of scale contest, and that this was to be handed to the contestant at the end of the contest. This would give the builder an unbiased opinion on his errors, and help prepare him for the bigger scale contests.

The name MAGAZINE SCALE is so called because the models are built from magazine or kit plans. The plan from the magazine may be scaled up, or the contestants may use the full size plans available from the plan service of the particular magazine. The ratio of the model to plan may be as high as the builder chooses but (here's

the catch), it must be done by whole numbers. We chose these type of plans, because they have been designed by veteran modellers such as Maurice Body, Walt Muischiano, Tony Shennan, etc., to mention just a few. These plans are readily available, with suggested colours and markings, so why go to all the bother of research, and scaling up your choice?

To qualify for Magazine Scale, you must do three things:

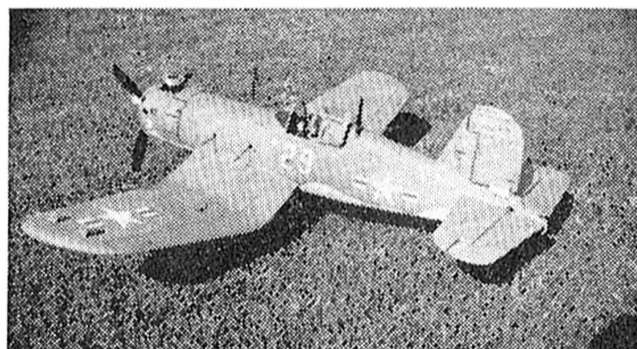
- (1) Bring along the magazine or kit published plan showing model construction.
- (2) Produce at least one photograph of the full size aircraft to show the judges that your model has similar proportions.
- (3) Fly! This is important.

The ultimate aim of Magazine Scale, is to have this event run in the Aust. Nationals as junior scale. I believe that in Super Scale, the Junior modeller gets a pretty rough go. Just imagine what goes through a junior's mind when he sees something like Woodcock's Boeing Steerman or Talbot's Aero Commander.

Macquarie M.F.C. holds two Magazine Scale events each year. Control line is for the K.L.G. Trophy.

The free flight event is held for the Reg. Duckworth perpetual trophy. Both these trophies are competed for annually, with the next control line and free flights events being held on Aust. Day, 1964. The rules for these will be printed on the back of the entry forms. Remember, the plan wanted for processing, is one showing model construction only, and it must have been published in some magazine. The plan may be modified by the builder from f/f to c/l or vice versa, and only the dihedral may be altered under these conditions.

If club secretaries are interested in pushing this class of scale modelling further, we suggest they send a S.A.E. to MACQUARIE MODEL FLYING CLUB, 51 Allman Street, CAMPBELLTOWN, N.S.W.



Chance Vought Corsair. Built by B. Coe of the R.A.A.F. Richmond M.F.C. Note the Trim Tabs, Gun panels and sliding canopy.

Victorian State Championships—Speed

By Andrew Kimonides

This was no ordinary State Championships. As well as all the Victorian speed boys being present, six of the top N.S.W. speed experts had come down from Sydney.

They were Jack Finneran, Laurie Cantwell, Stu Cobroft, Phillip McGee, Ken and Gary Barker. These Sydney boys are great sportsmen. They did not come down just for the flying alone, but to renew acquaintances and have a good time . . . memories of the Echuca Nats.

On the Saturday afternoon before the speed contest they raced model cars on the newly built Ringwood track, Stu Cobroft doing 132 m.p.h. with his Dooling .61. (He holds the present Aust. record of 136 m.p.h.).

The actual speed contest itself was comparable to a Nats. There was a total of 60 contest flights put in.

Very high speeds were expected in all classes. Stu Cobroft and Phillip McGee were topping 150 m.p.h. consistently in N.S.W. with their .60 models. In the .29 class Laurie Cantwell was the hot favourite as his practice speeds were around the 140 m.p.h. mark. In the F.A.I. class (straight fuel) we thought we might have a chance as we usually topped 120 m.p.h. in practice.

Several monoline models were present and several were flown. Phillip McGee flew his Mac .60 powered monoline job at 159 m.p.h. but unfortunately he did not use the pylon correctly and exceeded the maximum permissible height. On his next flight he kept the model down but bounced in for a shaft run. Next attempt resulted in a thrown con-rod. If he could groove the model while flying in the pylon, 165 m.p.h. would not be unrealistic. When flying monoline, if you don't get into the pylon with the model grooved you're in serious trouble.

Stu Cobroft recorded 140.7 m.p.h. with his Mac

.60 two line job for second place. If you get a chance look at his equipment . . . it reflects real craftsmanship. Peter Ellis of Victoria put his beautiful two line Mac .60 job up to do 142.5 m.p.h. for a win. I've been flying this model in contests and I think it pulls too hard. On his winning flight it almost dragged me off the pylon. I am sure that a drastic reduction in line tension will give him another 10 m.p.h.

The Barker brothers flew their Mac .60 job into third spot. My Mac .60 job had strong free-flight tendencies . . . you can guess the rest.

Laurie Cantwell was first to fly in class 2 and he recorded 122.4 with his Torp .29R. Next up was our Torp .29R job on its maiden flight. It sagged off after a few laps and speed was 119 m.p.h. Jack Finneran, the maestro of class 2 speed flying in Australia put in a run at 124.9 m.p.h. with a Fox .29R. As our Torp showed evidence of insufficient flying we elected to use the Fox .29X on the next run. Speed was 126.3 m.p.h., good enough for a win. Graham Rice and Athol Holtham put in a beautiful run at 124.3 m.p.h. with their highly modified O.S. .29X. It featured a squish type head which made for smoother running and put revs up by a thousand r.p.m. Peter Ellis, Kevin Fryer and Don Boughton couldn't return a speed with their usually fast Doolings.

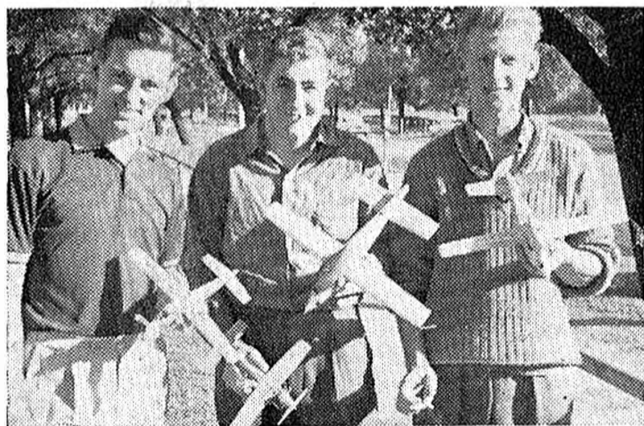
In F.A.I. speed (flown with straight fuel) every Western built speed engine was present: 2 Foxes, 3 Supertigres, 1 OS Special (G. Rice), 2 K & Bs, etc. Graham's OS Factory Special was only recently prepared by the factory, and peaking speed was 22,000 r.p.m. On a rev test in the morning, my Fox .15 was slightly down on usual revs (19,200 r.p.m. static instead of 19,800 . . . this on the flying prop.). Nevertheless my first flight of 107.4 m.p.h. was fastest for the day. Geoff Lawson also using a Fox .15 recorded 101.7 m.p.h. for second place.

RESULTS :

F.A.I. SPEED: 1, Andrew Kimonides, Vic., 107.4 m.p.h., Fox .15; 2, Geoff Lawson, Vic., 101.7 m.p.h., Fox .15; 3, Graham Rice—Athol Holtham, Vic., 99 m.p.h., OS .15R.

CLASS 2 SPEED: 1, Andrew Kimonides—Geoff Lawson, Vic., 126.3 m.p.h., Fox .29X; 2, Jack Finneran, N.S.W., 124.9 m.p.h., Fox .29R; 3, Graham Rice—Athol Holtham, Vic., 124.3 m.p.h., OS .29X.

CLASS 3 SPEED: 1, Peter Ellis, Vic., 142.5 m.p.h., McCoy .60; 2, Stu Cobroft, N.S.W., 140.7 m.p.h., McCoy .60; 3, Ken Barker, N.S.W., 130.0 m.p.h., McCoy .60.



C. Rice, G. Lawson and I. Kuceran. 3 Victorian Speed Fliers. Speed is becoming increasingly popular after being out of favour for some years.

New Zealand Newsletter



Ex-World Power Champion John Shepherd of New Zealand with his Cox Tee Dee Powered Gassy.

A.P.M.A.A. GAS CHAMPS., PUKEKOEI

Modellers from as far away as Tauranaga and Hamilton attended, together with the biggest turnout of Auckland modellers seen for some time.

Open Gas was won by Peter Levet flying a high thrustline Dooling 29 powered F.A.I. sized model. Peter returned 3 maxes the 3½ minute max and fell down on the last one for one minute 48 seconds.

John Shepherd flew well to record 3 by 3 plus 142 and 119 seconds to take second place. John used a Tee Dee .15 Glo in a model which looked rather like a Glow Worm. George Ure was having trouble and only recorded 155.5 seconds. Bruce Keegan was the only one that went well in the A/1 Rubber, which was won by Dev. Sutcliffe, flying a Wakefield. Garter Nights were out in force and well flown by the Roskill bods.

A/2 saw John Shepherd flying his 130 inch span monster. It looked frightening on tow, with wing tips almost touching.

Results:

OPEN POWER: 1st P. Levet, A.M.A.C., 828.0; 2nd, J. Shepherd, Papakura, 801.2; 3rd, N. Hewitson, A.M.A.C., 747.3.

CHUCK GLIDER: 1st., G. Bowden, Rosk, 321.5; 2nd, J. Shepherd, Papakura, 271.2; 3rd, M. Elmore, Rosk, 246.8.

NORDIC A/2: 1st, J. Shepherd, Papakura, 322.9; 2nd, M. Thorpe, A.M.A.C., 311.9; 3rd, S. Hopley, Roskill, 236.1.

OPEN RUBBER: 1st, D. Sutcliffe, A.M.A.C., 485.3; 2nd, A. Graves, Hamilton, 365.3; 3rd, C. Sleep, Roskill, 133.9.

NORDIC A/1: 1st, B. Keegan, A.M.A.C., 426.2; 2nd, I. Ramsay, Roskill, 253.5; 3rd, I. Ritchie, A.M.A.C. 252.0.

POWER SCRAMBLE: 1st, B. Keegan, A.M.A.C., 716.6; 2nd, M. Elmore, Rosk., 635.8; 3rd, A. Symes 593.

TAMAKI INVITATION MEET

Entries were a bit on the low side due to the wet weather but the Roskill and Papatoetoe clubs were well represented.

Flying was of a high standard except for the first heat of the A Class team race. Models were hitting the deck and running in so fast it was a wonder there was any models left.

1st, K. Scrimgeour, Roskill, 6:31.2; 2nd, N. Guy, Roskill, 7:17.2.

Half A—Team Race: 1st, D. Smith, Tamaki, 6:52.2; 2nd, M. Baker, Roskill, 6:57.0; 3rd, N. Guy, Roskill, 7:20.6.

Class B Team Race: This proved to be another B. Class Team Race victory for Steve Townley. He broke his own Provincial Record with a time of 8:27.2 and was followed home by D. Smith of the same club a minute later.

Stunt was the final event and was won by Denis Tristram flying a U/2 from B. Thomas and Steve Townley.

INDOOR AT IZADIUM

Indoor flying is on the upper and recently John Malkin broke 4 New Zealand records. The model he used was the very popular Easy B, plans of which we hope will find their way into Model News.

Altogether, John established four New Zealand records, and two Club records that day:

Helicopter, under 30 ft., 0:49.7, N.Z. record and 1st Helicopter, over 30 ft., 4:02.3, N.Z. record and 1st 18" span, over 30 ft. H.L., 6:47.0, N.Z. record and 1st 18" span, over 30 ft. R.O.G., 5:48.4, N.Z. record & 1st Over 18", over 30 ft H.L., 11:06.3, club record & 1st Over 18", over 30 ft. R.O.G., 4:31.0, club record & 1st

NEW ZEALAND NATS AT KAIAPOI



George Ure, F.A.I. model, A.M. 15 powered.

Classified Advertisements

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WANTED TO KNOW: Address of the manufacturers of Wright Radio Gear. Reply Box 2, "Model News".

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TRADE TALK

We have received a sample of the Brooks Servo amplifier from Southern Radio Control of England. On making comparison with the Bonner Transmite amplifier they were found to compare very favourably. The P.C. board is fibre glass and the circuit has a protective coating to guard against electrical break down thus ensuring reliable operation over a long period. Components are of high quality. These amplifiers will be available through North Coast Hobby Centre and they should prove to be a boon to R/Cers who already have Duramites and desire to change to relayless operation. Modellers who haven't already tried Dubro products have yet to realise how much time can be saved with these items. North Coast Hobby Centre have good stocks of Kwik Links, Kwik Keepers, Trim and Brake Bars, Servo Mounting Hardware enough for five servos. Also 4.40 blind nuts.

Good news for the Speed merchants from J. E. Pike. They advise that the McCoy is back in production again and they expect another shipment in shortly. They also have another shipment of the Kyowa 45 R/C engine on the water from Japan. These motors had a very good report by Chinn in July Model Aircraft.

MERCO MOTORS more than pleased with Bob Gialdini's win in the American National Stunt Championships. America is the home of the big glow Motor and this is the first time a foreign motor has taken off the National Stunt event.

Seldom these days do model firms put out price lists. Changing prices and slow deliveries from overseas have often in the past made lists out of date before they came off the press. By buying BIG and carrying LARGE stocks THE BRISBANE HOBBY CENTRE have overcome all this. Planes, Slot Cars, Trains, Boats, Plastic Kits and accessories are listed by the thousand. If you deal by mail or want to know what is available in the country at what price—send 1/6 for your copy.

Dealers can obtain a similar price list by writing to Toy and Hobby Distributors.

KIT REVIEW, BY PETER NESBITT

The Carl Goldberg Falcon for Single to 6 Channel Radio Control.

The quality of materials is really top class, good straight leading and trailing edges. One thing of special note was the lack of wheels and covering materials. This must obviously reduce the kit price, and how many bods building a kit of this type would want them included. Any radio bod who hasn't a pair of wheels and some silk in his supply is pretty lean. So all in all a very good feature.

Now to get off the soap box, the die cutting is the best I have seen in any kit. Just the shot for the fellow without a balsa knife, didn't need one until the wing tips.

As far as building goes no troubles here. Good clear plans and it falls together in about 12 to 14 hours, even if you are slow. Fitting the Radio gear and painting are by far the biggest jobs.

Only one criticism I can find, it would make a good intermediate model, but the fuselage is too

The Editor will publish in **TRADE TALK** details of new products, services, accessories and any information concerning the Model Trade. The necessary information for inclusion in the next issue should reach Model News as soon as possible after the appearance of this edition.

narrow for twin varicoms. This of course could be readily modified. My unit is fitted with an Enya 15 TV motor, Ace TR 4.5 RX, a Bonner Varicomp on rudder and an O.S. 4 claw escapement for engine control. The completed model weighed 3½ lbs.

At the time of writing no test flights have been made, weather has been a little on the rough side down this way.

KIT REVIEW, BY COL BROOKE — AEROFLYTE TAIPAN TRAINER

The usual thing nowadays when reviewing a kit especially an overseas one, is to rave about the die cutting. All that can be said about the die cutting in the Taipan Trainer is that it leaves nothing to be desired. The Taipan has been on the market for many years now and thousands of Australians have learned to fly on it. Recently Aeroflyte remodelled the Taipan and in doing so they incorporated all the latest ideas. All the bugs, if any have been sorted out over the years and now it must be the simplest model to build, available. The kitting is excellent and well up on similar overseas lines.

The plan is well illustrated with a good set of simple flying instructions which will go a long way towards getting the newcomer into the air. Especially in areas where experienced Control Line fliers are not readily available.

It's hard to see how anyone could go wrong building this excellent 24" wing span trainer for 1.5 to 2.5 Motors.

NEWS FROM THE MODEL DOCKYARD

WEN-MAC FUEL: This new high methane content fuel is now available and has proved to be better than other racing fuels on the Australian market. Price: 9/11. per half pint can.

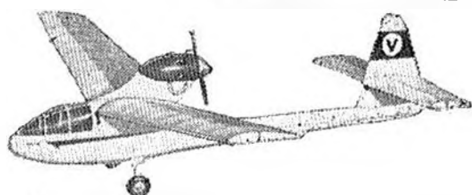
We now have in stock a new large sized Palmer type tank for those using stunt motors above .35 cu. ins. These tanks are guaranteed to give a full six minute stunt run on all .45's or .49's. Ideal for pressurised combat or rat race motors, too. Price: 11/3 each.

OLIVER TIGER MOTORS: The demand for these motors has been terrific and the first shipment was sold out within a fortnight. More on order, expected before end of November. Standard: £12/5/1; Factory Tuned, £17/15/-; Cubs available too.

Attention Hobby Retailers Deal with Australia's Largest Toy and Hobby Wholesalers SCIENTIFIC HOBBY DISTRIBUTORS PTY. LTD.

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IDEAL INTRO. TO R/C

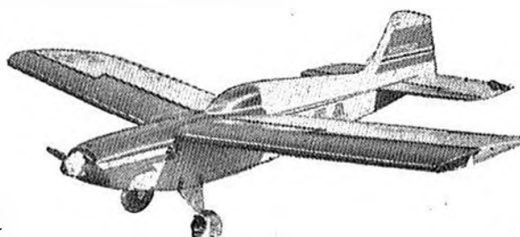
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172/6

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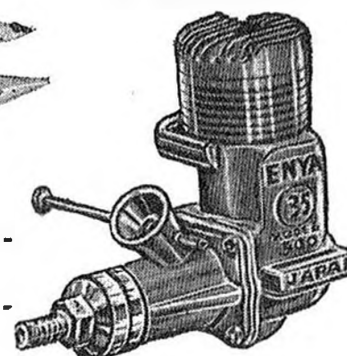
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62/6



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WHAT'S WRONG WITH "MODEL NEWS"

At the September meeting of the M.A.A.Q. it was unanimously resolved that "Model News" was a MUST in Australian Aeromodelling. It was an essential mirror in which the most interesting aspects of Australian Aeromodelling were reflected.

It was stated, however, that many modellers read the magazine whilst in a model shop and in many instances then purchased an overseas magazine. This in itself does not necessarily establish that the individuals were miserable, disloyal, etc. It merely proved that there must be that certain something which for their money isn't there. PLANS. The fact that sales of "Model News" are increasing does not alter this particular fact.

The M.A.A.Q. feels that APPEAL must be created to induce more active modellers and this body suggests that a £50 prize for an Original Design Contest conducted by "Model News" with all plans submitted being the property of "Model News" would provide the innumerable CAPABLE, IMAGINATIVE and EXPERIENCED designers in Australia with sufficient incentive to reach for pen and ink. It would also provide "Model News" with an assurance of a supply of most desirable plans for future reproduction.

We feel the idea has merit and are sure that the many "Aeromodelling Widows" would exert a little influence on their boastful husbands if they learn that the £50 is there to be picked up.

Unfortunately, sincere as we are in our belief, we are not in a position to sponsor the scheme entirely but have already forwarded our cheque to the value of £10 to be held by "Model News", if the other States in Australia have the same faith in the ability and originality of Australian aeromodelling designers, would they do likewise.

Readers — if you are keen about the idea — discuss it at your next club meeting. If acceptable, authorise your delegates to push it at your State meetings.

The M.A.A.Q. is not a philanthropic organisation, but it supports what it believes in.

Designingly yours,

ARTHUR GORRIE, P.R.O.
Model Aeronautical Association of Queensland.

The Editor would be more than pleased to hear from other States in this matter.

If we can go forward with this idea, suggestions on the judging and duration of the contest would be welcome.

17th AUSTRALIAN NATIONAL CHAMPIONSHIPS

STRATHALBYN, SOUTH AUSTRALIA, 1963 - 1964

WARNING : OWING TO STRICT FIRE REGULATIONS IN S. AUST., ALL MODELLERS USING D.T. FUSE MUST USE A SNUFFER TUBE ARRANGEMENT FAILURE TO OBSERVE THIS WILL MEAN DISQUALIFICATION.

ENTRY INFORMATION

Nomination Fees—M.A.A.A. Members, 10/-.
Non-Members, £1.

Entry Fees—M.A.A.A. Members, 5/- per event.
Non-Members, 10/- per event.

Juniors under 16—Half.

Late Entry Fees—Double the above.

Entries will close on November 11, 1963.

Late Entries will be accepted up to one hour prior to the event.

Eligibility of Contestants

The Australian National Championships are open to all aeromodellers in Australia and overseas. Overseas modellers in possession of an F.A.I. Licence Certificate will be accepted as honorary members of the M.A.A.A.

Events

All events will be flown to the current M.A.A.A. and F.A.I. Rules as applicable.

Flying Hours

Due to the proximity of the control-line area to the town, practice will be restricted to 3 hours on Sunday, 2 p.m. to 5 p.m.

Trophies and Awards

A perpetual trophy where applicable, and trophies for 1st, 2nd and 3rd placings will be presented on Friday, 3rd January, 1964, at a Presentation evening.

ACCOMMODATION

Camping site for the 17th Nats, will be at the Strathalbyn Showgrounds, adjacent to the control-line area. Fee per person for full period is £1/10/- for adults, children under 14 no charge.

Additional accommodation of the dormitory type will be available for £2/10/- per person for the full period. You will be required to provide your own sleeping equipment. Toilet and Hot and Cold shower facilities are available and power and electricity are on the ground.

All meals will be provided by an independent caterer at the camping site, hot meals, in the form of barbecues and cold serves will also be available at the free flight area.

SOCIAL PROGRAMME

Highlights of the social programme will be—

27th Dec.: Civic Reception.
Indoor Flying.

29th Dec.: Nats. Film, 1962, courtesy N.S.W.A.A.; also slides by B. Horrocks, covering European tour.

30th Dec.: Night Scramble.

31st Dec.: New Year's Eve Do.

1st Jan.: Car Trial and Bar-b-q.

2nd Jan.: Auction

3rd Jan.: Presentation Night.

PROGRAMME

Saturday, 28/12/63 :

Processing Day.

Sunday, 29/12/63 :

Multi-function Radio Control.
Power Ratio, Class 1.
Chuck Glider.
F.A.I. Power.
Junior Chuck Glider.

Monday, 30/12/63 :

F.A.I. Team Speed.
Open ½A Team Race.
Junior ½A Team Race.
Proto Speed.
Junior Combat.

Tuesday, 31/12/63 :

Jetex.
Junior Rubber.
Wakefield Rubber.
F.A.I. Sailplane.
Class III Power Ratio.
Power Scramble.
Single-function Radio.

Wednesday, 1/1/64 :

Class 2 Team Speed
Junior Stunt.
Senior Stunt.
F.A.I. Speed.
Speed Classes 2 and 3.
Advertiser Trophy.

Thursday, 2/1/64 :

Intermediate Function Radio.
Nordic A/2.
Free Flight Scale.
Junior A.1 Sailplane.
Class II Power Ratio.

Friday, 3/1/64 :

Class 3 Team Speed.
Control Line Scale.
Senior Combat.

AN INDOOR EVENT WILL BE HELD

DOWN THE TRACK

JOHN DE HORNE

STARTING WITH A CAR SET

Miniature Motor racing is an exciting sport that can be followed in your own home. The first requirement is a transformer, to supply the current to the cars, and convert it to a safe running voltage. Most Commercial cars run on 12 volts DC, though there are exceptions—your Hobby Centre will advise you of the correct transformer required. Beware of buying the cheapest transformer available as some of these have a low amperage output which will affect the cars when you expand your set. A basic set should contain, at least two cars, track and two hand controllers. Each car is provided with a Guide pin, or Guide shoe, and two pickups, which collect the current from the track. Inside there will be an electric motor with a crown wheel and pinion drive, usually powering the rear axle.

Your cars may or may not be equipped with steering, but perhaps I could deal with this aspect of our sport later on.

The track provides a slot in which the guide pin runs, and the pickup rails—which carry the current.

The current passes through the hand controller to each lane of the racing circuit, and by controlling the current supplied to the track, the car speed can be varied from stop, to flatout, and braking effects can be achieved. In this way your car can be fully controlled, braking before corners, holding drift with power, and then flatout down the next straight.

With commercial expansion it is now possible to buy and build track components into a miniature track, which can be an accurate replica of any Real Motor Racing Circuit in the world. Scalextric for example include a pamphlet with many of their sets, which gives track designs which reproduce all the major Australian Circuits, as well as many famous overseas tracks. Miniature racing cars do not usually change lanes, so it is necessary to compensate to some degree for difference in length of run between lanes. The simplest way of achieving this, is to incorporate a "figure 8" into the layout, so that a car racing on the outside of one bend, moves to the inside of another, and vice versa, thus equalising both the length of run and also eliminating cornering advantages of one lane over another.

In addition to lengthening the track, it is possible to add extra lanes, thus you have a choice of 2, 4, or 6 lane circuits.

The beauty of this system is that the first venture into this hobby need not run into hundreds of pounds, but your basic set can be added to gradually, over a long period, each extension adding to the racing thrills of owning your own track.

Now a word about cars that are available in the Hobby shops. The first kind is a fixed steering, simple guide pin type, that is probably the most fun to drive, and your choice lies between this and a car with steering front wheels and guide shoes. Even experienced "slot aces" disagree on the best type for racing, though generally speaking, steering cars are easier to handle in the corners, however, greater skill is required with the fixed steering cars, which makes for more fun, thrills, and spills on the circuit. Many manufacturers are now making "spare parts" in order that "do it yourself" enthusiasts can make their own cars, or modify commercial cars. Perhaps in later issues we could review some of these, particularly as new kits and parts become available.

TROUBLE SHOOTING:

There are three major divisions into which trouble can be classified, these are. Transformer, track and cars. Normally you will experience no trouble with a reputable transformer, however, unless you are qualified don't "mess" with it, return it to your Hobby Centre for overhaul. I recently saw a transformer which had been home repaired and the 240V live wire was soldered to the metal case!

The track must be kept clean, kerosene is a surprisingly good cleaner, as it will not only clean your slot rails, but also keep further dirt soft and easy to clean off. Occasionally it may be necessary to clean over with fine emery, but remember the rail in most cases is very thin, so do not over do it. Another problem which crops up from time to time occurs where one lane is O.K. and the other won't go. Usually the fault can be traced to a pin or piece of solder, down in the slot shorting out that lane.

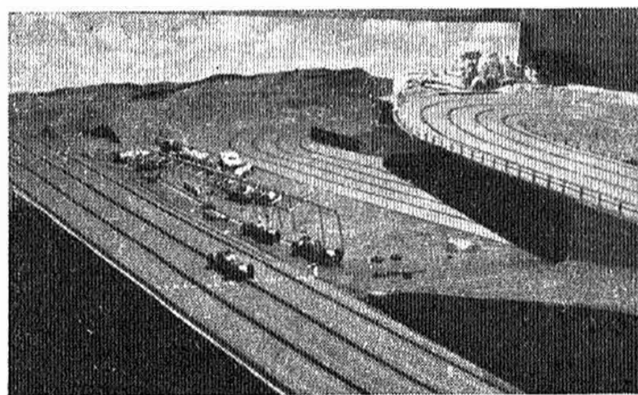
Hand controllers do occasionally give trouble, sticking plungers can be fixed by rubbing with a soft 4B pencil lead, or graphite. Broken leads of course have to be replaced so hold your controller in such a manner as to have the lead hanging clear of your hand.

Replacement resistance mats are available, but rarely need changing.

The most important part of your cars electrical system, and the one that gives most headaches is the pickup from the track. Pickups must be clean, correctly positioned, and make continual contact both with the slot rails, and internally. The commutator should be kept clean, kero will shift hard deposits, but make sure you thoroughly dry off with a clean non-fluffy rag. Commutator brushes should sit evenly on the commutator, if you replace them. Replace both so that pressure is even on both sides, altering the spring tension will affect the maximum power output. Maximum power occurs at fairly low tension.

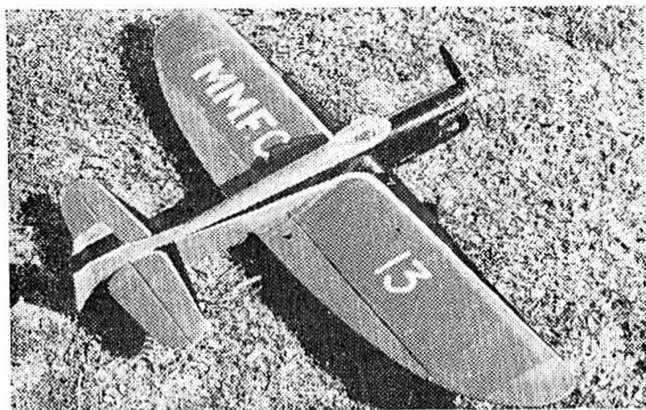
Caution, don't overoil, more trouble occurs through overoiling, than underoiling. One drop on the provided pads is generally sufficient, with a little oil also applied to axle bearings.

Any suggestions for subject matter for this series of articles, or queries will be very welcome, if you drop a line to "John" care of your Editor.



Pit area and starting grid Wilton Park Miniature Motor Racing Club, Brisbane.

CLUB NOTES



BABY BIRD. A hot Stunter for .19 motors. Designed by Don Martin and powered by an Enya .19.

LISMORE

We held a flying day at the aerodrome on the 8th September, with a fair roll up from Grafton, Casino, Kyogle, Coffs Harbour, Tamworth and Murwillumbah. Bill Bourke, of Tamworth, arrived with an unflown Astro Hog which was later flown and trimmed out very well. It is equipped with F. & M. Channel radio, Bonner Servos and Veco 35 R/c motor. I had my Sultan there which is equipped with F. & M. radio, Bonner Servos and Johnson 36 motor. Peter Pine who is now a resident of Barraba had a Sterling Rudder Bird, with Enya 15 motor, Babcock escapment and O.S. 5A receiver and used a Kraft transmitter built from an Ace kit. Peter Tippet flew a M.A.N. Septlett with O.S. 5A receiver, Enya .09 Bonner Vari Comps and used home built Kraft transmitter. John Hamilton flew Sterling Rubber Bird, with Babcock escapment, O.S. 4A receiver and Enya 15 motor also used home built Kraft transmitter.

Kraft single transmitters are becoming popular around here as economical hand held units have been difficult to secure.

Russ Hammond flew a very fast original design model with Silvertone 10 transmitter and receiver, Bonner Servos and K. & B. 35 motor fitted with Johnson throttle. This model came to a rather sticky end due to the elevator push rod coming off at the servo end. The linkage was observed to be rather marginal. This all goes to prove !!

The day was designed to be an informal flying day and I think most fellows had quite a good day and we Lismoreites appreciate the support from all out of town fellows.

Finally, mention must be made of the nice Chipmunk C/L model flown by Robert Carroll, of Lismore. The model is powered by a Johnson 35 and Max Fenton, of Nimbin, who was there flying a 6 ft. Cessna built from Aeromodeller plan.

VICTORIAN TEAM RACE DAY, 13th OCTOBER, 1963.

By David Kidd . . .

The last race this year for the Manion Munro trophy attracted entries from 10 teams and as usual was a pretty hectic event. Fastest heat time went to the team of Andrew Kimonides and my-

self at 7 min. 22 secs., the other finalists being the Cincotta-Wilson-James team, the Werner-Dihm team, and the Tidey-Hobba team from Oakleigh. A new model built by Athol Holtham and Graham Rice was undoubtedly the most potent on the field, but its monowheel lacked stability, resulting in a broken tail when the model veered in on take-off.

The final got away to a furious start when two models were released simultaneously, resulting in collision and retirement for our ETA 29 powered model within the first 10 yards. The Cincotta-Wilson-James team went on to win in 7 min 44 sec., the fastest final ever flown for this trophy, with Werner-Dihm and Tidey and Hobba filling the minor places.

The class 3 race attracted the grand total of four entries, and with no heats to be flown all lined up for the final. All were using .35 motors with the exception of the O.S. 49 powered model built by Andrew Kimonides, Athol Holtham, and myself, and this bigger engined model had no trouble in drawing out a comfortable lead to win in 8 min. 36 sec. The recognised leaders in this event all had troubles. John Pfeifer in particular, who finally threw his model into the air in disgust when it burst into flames. Prizes were generous, and rounded off a good day.

EASTERN DISTRICT CHAMPIONSHIPS

Report on Control Line Scale by BERT RONKE

The weather for the scale event, held at CENTENIAL PARK, SYDNEY, was quite good, but, in spite of this, a disappointing entry of four showed up with their models and only three of these qualified.

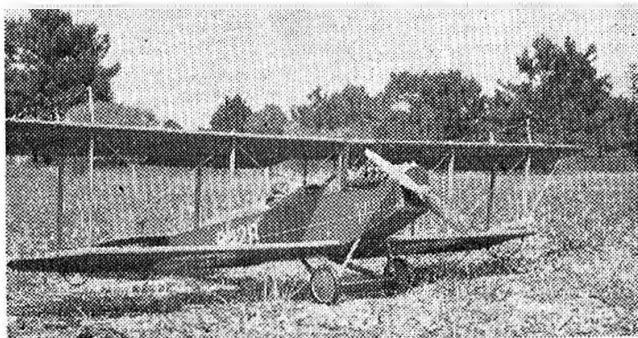
The placings were:

1st, Allen Talbot, DeH. 4 (Doonside) 207 pts.; 2nd, Barry Franklin, DeH. Mosquito (Parra/Gran.) 109 pts.; 3rd, Dennis Slattery, Vought Corsair (Bankstown) 74 pts.

As usual, first off was Allen Talbot's DeH. 4, with Arthur Cooper at the handle, and Les Fahey as mechanic. This is the same fabulous crate which came second by just one point at the 16th Nats. Les got the O.S. 15 churning well for the second attempt, gaining for Allen, 10 pts. At the hands of Coop the DeH4. trundled along the course ground to a fair take-off to complete the required 10 laps very comfortably in fine flight attitude. Art was trying to exercise use of the throttle but to no avail, as a result the engine cut whilst the model was high and she dropped rather heavily.

Barry Franklin, with his large DeH. Mosquito, in very casual fashion, started, tuned, and topped up the tanks to the Fox 29 and Glo-Chief 29 and, just as casually, he strolled out to the handle, checked his controls, took the Mossy off in the first attempt to get a bonus of 15 pts. The Mosquito's attitude in flight was one of undulation, giving the impression of being tail heavy, but when the out-board motor cut, she stabilised herself and flew as steady as her full size counterpart. Barry brought the ship lower and lower until it was just a few inches from the ground when the second motor cut and he settled that Mossy down to almost a power landing which looked quite good.

A Vought Corsair built from a Sterling kit by Dennis Slattery, started very well in the first attempt, gaining for him 15 pts. This ship wasn't much better than the Mossy for flight stability, and when the engine cut the Corsair dropped in rather



Front view of Arthur Cooper's veteran J.N.4.
Fantastic engine detail and rigging.

heavily much the same style as the controlled crashes seen on the flight deck of an aircraft carrier.

State champs. winning Curtis J.N.4 by Arthur Cooper, had a fair take-off, a bit on the stalling side, well within the first attempt time limit, and flew very well indeed but for a mere eight laps, and came in rather heavily when that tired old O.S. 15 just quit, and this beautifully constructed and finished old trainer from World War One overturned causing considerable damage to the fin and rudder, undercarriage, and wing outrigger.

NEWCASTLE MODEL AERO CLUB

We held our annual general meeting on June 20, when the following officers were elected for the forthcoming year: President, Andy Jensen; Vice-President, Laurie Folbigg; Secretary, Geoff Brown; Assistant Sec., Allan Ardron; Treasurer, Alf Williams; Committee, David Curry, Leo Tillitzki, Don Tyler, Frank Weekes; Publicity Officer, Ron Neville.

True to the best aeromuddling traditions the first action of the Publicity Officer was to miss the last issue of Model News! My only consolation is that, to my knowledge, aeromodelling is about the only sport which is not blessed (?) with elderly, non-active administrators. Those of us with long memories will remember what happened to the game when we did in fact have such an administrator. De mortuis nil nisi bonum. Whilst active modellers, who sacrifice some of their own modelling time to run the show, might make mistakes, forget things, and so on, at least they will never go the way of so many sports where the old has been, never was, and general hangers on proceed to organise things to suit themselves, and not the actual participants. All right, I'll get off my soap-box!

Newcastle Club must be one of the most fortunate clubs in the country, for while most clubs are crying out for flying grounds we have not one but TWO Control-Line flying fields. Thanks to some excellent work done by a member of the Committee, Frank Weekes, and his wife, we have recently been given permission to fly on Saturday afternoons in the grounds of Broadmeadow Junior High School. Our thanks in this regard are due to the Headmaster, Mr. E. V. Trist.

On Sundays, of course, we still fly at District Park. Lest it should appear that we are exclusively C/L minded let me hasten to add that we also have a hive of active F/F modellers, who generally congregate at Pokolbin Airstrip.

As the Contest calendar was so very crowded, and as there is so much on in Newcastle during the Mattara Festival, we decided to postpone our Championships to the New Year, and we therefore

look forward to a real invasion on Australia Day. Having them then means that there will be an opportunity between the Nats and the N.S.W. Championships to get the models out and see how they perform in the competitive atmosphere. We look forward to seeing YOU there.

Cessnock, Maitland and Newcastle have instituted a series of triangular monthly contests. The first one, in Stunt and Combat, was a fiasco from our point of view, with, I think, a whole TWO Newcastle members present. The second contest was a little more satisfying, with the Power Scramble being a Newcastle benefit. Alf Williams was first, Kev Weekes second, and Allan Ardron third. This month's contest will be here in Newcastle, so there should be a really good attendance of N.M.A.C. members.

Flying generally has been quiet during the winter months, no doubt caused in part by the very wet weather we have been having. Much of the time District Park was in fact partly under water, and the most suitable form of footwear was bare feet. Whilst this might have been a little bit softer for those planes making a sudden and heavy contact with the ground, has anybody present tried to get soft, gooey mud out of the innards of a Cox .010? Try it sometime!

Now that warmer and, we hope, dryer weather is coming, we should see a lot more activity around Newcastle. Especially in a weeks time when the many junior members can take their attention off such unpleasant matters as examinations.

We are always happy to see new members, prospective members, or just plain visitors at our flying days and our club meetings. Meetings take place on the third Thursday of each month in Hamilton. Plans are afoot at present to show 16 mm. films after the official business, and there are also those members who are getting going with indoor team-racing (rubber) after the meetings also. Anybody interested can always get time and place from our President, Andy Jensen, at his Model shop at 40 Beaumont Street, Hamilton.

RON NEVILLE

HOLDFAST MODEL AERO CLUB

(Holdfast Bay, S.A.)

Notes by Sec. G. W. Barron, 13 Grantham Grove, Paradise, S.A.

On 5th October 22 members of the above club put on a display at the Maitland (S.A. on Yorke Peninsula) annual show to the delight of the large crowd. There is no doubt that these shows promote modelling and wild thoughts are flashing in the writer's head as regards a country tour series in the future.

The boys put on a fine display of combat for 15 minutes, followed by formation stunt by Rog. Duance and chairman Pete Lyas, using two of Pete's stunters. As Rog. and Pete had not practiced for this it was a creditable performance. To wind up the display 10 minutes of frantic streamer chopping was carried on. Right at the end, at the crucial moment, Trev. Brinkworth and Jeff. Prosser had a glorious mid-air prang which, of course, the onlookers liked the best.

It is a wonder we ever see Rog. Duance, Pete Lyas and Harry Weeks flying these days as all are madly engrossed in Nats. organisation. By the sly grins, when one questions them, it seems the 17th Nats. at Strath will be a time to remember.

After heavy rain, the club's main flying field has dried out and we are able to fly together again. As the field is a large racecourse, and could

accommodate up to 15 circles, it promotes more flying amongst all members. The only snag is the cinder paths criss-crossing the area and many a landing is made with a puff of black soot over the motor. Unfortunately radio and free flight are banned, but as only a few odd bods fly these types, few suffer.

The club's few active senior members sadly watch the hordes of juniors in the club becoming a new race of one-eyed yoyo bashers.

As the Nats. approach, most members are feverishly building to uphold the honour of the home team as it were. Rog. Duance is our only hope of a place in radio. Stowey (Ian Bristow) should do well in F.A.I. team race and combat (using the mighty .35 Johnson Special). Frank Weeks and Chris Parry will also give combat a fling. Several chaps will enter stunt but apart from Pete Lyas most lack experience. No doubt activity will wane for a month or so after the Nats., and then will be the time introduce R.T.P. again.

See you all at the Nats. and beware of the devilish bee design club transfer which should be ready for then, it will inspire members greatly.

EASTERN DISTRICTS M.F.C. SPEED DAY REPORTED BY JOHN MORGAN

Warm, dry and almost windless, unreal weather for Sydney.

First flight of the day was to show the way for the contest. Andy Kerr's new Honey B, was flown on Monoline successfully though a new Fox 29 wouldn't allow a high speed.

Early runs were about evenly divided between 2 and 1 wire systems. The Monoline addicts getting a good opportunity to sort out the many little bugs that prevent smooth operation.

The Mac 60' started a close duel between Stu Cobcroft and Laurie Cantwell at 141 and 139 with Phil McGee trying to get a good run with his fast Mono model. Andy Kerr was flying in 3rd place at this junction, holding out the Barker Bros. by 1/10th of a second.

As the day progressed the Barker lads tried very hard to get Andy out of 3rd place, only to have Phil McGee carve out first niche with a see sawing 150.2 for a new record, beating Len Buck's old record by 1 m.p.h.

B class saw the 29' out in force, but was to prove a bit of an anti-climax as the two fast K & B 29's were not going, one minus a crankpin and the other was going slow. Jack Fimmeran demonstrated in simple terms that he who breaks 130, wins B class. Jack's old 29R Fox motored around nicely for 132 and first place. Second going to Laurie Cantwell at 124, third to 15-year-old Arty Babbington with a Glo Chief 29BB at 114.

Andy Kerr's Fox 29 was just too new to scream—but he had fun learning to fly the bike pump way.

F.A.I. speed was poorly supported. Are the 2.5 motors too fiddly to encourage fliers to stick with? Stu Cobcroft showed the way with a screaming run of 117 on Monoline 5 m.p.h. over the record held by Laurie C. Unfortunately a forward handle was used so no claim could be made. Second place at 94 went to yours truly on the 5th attempt with a Monoline Fox 15 model.

A Proto was also poorly supported. First going to the Fox 15 entry of Babbington/Morgan at 94.5 for the standing start mile, second to Max Stokes with an Olly.

B Proto was well fought out for 2nd and 3rd places between Arty Babbington at 103 with the Glo Chief 29BB and Davy Haynes and Warren Sherma with their K and B 29R entry. The Gloie proved to get off the mark too fast for the revving K & B. First was a screaming run of 113.2 with a Fox 29BB on Monoline for a new record to make my day happy.

DONALD, VIC.

We are in the process of forming a club here at the moment, and so far it consists of 4 C/L modellers, two of them living out of town. Our best flier is Alan Dennis who has 4 planes all from Aeromodeler plans.

Warren Mayfield, who built models in Qld. some 5 years ago, made a comeback. He was just getting the hang of things in Stunt when he left us for Hamilton. He was flying during his stay here a Keil Kraft Talon fitted with an O.S. Max. Murry Broughton had a K.K. Firebird and is ready to have a go at stunt. Trevor Bird has an Aeromodeler Flicka powered with a Glow Chief and it is yet to fly. We have all been taught to fly on a Sabre Trainer. We went across to Minto to see how they run a contest. Les Ball, Champ. of the F.W.D.A.A. won the stunt with an Aries. The day was not good and prangs were numerous.

CENTRAL WESTERN COMBAT CHAMPS.

The Champs. were held at National Park, Orange. Fliers came from Sydney, Molong, Canwindra, Forbes and Orange.

The Contest was under way at 9.30 sharp with Junior Combat. These little midgets put on a mighty display. What they lacked in skill they made up with enthusiasm. Local boys Michael Hudson and John O'Neill from Canwindra, Whitaker from Molong and Graham May from Blayney were in full pursuit of the Sydney boys. Local



THE PARROT. Built about 5 years ago this Radio Controlled model has had about 4 owners and is shown here with the latest, B. Little.

boy Neil Crossman made the final, only to go down to W. East of Eastern Districts.

Senior Combat was for the Air Force Cup and a canteen of cutlery. Good to see the local boys having a go. The Copper Top from Blayney went down to the much more experienced Reg. Towell in the semi-final.

Arch rivals Jim Lovick and Andy Kerr met in the second semi-final. The huge crowd was spell-bound for the full 6 minutes. Great combat by 2 great fliers. Lovick took all Kerr's streamers with his first cut. Andy came back with 2 quick cuts. The end came with a mild air smash and Andy was left with only 1 wing to fight out the final against Reg. Towell. One wing Kerr didn't have much control over his plane in the final. Motor failure cost Towell the championship.

The day ended with a rat race and was won by a Demon entered by Jim Lovick and flown by Tom Prosser.

Thanks to officials, Ian Clarke, Alan Henery, Alan Brown, Paul Turner, Ivor Stowe, Keith Eyles and the ladies on the stall.

A great day and we are all looking forward to next year.

The M.A.A.Q. meeting of 16th September, 1963, was the most fruitful meeting held for a long time. The volume of business handled was terrific, including 1964 programme, Rules Changes, Introduction of New Events, Origination of Original Design Contest to be submitted to Model News, Subsidy for F.A.I. Event winners in 1964 Champs. to assist in cost of attending Nationals, Notification of Request for Suggested Rules Changes in order to implement a Queensland Rules Book in lieu of the Australian Book which Queenslanders subscribed to but never received, Approval of Open Team Race Day, and determination of the first day of the Silenced Stunt Series, together with the Acceptance of Nominations for Election of Officers.

The President, Mr. Frank Hettrich opened the meeting by thanking all persons who attended the Prize Presentation Evening in the B.P. Theatre and extended his thanks to Mr. Arthur Gorrie, P.R.O. of the M.A.A.Q. for the amount of time and effort which he expended in the procuring of the majority of the trophies obtained. It was freely discussed that no one had ever seen such a volume of trophies and that the presentation evening generally was a huge success with the hope that such a function be held again next year. Mr. Gorrie agreed with Mr. Hettrich that a maintenance of interest shown in the past Championships would be adequate reward for the efforts of the entire Committee who collectively did a commendable job. Over £200 worth of trophies were distributed.

NOMINATIONS: President: Mr. Frank Hettrich; secretary, Mr. Rob. Edgerton, Mr. Trev. Sorensen; treasurer, Mr. Bernie Amies; Contest Director, Mr. Jack French; Public Relations Officer, Mr. Arthur Gorrie.

ORIGINAL DESIGN CONTEST—MODEL NEWS: A scheme to promote interest in Australian design and to provide greater interest in MODEL NEWS. Arthur Gorrie was asked to outline his idea to the meeting. The Committee having favourably considered the idea that "MODEL NEWS" should conduct a contest throughout that magazine for original Australian designs with the suggestion that all designs be full size, in Indian ink with building instructions and list of materials and all designs submitted be the property of "Model News". That a prize of £50 be awarded to the winning design and

that M.A.A.Q. provide £10 towards the prize if the other States of Australia can provide the balance. M.A.A.Q. members have been enthusiastic contributors to the design section of "Model News" and feel sure that members of other States will be keen about it.

PROMOTION OF F.A.I. EVENTS: Mr. Arthur Gorrie gave details of the suggested scheme to assist all F.A.I. fliers to compete in a Nationals, and commencing with next year's Championships each winner of an F.A.I. event will receive, providing he enters that event at that year's Nationals and competes (except in cases of sickness or accident at or en route to), an amount of £10 towards his out of pocket expenses. The motion was unanimously agreed upon.

RULES CHANGES: As from 16th September POWER RATIO has been deleted, and classes have been changed:

Class I—Up to 1 c.c. No weight rule to apply.

Class II—Over 1 and up to 2.5 c.c. Maximum motor run 10 secs.

Class III—Over 2.5. 3 mins max. flight.

BANKSTOWN CLUB COMPETITION

The Bankstown Club will conduct a contest at the Club Flying Ground, Vale-of-Ah, Milperra, commencing 9 o'clock sharp, Sunday, 24th November.

Entry will be taken on the field, seniors 5/- entry, 3/- per vent; juniors 3/- entry and 1/- per event.

EVENTS

- (1) Junior Combat 2.5 cc maximum capacity motor, 50 ft. lines.
- (2) Senior Combat 40 cu. in. motors, 60 ft. lines.
- (3) Open Stunt.
- (4) Half/A Team Race.
- (5) Class II Team Race.
- (6) F.A.I. Team Race.

There will be a prize for the best performance by a junior in all events except open combat.

N.S.W. ASSOCIATION OF AEROMODELLERS ELECTION OF OFFICERS

President, L. Winley; Vice-Presidents, J. Marguerite, C. Pearce; Secretary, Ivor Stowe; Assistant Secretary, Basil Healy; Treasurer, H. Wilcoxson; Hon. Legal Adviser, Mr. Hicks; Auditor, H. V. Robson; Committeemen, E. Cutts, J. Healy; Disputes Committee, D. Hegarty, G. Barker, R. Murry, L. Brown; State Examiners, J. Marquette, C. Pearce, R. Hammond, B. Healy, D. Hegarty, J. Finneran.

PRESIDENT'S REPORT

The President reported that the Association had prospered throughout the year and had shown an increase in membership. Quite a considerable financial gain had been made in the year, mainly due to the success of the 16th Nationals. Unfortunately the State Championships had not shown a profit, but the loss had been small. Club contests conducted throughout the year had been well supported and a considerable success. The 16th Nationals conducted at Camden had been highly praised from most directions and had been described by the Federal Secretary as a "happy" Nats. Negotiations with Maj. General MacArthur-Onslow had been completed for use of portion of his property as a model flying site. A film had been made of the 16th Nationals and was available to clubs at the usual fee. Finally the president extended his thanks to the executive committee for the manner in which they supported him in the past year.

BRISBANE AERONAUTICAL RADIO CONTROL SOCIETY, BRISBANE

Since writing our last report an unfortunate fly-away resulted in the loss of a brand new Cicada built by Reg. Hart. All members of the club spent ensuing eight weekends in an organized search which proved fruitless. After an absence of a further two weeks, two small boys presented themselves at the flying field and returned the model intact to Mr. Wilde the owner of the property who has made the flying area available to us free of charge. An interesting result of this experience has suggested the necessity for some easy means of location. With these ideas in mind the following meeting revealed these suggestions which were presented by Professor Frank Hettrich:

IDEA 1: Consists of a small electric motor wired through a wind operated switch to a bell—much the same as a Tiger Moth Air Speed Indicator whereby the wind stops the switch contacts making whilst the aeroplane is in flight. Immediately wind pressure ceases, the bell commences ringing, and an actual test revealed a six hour continuous operation from a 1.5 V No. 935 battery, at which time Mrs. Hettrich lodged a justifiable complaint. Obviously this will allow any search party sufficient time to locate a lost model.

IDEA 2: With the aid of a hand bearing compass two different bearings are taken of the fly-away plus an estimated angle of elevation and when these lines are transferred to a map of the area location is relatively simple.

The Club have subsequently adopted Idea 2 and have printed a standard procedure circular which is issued to all personnel. Many thanks Frank.

Of course, the "Ageing" Ron de Chastel still maintains that the best method is to take off like a startled hare cross country, in the general direction of where the model was last seen, and believe it or not, according to Ron, this works.

During this meeting we also accepted for Associate Membership the application of Dennis McKellar of Gower Street, Toowong, and from the Credentials submitted we know we have another worthy addition to make up the total strength of 21 members.

Sunday, 22nd September, dawned bright and fine as most members of Barcs were able to vouch for, as they were well on the way towards Oakey west of Toowoomba to participate in a Club Radio event held by the Toowoomba Model Aero Club, on the rich pasture lands of the Darling Downs. These boys are to be envied for there are few obstructions in the recovery areas which stretch for miles in any direction. All contestants were assembled on the field to commence first takeoff at 10.00 a.m. Conditions were somewhat gusty which made the compulsory R.O.G. particularly interesting. The contest comprised two rounds to F.A.I. Pattern, the winner to be judged on the highest aggregate points allocated by two judges, one from each club. The first round was run off before lunch with two Barcs members anxiously watching points being marked up by other contestants. Round 2 followed and consisted of a modified pattern of 15 minutes duration to permit the inclusion of aerobatics which were handled well by the majority of contestants. Loops, Stalls, Split 'S', Immelmans, Spirals, and Stall Turns, were the order of the day, and suffice to say that the trophy—a beautiful Super Tigre Glow plug Motor was presented to Jim Mulchay of Barcs, having the highest score recorded, 1058 points, followed closely

by Noel McGregor with Jack Ritchers in third position. Congratulations Jim, you really earned the trophy with a beautiful flight pattern.

N.B.: Who wants to buy a couple of cheap Super 60's?? No offence Keilkraft, it just happens that first and second placegetters were not good enough. Many thanks Toowoomba Club—we really enjoyed ourselves.

NOEL MCGREGOR

M.A.A.Q. NOTES FROM ARTHUR GORRIE

The recently conducted State Championships has produced a hangover of enthusiasm and the interest shown in the M.A.A.Q. Sanctioned Team Race day held at Deagon by the Sandgate Thunderbirds was most encouraging.

Team Racing used up the day on 27th October most satisfyingly with F.A.I., B Class and C Class.

The Stardusters are holding sanctioned CHUCK GLIDER and POWER SCRAMBLE on 3rd November and the M.A.A.Q. is conducting its first Silenced Stunt Series on November the 10th. Only motors equipped with silencers may be used on the field on this day.

The M.A.A.Q. P.R.O. has been prominently displaying signs on the field advertising the event. Prizes so far have been donated by Fancies Industries, Gorrie's and R. Asmar.

Sandgate Thunderbirds also have a Combat series on the 1st December and so we endeth a hectic year.

F.A.I. was the first event with 8 entries with a mixture of Oliver Tigres and ETAs.

1. Ron de Chastel of Stardusters with ETA. Time 6 mins. 53 secs.

2. Ray Bucholz of Sandgate with ETA.

John French dropped out of the tussel through wheel trouble on landing and the model ran into the centre.

The "B" Class also with 8 entries was keen.

1. Fred Dotti of Stardusters using a Super Tigred oiled balsa model romped home.

John French with his lightweight Super Tigred racer spent several minutes picking up the pieces when the wind played a dirty trick on him.

Ray Little (N.M.A.A.) winner of B Class State Champs. looked like a chance in this event until he endeavoured to remove a battery from the field on one pit stop. Pity.

Class "C" was a good race with five in it.

Arthur Gorrie with his seven year old "C" Class with removable wing and upright motor was first away in his heat and it was really travelling (after all I am writing this article) but the motor just hadn't done enough work to be raced. However the old heap gave a good account of itself.

Fred Dotti with McCoy 60 and winner of the State Champs. was having trouble with his wheels and Jack French blew a plug 6 laps before the end.

Rob Edgerton (N.M.A.A.) bobbed up as the winner with his deep bellied, mono wheel Fox 35X powered hurry up effort for the last Champs.

A good day with the exception of a bit of wind.

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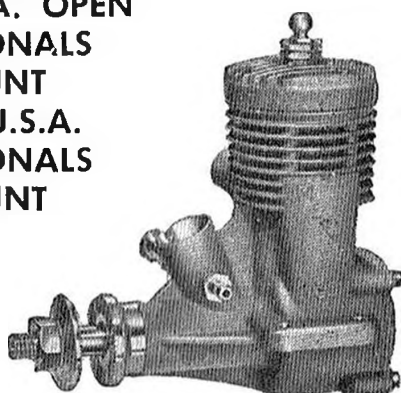
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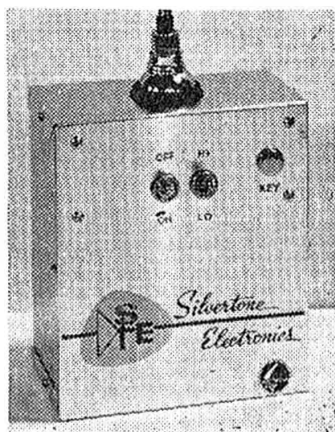
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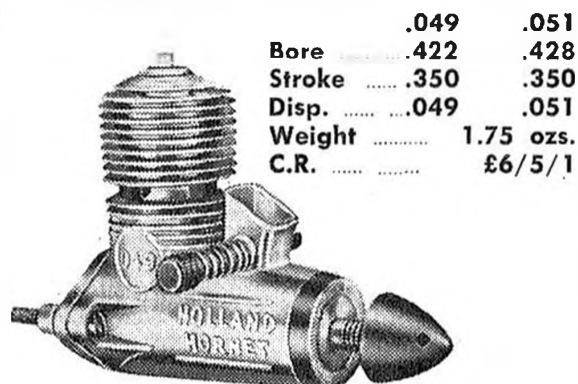
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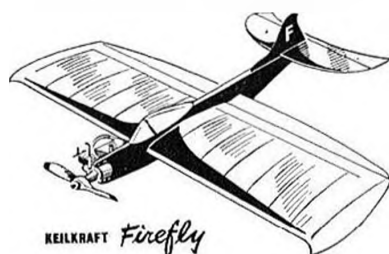
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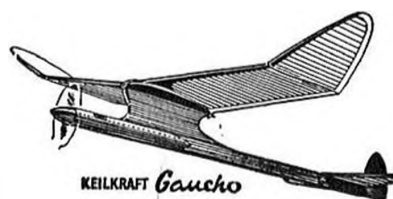
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