

Model News

AUSTRALIAN and NEW ZEALAND MODELLING

DECEMBER
1964

REGISTERED AT THE G.P.O.,
SYDNEY, FOR
TRANSMISSION BY POST
AS A PERIODICAL.



C. A. BOOMERANG ★

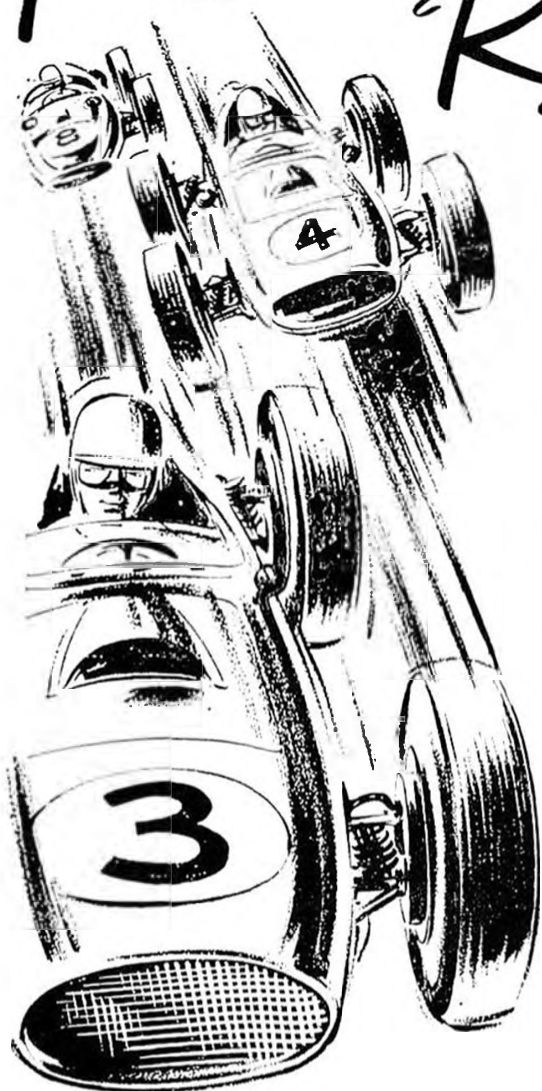
2 EUROPEAN "WAKEFIELDS" ★

B CLASS T/R RECORD HOLDER ★

2/6

2/- STERLING

REAL RACING



FOR ALL THE FAMILY

Don't choose just any model motor racing system, compare them all for quality, play value and most important of all SPACE LIMITATIONS. You must surely then buy the quality system that is designed to give you the MAXIMUM REALISM AND EXCITEMENT IN THE MINIMUM OF SPACE

WRENN formula **152**

TRIPLE ELECTRIC MODEL MOTOR RACING

Only with FORMULA 152 can you independently control up to three cars on a two lane circuit with provision for cars to change lanes for overtaking—YOU ACTUALLY PULL OUT TO PASS. Imagine, too, thrilling circuits that fit on to a table top and which can be extended to any size. ALL SETS INCLUDE DEFLECTOR FOR OVERTAKING.

REMEMBER FORMULA 152 IS FUN FOR ALL THE FAMILY

ASK YOUR LOCAL SHOP TO SHOW YOU 152 NOW

Ask your retailer for the Formula '152' catalogue with details of circuits.



152 FERRARI

COMPLETE SETS CARS, TRACKS BUILDINGS, FIGURES ACCESSORIES, SPARES
Now fitted with the NEW 12 Volt D.C. 3 Brush Nylon Bearing Motor with really fantastic performance!

HOBBY AND TOYLAND

SHOP 34 ANGLE ARCADE
ASH ST., SYDNEY
ONLY 8 FT. THROUGH WOOLWORTHS WYNARD
SIDE ENTRANCE

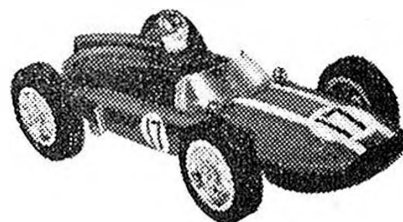
STROMBECKER MODEL ROAD RACING CAR KITS



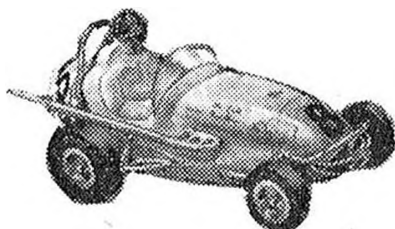
PORSCHÉ RS 61

CUSTOM KITS

1/32" Scale

65/- ea.

COOPER FORMULA 1



MIDGET G/1 RACER



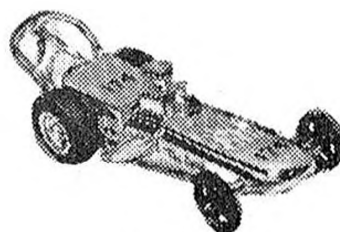
B.R.M.

STROMBECKER GREAT RACING CARS

... THE INDUSTRY'S BIGGEST STABLE OF FAMOUS GOLD CUP WINNERS! The most popular cars in the world of model road racing. Official, 1/32 scale racers, realistically detailed down to the treads on the tyres and authentic body colours. Every Strombecker car is packed with the kind of features you demand: Rugged new 12-volt motors, durable polypropylene chassis, long-life nylon and brass gears and the latest design positive-action brush-type pickups. No wonder there's more speed, more realism, more action with Strombecker racing cars.



LOTUS Mk XIX



DRAGSTER



CUSTOM ROD



1/24" Scale LOTUS FORD — 79/6 ea.

V.I.P. SCALEXTRIC AND THE NEW REVELL AND MONOGRAM RANGE

HOBBY AND TOYLAND

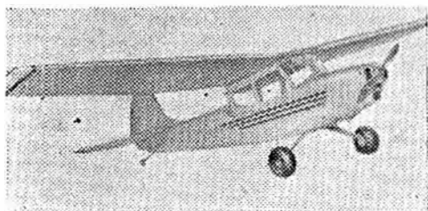
**SHOP 34 ANGLE ARCADE
ASH ST., SYDNEY**

ONLY 8 FT THROUGH WOOLWORTHS WYNARD
SIDE ENTRANCE

GET A FLYING START IN RADIO . . .

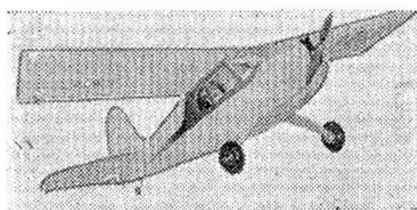
with BRISBANE HOBBY CENTRE'S

Money Saving Offer



L19 BIRD DOG, SEMI SCALE R.C. For .049 to .09 ENGINES. A stable flyer.

MID-WEST the best value in single channel Kits on the market.

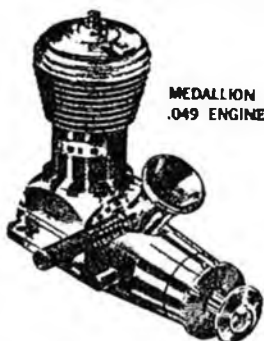


AERONCA SEDAN, SEMI SCALE R.C. trainer for novice!

FT-3A RADIO GEAR £22/10/-
COX MEDALLION .049 ENGINE —
£7/2/0

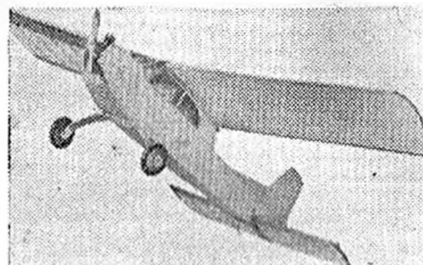
YOUR PICK OF ANY MID-WEST KIT
illustrated £5.

£34/12/0 VALUE IS YOURS FOR
ONLY £27/10/-

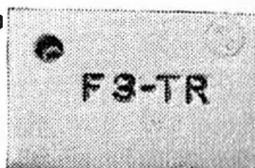
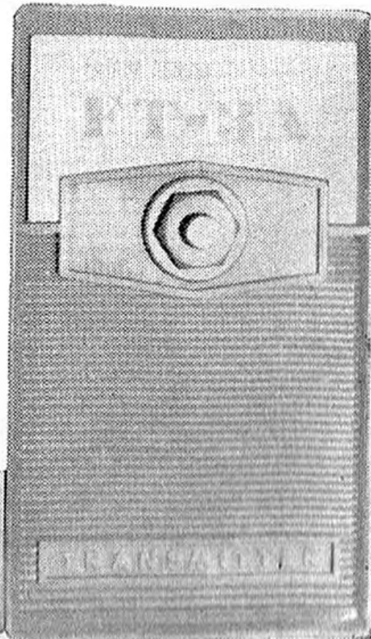


COX The world's most famous .049 engine.
£7/2/0

**FAMOUS
Ft-3A
£19/10/0**



LIL ESQUIRE R.C. COMBAT & STUNT
FOR .049 to .074 ENGINES.



BRISBANE HOBBY CENTRE

AUSTRALIA'S MOST PROGRESSIVE HOBBY DEALERS
422 George Street, Brisbane, M.L.C. Building, Phone 2 8512
Adelaide and Edward Streets, Brisbane.
550 Ruthven Street, Toowoomba.

Quality RADIO CONTROL EQUIPMENT

Top Flite Taurus Kits £22/5/-
O.S. Superhet 10 Rx & Tx £107/-/-
O.S. Super Regen 10 Rx & Tx £78/-/-
Veco 45 R/c Motor £21/10/-
K & B R/c Motor £16/18/3
6 oz. Veco Clunk Tanks 16/9
4 oz. Veco Clunk Tanks 15/6
2 oz. Veco Clunk Tanks 14/-
2½" Veco Air Trap Wheels 19/6
3" Veco Air Trap Wheels 29/9
Dubro Kwik Links 6/9
Dubro Kwik Keepers 2/6 for 2
Dubro Tb2 Trim Bars 23/9
Dubro 6 Pen Cell Boxes 13/- ea.
Dubro Blind Nuts 4/40 2/6 for 4

Bonner Hook up Wire 8 yds. 7/-
Bonner Control Horns 3/11
Bonner Servo Mounting Kit 5/9
Perfect Engine bolt set 2/-
Deans 8 pin connectors 19/6
F & M Telescopic Aerial 56" 45/-
½", ¾" 1" 4/40 Bolts 3d. ea.
Debolt Canopy Large 13/-
Babcock MKII Escapement £6/3/-
R.G.A. Servo Solver Tray £5/5/-
K. & B. 45 R/c Needle Acc. 21/-
K & B R/c Glo Plugs 12/6
Top Flite Nose wheel strut and Mount 19/6
Top Flite Aileron Bell Crank Ass. 10/3 set

All leading brands of Radio Control Equipment Stocked

WRITE OR CALL

The Shop with the Stock

North Coast Hobby Centre

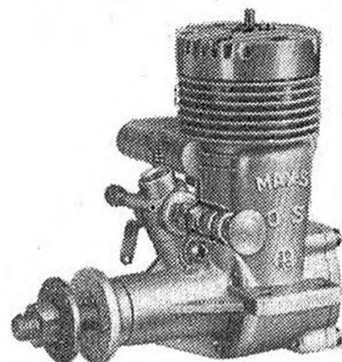
72 Magellan Street, Lismore

NEW FOR 1965

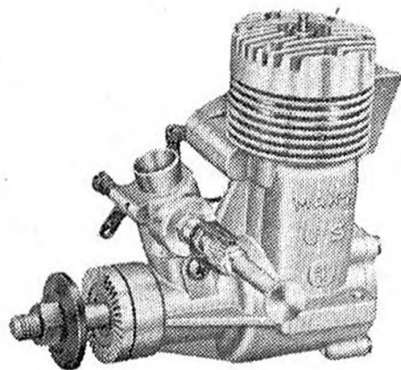
O.S. "CUSTOM SPECIAL" R/C ENGINES

A COMPLETELY NEW RANGE OF SUPER ENGINES
DESIGNED FOR —

- MAXIMUM POWER
- COMPLETE FLEXIBILITY
- FAULTLESS IDLING
- LIGHT WEIGHT
- STRONG FUEL DRAW



MAX. S .30 R/C — £10/15/0



MAX. H .40 R/C — £13/9/6

Plus . . .

THE USUAL O.S. FEATURES OF —
LONG LIFE AND DEPENDABILITY

Already Released . . .

MAX. S.35 SUPER STUNT ENGINE £8/9/6
Winner of Hearn's Stunt Trophy.

Watch for . . .

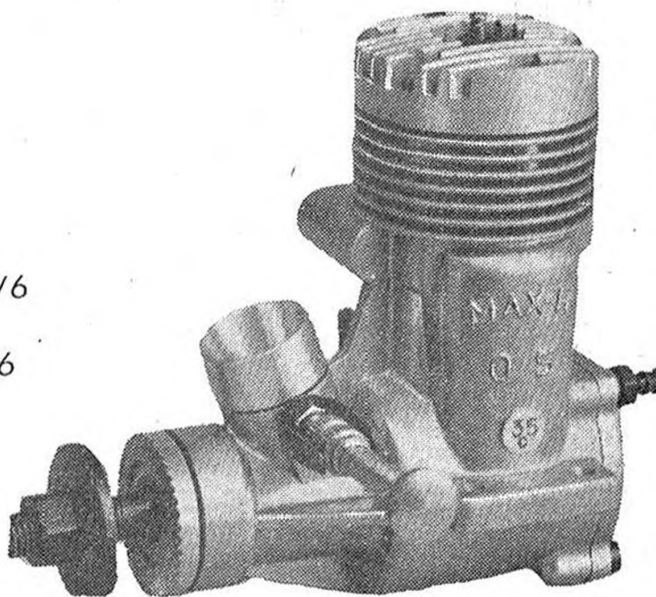
MAX. H.29 T/R Team Race Special

MAX. H. 29 R Racing Engine £12/19/6

MAX H.35 C. Combat Special £9/19/6

MAX H.40 Rat Race Engine

MAX. H.60 R/C Custom Special



MAX. .50 R/C — £15/19/6

Sold and Serviced by O.S. Dealers Throughout Aust.

MODEL NEWS

Vol. 8. No. 6

Published Bi-Monthly

December, 1964

Edited by ADRIAN BRYANT

Distributed by Model News Publishing Co. and Gordon and Gotch

CONTENTS

The C. A. Boomerang	8
Control Lines over Koscuisko	10
Wasp Plan	11
David Kidd's Record Holding Joker Mk. 8	12
The Victorian Stuntmasters' Championships	13
The Albatross CIII	14
Antonov An-14 "Ptchelka"	15
M.A.R.C.S. People's Day	16
Radio Notes	18
AL 10, Wakefield and Wakefield PG 132 "Aurikel" Plans	20
Plastic Modelling	21
Fifty Years of Airmail	22
Book Review	23
World Control Line Championships	24
Trade Talk	25
Down The Track	27
Club Notes	29

NEXT ISSUE FEBRUARY - MARCH

Editorial deadline 1st of month prior to month of issue.

Advertising deadline 25th of month prior to month of issue.

COVER STORY

Ron Greves of Melbourne with his beautifully constructed Ritsy Tern A2 Sailplane. Performance as good as looks. Model Flew O.O.S. and lost. Ron has another underway for the Nats.

Address all Correspondence to
EDITOR, 11 WEST KING STREET,
SOUTHPORT, QUEENSLAND.

Published Bi-monthly by MODEL NEWS PUBLISHING CO.
Advertising rates on request. Distributed by Model News
Publishing Co., and Gordon & Gotch.

News and Views

OLD TIMERS' CONTEST

These have been so popular over the last few years that they have become "Fixtures" and many clubs have already listed them on their 1965 flying programme.

It is to be hoped that the increasing number of rules doesn't decrease their popularity.

A few simple National rules may be the answer.

Is an Old Timer a model designed before 1940 or a design at least 10 years old?

NEW N.Z. SECRETARY

Bob Keowan has taken over from Paul Lagan as Secretary of the New Zealand Model Aeronautical Association.

Paul, as Secretary of the N.Z.M.A.A. also edited the New Zealand News Letter, which is always up to the minute with overseas news. He also contributes to other News Letters and at present has a series running in TORQUE on F.A.I. Power models. His latest F.A.I. job, "18 Tons", was recently published in the AEROMODELLER. He also found the time to fly in competitions. His boss, the R.N.Z.A.P., thought it time to transfer him away from the Christchurch area.

MAGAZINE SCALE

The whole of the scale thinking in New South Wales at the present time tends to be towards magazine scale. The only bug to be ironed out is the processing one. It still takes half an hour to process each model and if scale continues to grow it will present a very large time administrative problem. Mick May has suggested that six simple accurate to 1/8" measurements plus cockpit detail should be enough. A competent judge can look and say and give a truer indication of the best model than numerous quantities of slide rule measurements. After all, the spirit of the aircraft and the builder's integrity should count far more than a series of 1/64ths of an inch.

TO ALL QUEENSLANDERS ATTENDING 18th NATIONALS

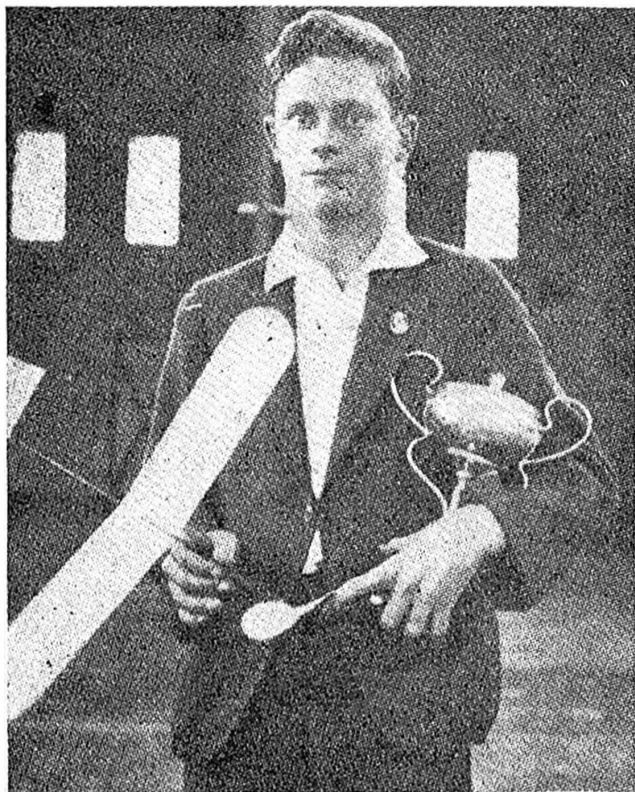
MAAA letter Q.147 of 20th April, 1964, dictates that ANY Queenslander competing in the 18th Nationals must register as an Associate member of the VMAA, which Association will issue him with an FAI number which will be allotted from a Victorian block — and which number will change year by year under conditions applying to subsequent Nationals. The letter quotes "This procedure must be adhered to as copies of this letter have been forwarded to all States with a request that this policy must be observed".

MAAQ makes no effort to discourage members from attending and competing, but they have been advised that the one SAFE way of competing is to comply with the terms of Q.147. The acceptance or rejection of this advice is the prerogative and individual responsibility of the competitor.

Thanking you for your assistance in passing on this message. —Yours sincerely, Frank Hettrich, President, Model Aeronautical Association of Qld.

F.A.I. OBSERVERS

Two new F.A.I. observers have recently been appointed in N.S.W. Both are Aeromodellers with long service to Aeromodelling. Wally Judd is back in business as an observer in the Sydney area and Ron Neville in the Newcastle district.



This photograph of Jack Finneran, recently unearthed by Ron deChastle shows Jack after winning the A.B.C. Cup for indoor flying in 1932. This means that Jack was winning contests before a lot of us were born and he is still winning them. Last month, Jack set a new Class B record of 148 m.p.h. on 60 ft. lines. Jack will be flying Speed at this year's Nats and should be in the winners' circle again.

Scale modellers and all true historic aircraft enthusiasts will be very interested to know that the firm of Kookaburra Technical Publications, which already enjoys a high international reputation in the aircraft publications field, have now opened a branch in Australia. This firm, formerly of London have now commenced the publication in Australia of their fine series of historic aircraft books. As such, they are probably the only specialist aviation publishers in this country, and their enterprise is to be commended. We hope for many interesting publications in the future.

We understand that the firm's directors, Aussie modellers Tony Shennan and Geoff Pentland, have been very busy overseas in the past year in England and in America, and have now firmly established their Aircraft Technical Manuals series on the world market.

This is surely something of a "first" for Australian modelling, for as far as we can discover, it is the first time two of our own local modellers have ventured into the Aviation Publishing business on a word-wide scale. Tony and Geoff are to be congratulated on their successful venture which has certainly filled a great need in the market.

The team of writers for Kookaburra Technical Publications include such well known personages as Bruce Robertson, Francis K. Mason A.R.Ae.S., Roy Cross K. Hashimoto and Gert. Heumann; a truly impressive and talented group. Series of books to date cover the Hurricane, Commonwealth Boomerang, Lockheed P38 Lightning, with the Westland Whirlwind about to go to press. The Fw 190 (Parts 1 and 2). Zero, and Mustang are all scheduled for 1965 production, and several others are known to be complete. The series is at present widely distributed throughout Great Britain, the Continent, U.S.A., Canada South Africa, and Australasia. Special French editions of the manuals are being produced for sale on the Continent — to impart quite an international flavour!

NATS. TRANSPORT

A coach is being chartered from Woollongong to carry passengers to the 1964 'Nats.' to be held near Melbourne, and arrangements will be made to pick up passengers in the Cronulla Sydney, Parramatta and Liverpool areas. Leaving Woollongong on December 26th at 8 a.m. (Sydney 10 a.m.) arriving Melbourne December 27th. Returning from Melbourne on January 5th, arriving Sydney January 6th. The two overnight stops will be made at Gundagai in self contained cabins. The fee for the return trip, plus the two overnight stops, is £11. All camping gear, etc., can be taken on the coach. Bookings plus a deposit, must be made as soon as possible. Arrangements will be made with each applicant as to suitable pick-up stops. For any further information, write to. — Hon. Secretary, Illawarra Model Flying Club, 11 Carroll Road Corrimal East.

MAKE THE 18th

NATIONALS

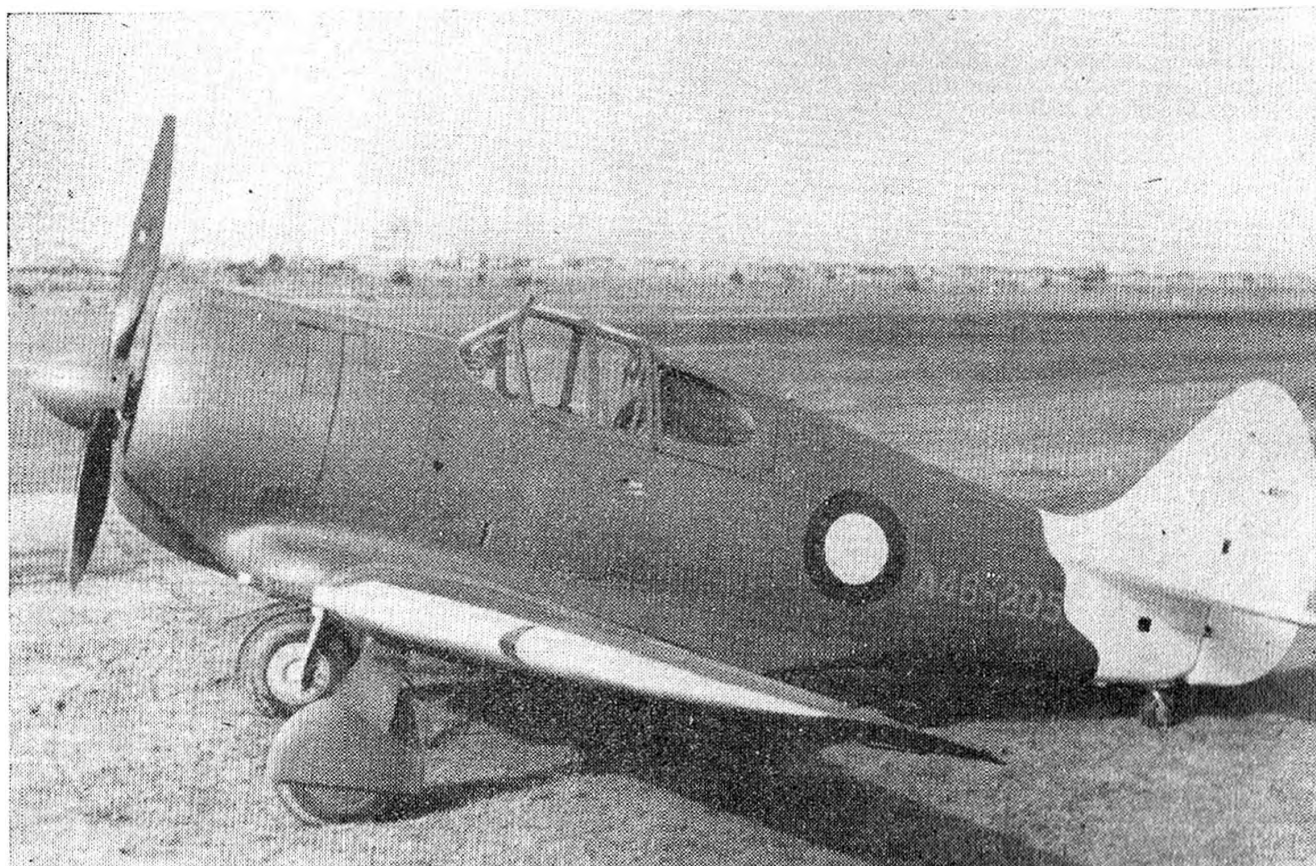
A

SUCCESS

ATTEND either as a competitor
or Spectator

THE C.A. BOOMERANG

Described by Geoff Pentland



The 5th production CA-19 at Fishermen's Bend, Victoria, delivered to the R.A.A.F. in June 1944. Today only one complete Boomerang remains in Australia. The A46-30 which is being restored for exhibition in Victoria.

As an engineering achievement, the Boomerang never claimed to be any more than a modest attempt to produce the best possible fighter in a short time, using such parts and facilities as were then available. However, the aircraft did exceed expectations and in fact possessed a remarkable rate of climb which was considerably in excess of American Kittyhawk and Airacobra fighters of the period. Although lacking in forward speed the Boomerang could easily outmanoeuvre both aircraft in aerial combat, while at the same time being an exceptionally strong aircraft with a high safety factor. The manoeuvrability was probably the aircraft's best asset, as it was ultimately, along with the Wirraway, responsible for revolutionizing the whole concept of close support warfare in the South West Pacific.

Closer to home Boomerangs were used earlier in the war when the safety of Australia was threatened, and these aircraft equipped several squadrons, where they filled the role of interceptor fighters.

LEADING PARTICULARS

Span: 36ft. 0in.	Length: 26ft. 9in.
Height (fuselage): 6ft. 4in.	Width: 4ft. 11in.
Airfoil section at root.	NACA 2215.
Dihedral: 7 degrees.	

Power Plant: One Pratt & Whitney fourteen cylinder Twin Wasp radial engine rated at 1,200 b.h.p. for take off.

Propeller: Hamilton Standard constant speed type of 11 ft. diameter.

Normal gross weight: 7,699 lbs.

Maximum speed: 305 m.p.h. at 15,500 ft.

Initial rate of climb: 2,940 ft. per minute.

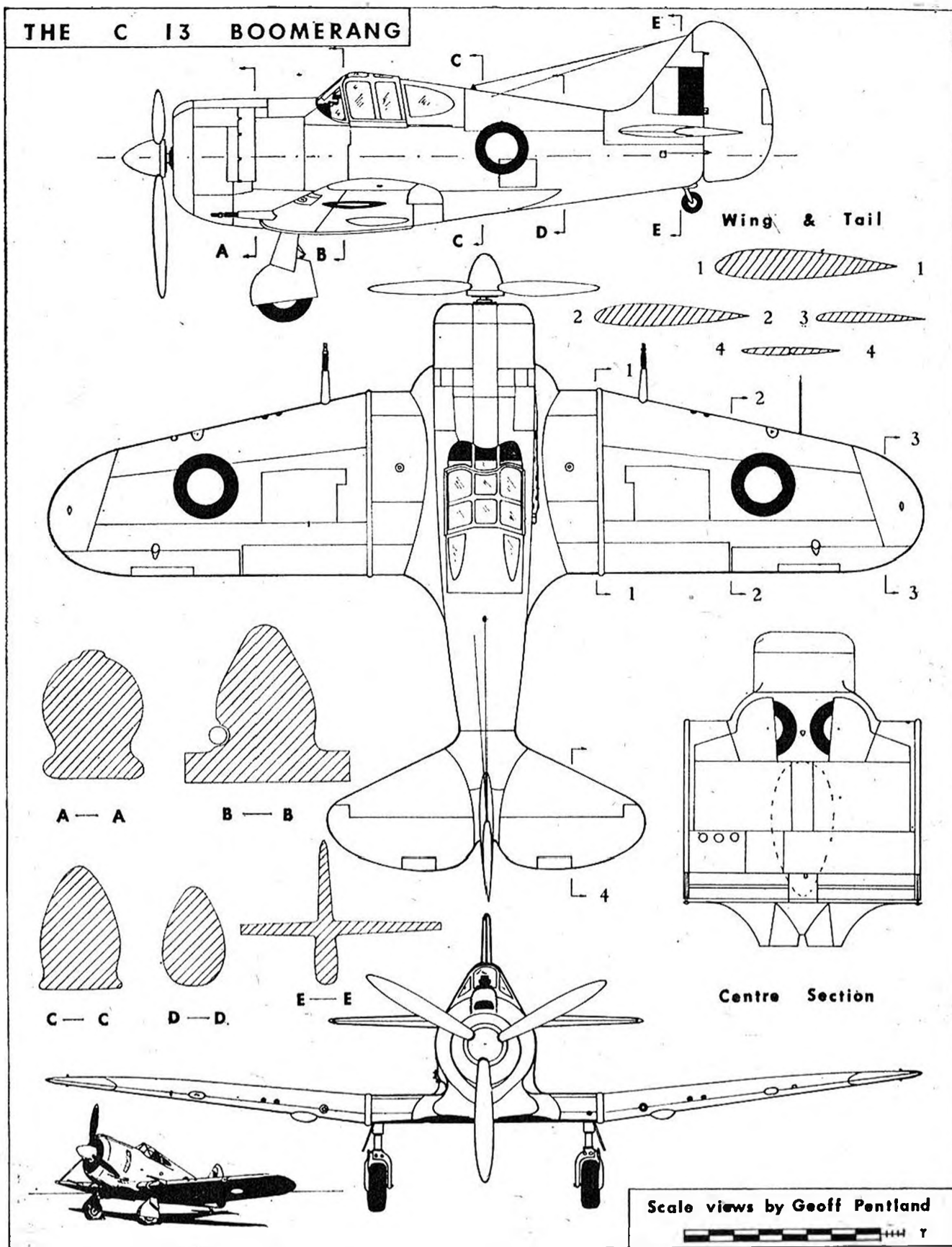
Service ceiling: 34,000 ft.

Range with belly tank containing 70 gallons: 1,600 miles at 175 m.p.h. at 10,000 ft.

CAMOUFLAGE AND MARKINGS

Most CA 13s were shadow shaded dark green and light earth or overall foliage green on upper surfaces with pale, blue-grey of a very light shade underneath. Squadron code letters and serial number appeared in medium sea grey or white, with dark blue and white roundels and flash. Some aircraft were seen with various coloured spinners and individual markings. In 1944 many aircraft appeared with a matt white wing L.E. or L.E. and entire tail assembly as an aid to quicker recognition in keeping with a general R.A.A.F. order to that effect. Later production CA 19 aircraft were often finished in an overall foliage green colour scheme.

(Continued on page 32)





John Flying — somewhere under him is the postbox on the peak.



John and his O.S. 15 kite, fuel squeeze bottle, battery pack of 7 "O" cells in parallel, and handle after we were finished.



A low pass to have its photo taken. Merv., on other side of circle is taking 8mm movies.

Control Lines over Kosiusko

From Slim Berry

After last year's poor effort with a diesel, I have been waiting on an opportunity to have another crack at being the first to fly on Kosiusko. However lack of right conditions at the right time put off any attempt until the weather map of Saturday, the seventh of November, gave promise of suitable weather and at the same time a suitable model and team were available for the attempt.

At daybreak, on Sunday the 8th, our team of four set out for Thredbo and by 10 a.m. we were in sight of Kosiusko plodding slowly through soft snow, equipment on our backs, skis sticking in the wet snow and providing only two places where we could make downhill runs.

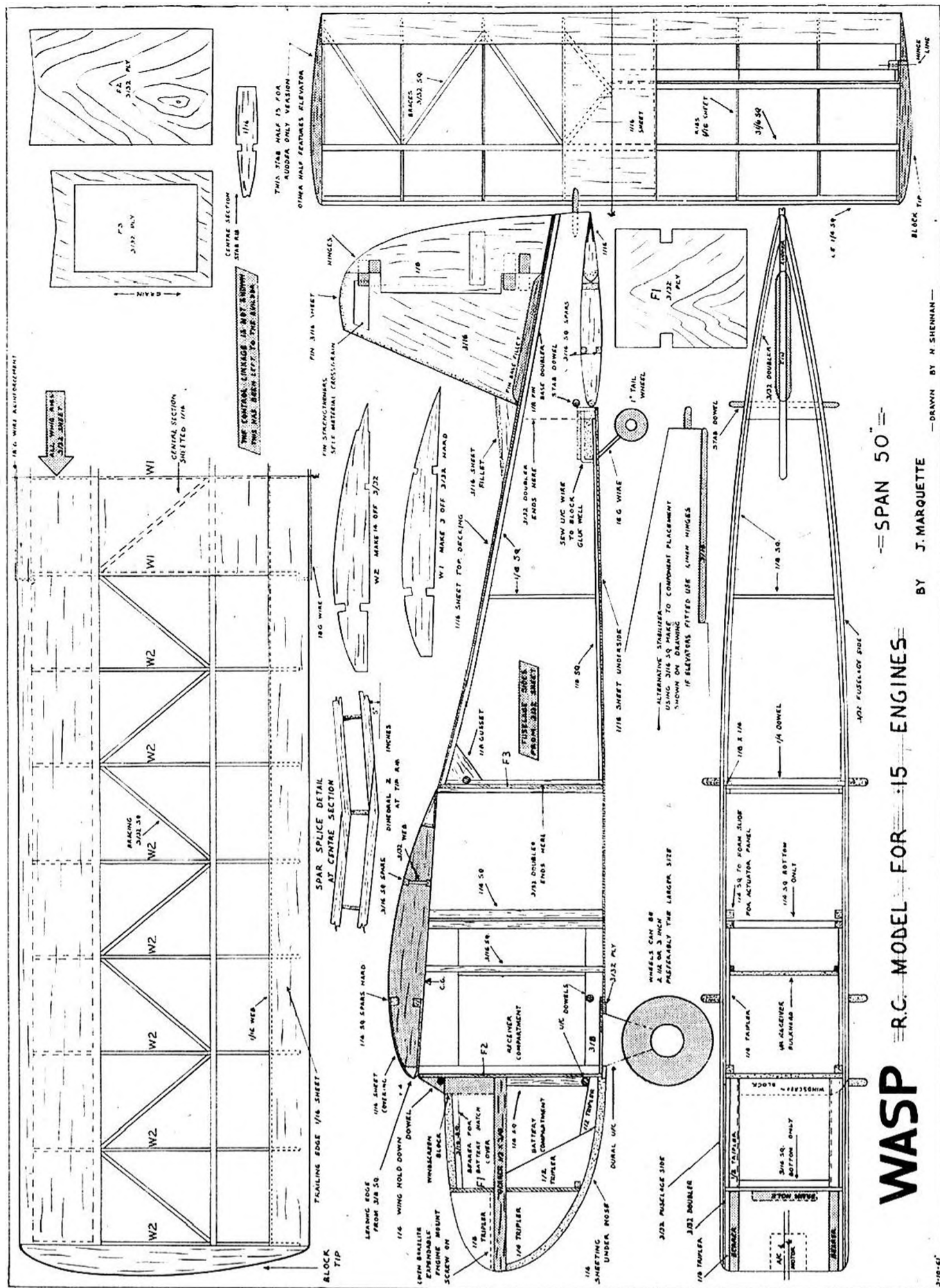
Finally, at noon, we reached the summit. Surface conditions were perfect due to a huge snow drift which made a flat smooth surface large enough for two 60 ft. circles. We ran out a set of 60' .010 piano wire lines and prepared the model for flight. The first C/L flight was made by J. Kiddle, of Sydney's Olds club, using one of his own design 3' 6" span combat models powered by an OS 15 Glow. The flight was a stunt pattern and was recorded on 8 m.m. by M. N. Mitchell, of Beaudesert, Queensland on 35 m.m. colour by R. J. Mitchell, also of Beaudesert, and our very capable guide, and on 35 m.m. black and white by myself (K. Berry, of Corryong Eagles club, Victoria). John made a total of five flights and I made one. All during our flying we were in thick cloud and at times the model was difficult to see. We then called a halt and prepared to return via another route, abandoning fuel, batteries, glue, etc. as excess baggage.

On the return trip we were not so afraid of breaking the model as its purpose had been fulfilled but we were keen to get it home in one piece if possible. We were all exhausted and the going was heavy. After skiing to the end of the spur and crossing to the next ridge, we found we were almost out of energy and I was forced to stay for some time to get wind and energy. A thunderstorm came rolling up the Geehi side and the lightning and thunder creeping up the valley was a frightening sight which acted as a great spur to keep moving.

About half way back it began to snow, and the snow continued until 4 p.m., by which time we were in sight of the top station of the chair lift. However, we didn't actually reach the station until 4.30, and by then the chair lift had stopped running. So we were obliged to continue down to Thredbro, arriving at 5.30, in heavy rain. Our first thoughts were of food and we really punished the "Copper Kettle".

To sum up, we claim the control line altitude record (unofficial as there were no FAI observers). Since the snow drift we were flying on was higher than the mountain, we have no accurate record of our exact height, so we will underestimate the actual height reached and claim 7,319 feet at shoulder height and 7,379 at the top of the wing-over (disregarding arm reach).

To future aspirants to this effort we will offer the following advice. Take plenty of food and learn to ski very well. For our part — fun while it lasted, but NEVER AGAIN.



WASP

==SPAN 50==

BY J. MARQUETTE

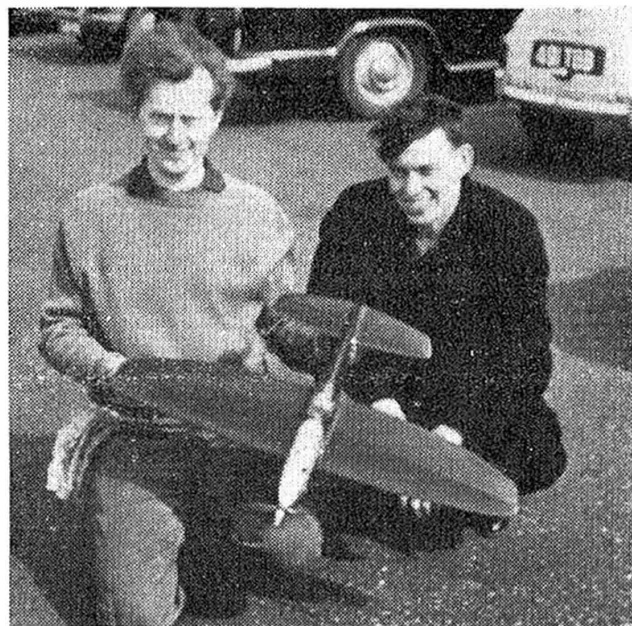
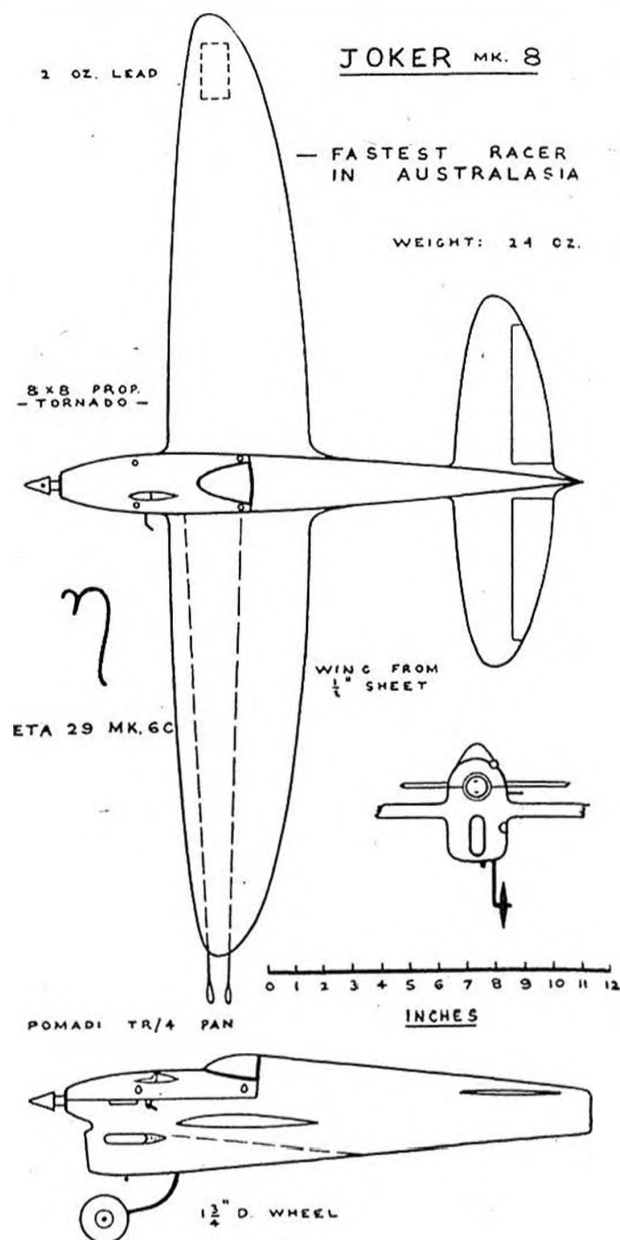
—DRAWN BY H. SHENMAN—

3-10-61

David Kidd's Record Holding Joker Mk. 8

This Class 2 teamrace design by David Kidd, of Melbourne, scored numerous contest successes in 1964, including firsts at the Western District Champs, Northern Districts Champs, State Champs, Windsor Gala Day and the Manion Munro race. Best performance in an actual race was 6 min. 23 sec., set in the Western Districts final at Easter, a time that the local opposition has so far been unable to equal. Altogether "JOKERS" have flown four races in times under 7 minutes. But they have also been beaten, and probably will be again; the equipment needed to win is available to everyone.

An ETA 29 MK 6C was chosen for power, and this has fully lived up to its overseas reputation. The motor was not reworked or modified in any way at all, nor does this seem necessary; only careful running in is needed to obtain race winning performance.



L/R World record holders Dave Deigmore and Fred Bell — ETA 29 powered model, 118 miles per hour— 59 laps per tank. Won British Championships for 2nd time this year.

Glow plug life is no problem with the ETA but experimenting to find the most suitable plug can lead to very worthwhile gains in terms of mph and laps. The old type brass top K.L.G. has proved best every time, and was used for all wins. Dozens of others have been tried, but most lead to rough running for one reason or another, and even those which seem to run smoothly are usually down on performance.

Tornado 8 x 8 nylon props are hard to beat on the ETA for team racing, but good wooden ones still give a bit more performance if you are prepared to risk breaking them. Any size bigger than 8 x 8 will slow the motor down too much; the ETA is essentially a speed engine and must be allowed to rev hard if it is to deliver top performance. Believe it or not you can often get more laps as well as speed at high rpm.

Fuel to use depends mainly on how much running in the motor has had. The 50 lap brew used in the "JOKERS" consists of:

- 50% WEN-MAC racing fuel.
- 10% Castrol R-40 oil.
- 20% iso propyl alcohol.
- 20% xylol.

A slightly faster brew can be made using FOX BLAST instead of WEN MAC racing fuel.

However, if you try to use a brew like this in a new motor, it will overheat very quickly and probably give a worse performance than a straight methanol-oil mixture. A good plan with a new motor is to start flying on 3:1 fuel, gradually adding more of the team racing brew to it, so that after the motor has accumulated say, 5 hours running time, it will be operating on straight team race fuel. If you have done everything right up to this stage you should be rewarded with a performance of 50 laps or so at between 105 to 115 m.p.h.

The Victorian Stuntmasters' Championships

The above club ran off the annual club championship on November 1st in ideal stunt flying weather. On ambling around the field we noticed a few interesting things worth reporting.

First of all was the much publicised first prize. A beautiful 62-piece Mikasa dinner set. We noticed Mr. Balsa himself, Arthur Milner, enviously admiring same with his works manager, Greg. Forbes. Greg. and Bill Evans pulled their weight to make the meet a roaring success by arranging a film coverage of the meet, which was ably photographed by Mr. Ed. Steet. The film, lasting ten minutes or so, was shown on ATV-O the following Thursday night. So I guess we owe Reg. Ansett a vote of thanks too, as it was shown in the Junior Fliers segment of the kids' show. (The aviation types must stick together!).

The meet was capably judged by John Elliott and Tony Cincotta. There was the usual Stuntmasters' application for out and out A.M.A. rules applying for this particular meet. As would be expected the models were good, the flying was good and the only thing to mar the day were a few crashes. First of all Ken Taylor's model fell off the lines during a practice flight, but in a burst of sportsmanship by Johnny Hughes, Ken was still able to compete when Johnnie immediately offered him a model. Glen Chapman and John Gadsden also suffered a spasm of running into air stuffed with earth. The latter damaged two beautiful brand new models — it was rather a d to see.

A particularly touching sight was the five boys from the Royal Victorian Institute for the Blind, who were under the wing of R.V.I.B. instructor, Mr. Whitehead. For lack of better expression, they were shown a few stunt planes and even though they couldn't see them, their sensitive fingers running over the airframes, motors and props led according to P.R.O. Monty Tyrrell, to more sensible questions about the planes and estimations of capabilities than a sighted person would come out with. He was able to spend some time with these boys because he suffered control trouble in the first round and scratched from the second when the Thunderbird's controls absolutely refused to work just before take off.

Between the 12 or so entries, it was evident that the first place would be a ding dong tussle between Darryl Hartshorne, Brian Birch and Ken Taylor. Three very fitting cases for such a prize, as Darryl had been married only the day before (we were really surprised to see him there even!) Brian is soon to be wed and Ken is ready to move into a new house. In the final Darryl managed to fly his Merco 35 Angelique into first place from Brian flying a Merco 49 original, by a mere two points. Ken, with the borrowed model, was a few points behind again for third. The prize was handed to the winner and his brand new bride by Greg Forbes, and it was recorded for posterity by the television cameraman and

shown on ATV-0. To wind up the show, Brian sent the boys bug-eyed by doing the AMA pattern with his midget version of the big ship, powered by a Cox 049. It is definitely the best midget stunter that has ever been seen in Victoria.

HEARNS HOBBIES STUNT TROPHY

This popular Melbourne event attracted Victoria's top stunt exponents.

Results:—1st., J. Riley, O.S. Stunt .35
2nd., K. Taylor, Fox .59.
3rd., B. Birch Merco .49.

The winner, John Riley, flew well to beat Victorian champion, Ken Taylor. It appears that the trend to larger engines has swung back again, as the heavier planes did not perform up to expectations.

Riley used a "Phoenician" design, powered by the newly released O.S. Stunt .35 engine, which was set to forestroke slightly through the pattern. This very light motor, developing $\frac{1}{4}$ h.p., handled all manoeuvres with ease, and both pilot and machine were consistent all day.

Second placegetter, Ken Taylor, flew a monster enlarged "Shark", which did not perform as well as hoped.

Brian Birch, making a steady comeback to aeromodelling, showed he has regained much of his former touch, by notching 3rd place against strong opposition.

BECOME A SUBSCRIBER TO "MODEL NEWS"

Yearly subscription, six issues.

Australia 15/- a year posted
N.Z. and Great Britain 15/- (Aust.) a year posted.

International Money Order, please.

U.S.A. and Canada, 2 dollars a year posted.

NAME

STREET

TOWN

STATE

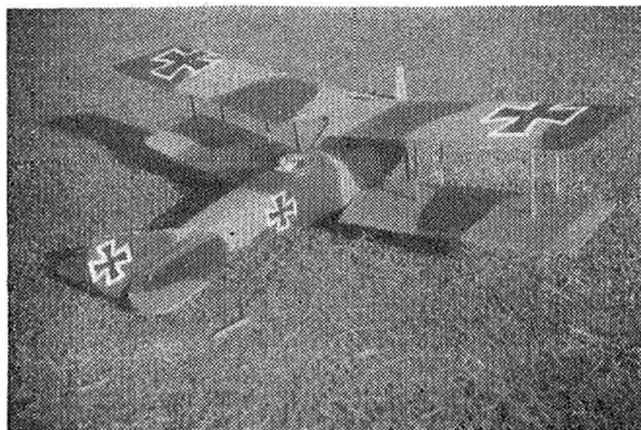
Address Subs. to:

MODEL NEWS

11 WEST KING STREET, SOUTHPORT QLD., AUST.

THE ALBATROSS CIII

Described by ALAN EDWARDS



THE ALBATROS CIII

The CIII was a 2-seat Reconnaissance Scout, first introduced into World War I, September 1915, and was used throughout the war to 1918. The CIII was used for various jobs on the Western Front and also saw action on the Italian and Middle East Fronts. The CIII was used for infantry contact, day and night bombing, reconnaissance, and training.

In 1915, the only armament was a parabellum machine gun mounted in the rear cockpit. Later the CIII was fitted with a synchronised Spandau also. Many Allied aces in faster fighters outclassed the CIII, particularly during 1917 and 1918, but victory did not always go to the aces. Raoul Lufbery, originally of Lafayette Escadrille, was killed in combat by an Albatros CIII. Many famous German aces began their careers in CIII's. These included von Richtofen, Ernst Vdet, and Hermann Goering, who later was to lead the German Air Force in World War II.

The 160 h.p. Mercedes powered CIII was produced in greater numbers than any other 2-seater Albatros. The 150 h.p. Benz version was not widely used.

The hallmark of all Albatros aircraft was the three-ply covered fuselage without any internal bracing. This proved to be very strong and a much more streamlined shape could be produced. The CIII fuselage was slabsided with slightly rounded top deck, and tapered to a horizontal knife edge aft. The nose was unspinnared streamlined with a bulbous metal cowl retained by spring clips.

Wings were orthodox fabric-covered wooden construction with 2 hollow spars. The rear spar was well forward and increased lateral stability due to flexibility of the rear of the wing.

All struts, including main plane, cabane, under carriage and tail skid were steel tubes. Wheels and tail skid were sprung with bungee cord.

TECHNICAL DETAILS

Engines used: 160 h.p. Mercedes; 150 h.p. Benz.
Span: Upper, 38 ft. 3½ in. Lower, 36 ft. 5.6 in.
Chord: Upper, 5 ft. 10.85 ins. Lower, 5 ft. 7.32 ins.
Length: 26 ft. 2.76 ins. Height: 10 ft. .86 ins.
Dihedral: 2 degrees. Stagger: 2 degrees.
Weights: Empty, 1,928 lbs. Fully loaded 3,044 lbs.
Max. speed: 83-87 m.p.h. Service ceiling, 12,000 ft.
Rate of climb: 9 min. to 3,000 ft.; 22 mins. to 6,000 ft.

Endurance: 4-4½ hours.

Manufacturers: L.V.G., Albatros, Albatros (O.A.W.), Siemens Schuckert.

O.S. in Qld.

JUST ARRIVED

PIXIE Outfit 27 & 40	£22/10/0
PIXIE RECEIVER 27 & 40	£8/12/6
K.II COMPOUND	£2/8/9
K.I COMPOUND	£2/17/6
S.4 New type 4 claw	£1/16/6
S.2 2 claw	£1/15/0
S.35 Stunt engine	£8/9/6
H.35C Combat engine	£9/19/6
O.S. H. 29R	£12/19/6

ALL OTHER SIZES IN STOCK

GLOW PLUGS 0, 3, 5, 6, 7.

SPEED CONTROL UNITS
SILENCERS

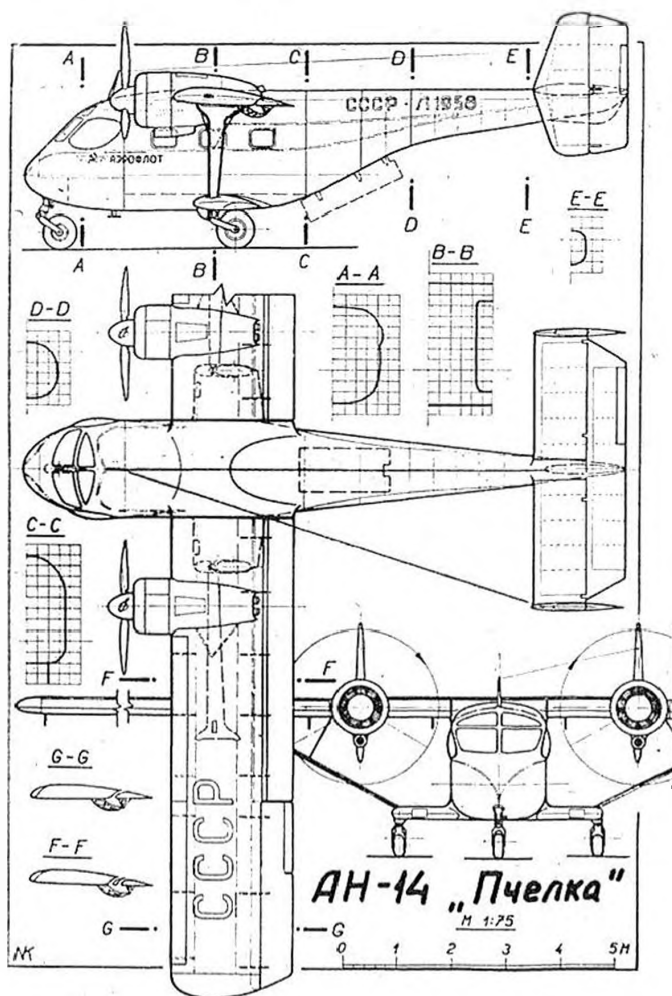
SPARE PARTS MAX. II & III

GORRIE'S

604 STANLEY STREET,
WOOLLOONGABBA, Q'LD.

Antonov An-14 "Ptchelka"

(By Noel Shennan)



NATO CODE NAME:—CLOD.

From the design board of Oleg K. Antonov, this Russian STOL twin is called "Ptchelka", which translates to "Little Bee".

Extensive use has been made of slots and flaps to give the short take-off and landing runs needed for its designed purpose of mail, medical and passenger work in undeveloped areas. There are also freight and agricultural versions.

As the landing and take-offs are claimed to be 65 and 43 yards respectively, the design requirements would seem to have been met.

Other figures are range of 330 miles with six passengers, a top speed of 143 m.p.h. and a stalling speed of about 30 m.p.h. The radial engines driving 3 blade props, are probably about 240 h.p.

Since the An-14 was revealed in 1957, there has been some re-design of the fins and rudders, indicating lateral stability troubles at low speeds in the first machines.

The aircraft in the plan carries Aeroflot insignia and name on the nose.

What brave soul is going to be first with an R/C version? The high aspect ratio and close-in engines are a good starting point. Plenty of room in the cabin for radio gear too.

ORANGE COMBAT CHAMPS RESULTS

SENIOR COMBAT

1st, Bill Logan, Doonside, Fox 35X.
2nd, Andy Kerr, E. Districts Fox 40X.

JUNIOR COMBAT

1st, Bill East, E. Districts, Johnston.
2nd, Tarn Stowe, Doonside, ENYA 35.



Bill Logan of the Doonside-Blacktown Club with his modified Fox 35 powered combat model.



M.A.R.C. flight line during their public display for the people of Melbourne.

—Photo Norm Bell.

M.A.R.C.S. PEOPLE'S DAY

This successful display was publicised on Television and in the Press, and despite early inclement weather conditions, ran to a smooth, full of interest schedule.

Fortunately the weather cleared in the afternoon to almost perfect flying conditions, after heavy rain in the morning.

All M.A.R.C.S. members contributed to the planning but mention should be made of the efforts of Geoff. Tuck and Jerry Enery, who put so much work in the organizing of this venture.

The programme was planned so that the public could see a static display of all types of radio models and flight performances of the simple rudder only machine to the full house multi model.

Geoff Tuck and Tony Farnan provided descriptions and general details of the models per the PA system.

Models were in the air continually — as many as six at the same time. Jack Bone gave a thrilling display with his magnificent twin engine Delta, by far the most spectacular machine seen in this State.

Bill Lynch displayed his realistic SESA and gave several multi parachute drops for good measure.

The dog fight and streamer cutting event was a thriller, with fast models showing the superhet pattern of things to come.

Geoff Tuck brought his model across the field from some miles down the adjoining road via control from a station wagon.

It was a wonderful sight to see this large model appear as a speck in the distance, cruise perfectly cross country and then set down to a perfect landing on the strip.



The sign of the Superhet. Left to right, Tony Farnan, Barry Angus Ian Watts.

—Photo, Norm Bell

Berry Angus put in his best display of flying yet with his multi pattern and his Taurus. Watch cut T.P.

Tony Farnan flew his model into the cloud base in an attempt to set a new spin record. A remarkable demonstration of simultaneous range with his latest OS Superhet gear.

The climax of the demonstration was a closed circuit air race with how many models, your scribe lost count.

Vivid recollections of Noel Fells frighteningly

fast JD15 Delta literally burning off like big 60 stunters.

Slow, but so reliable, Geof Tuck's big model loping along. Who won the race? Nobody seems to know, but the boys had a ball and so did the public.

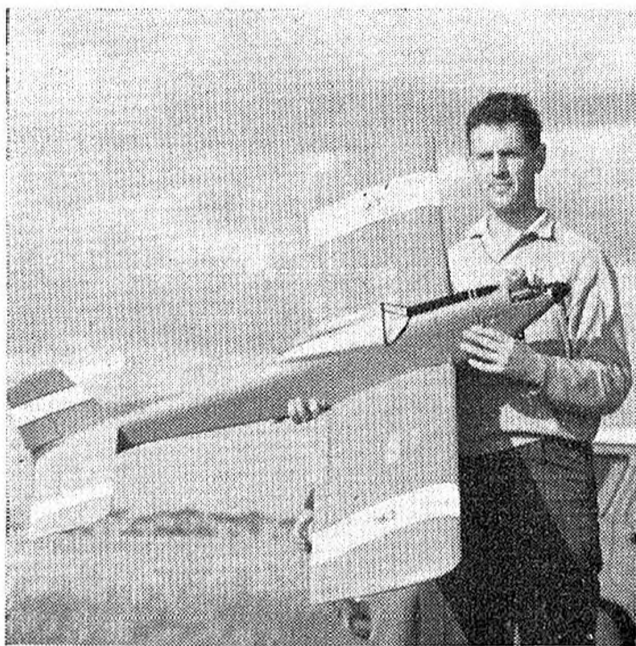
The highlight of the day, undoubtedly the reliability and efficiency of the modern radio model. In all those flights not one case of radio failure or even slight trouble. The future for the radio flyer is indeed an easy one.

As part of an interest packed programme, no fewer than seven multi models were flown together in a Pylon Race! Flown over ten laps of a triangular course, the slower models were taken off first with the faster planes handicapped to give them the task of catching up. Last plane up was Noel Fell's 100 m.p.h. Delta, and despite the crowded air space, this sidewinder managed to hurtle through the course without causing collisions.

Reason for the number of models being flown simultaneously in this, and the other events was the fact that practically all of the aircraft taking part in the display were using Superhet Multi Equipment.

Despite bad weather conditions and drizzling rain, veteran model flyers present, including control line enthusiasts stated that this was the best organized and most spectacular Model Display ever staged in Australia. The fact that many hundreds of people stood in the rain for hours, and refused to leave before the last event was flown, was proof of the quality of the programme.

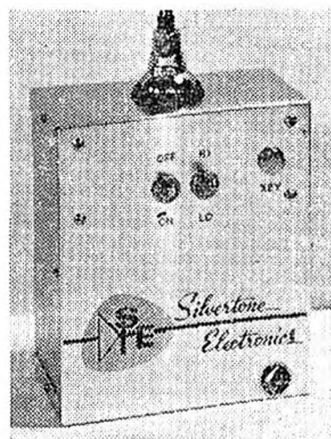
Every radio model took off right on time and performed its part of the show faultlessly. There wasn't the slightest suggestion of any radio difficulty, and no crashes. Without doubt this will be the forerunner of a tremendous Radio Public Display in 1965, with even more T.V. and newspaper advertising. The M.A.R.C.S. Group deserves full praise for its noteworthy success.



John Lamont's model is a Tafon, powered by a Super Tiger 56 and equipped with O.S. Superhet gear.



A beautifully finished Stormer built and flown by KK Geoff Glass. O.S. 50 powered and O.S. Superhet gear.



Silvertone Electronics

Only Silvertone gives you these outstanding features.

SINGLE CHANNEL TX

XTAL Controlled M.O.P.A. RF Stage 3A5 for high power output and temperature stability. Transistor audio generator for low battery drain. Guaranteed out of sight range on low power. Rugged metal case and high quality Micro switch key. Does not use centre loaded aerial.

27 M/Cs, £22/5/- — 40 M/Cs, £23/5/-

SINGLE CHANNEL RX

TUBE FRONT END ensures reliable operation over a wide range of temperatures. Transistorised audio amp. for low current drain. Rock stable. Needs very little tuning. Relay suppressed for operation of motorised escapement. Out of sight range. This is the gear that placed 1st and 3rd at the 1963 Australian Nationals.

27 M/Cs, £13/16/- — 40 M/Cs, £15/15/-

AVAILABLE AT ALL HOBBY SHOPS

Trade enquiries invited.

SILVERTONE ELECTRONICS

727 PRINCESS HIGHWAY, TEMPE, N.S.W.
'PHONE LL2101

O.S. BREAKS THE PRICE BARRIER!

"PIXIE" POWERHOUSE TRANSMITTER

WITH —

"PIXIE" RELAY RECEIVER £22/10/0 SET

Featuring:—

- * Lowest prices ever
- * Available separately or in a set.
- * Guaranteed out-of-sight range.
- * Transmitter and receiver both operate off 9 volts.
- * Minute battery drain.
- * Guaranteed temperature stability.
- * Transmitter has centre loaded aerial and is crystal controlled.
- * Receiver has nylon case, weighs 1¼ ozs. and includes relay.
- * Receiver is suppressed for electric servo use.
- * Unconditionally guaranteed for perfect performance.



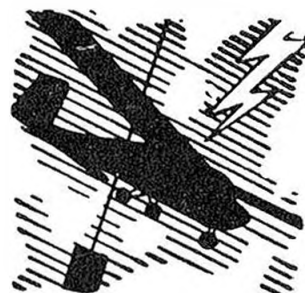
PIXIE RECEIVER
£8/12/6

PIXIE TRANSMITTER
£13/17/6

AVAILABLE IN 27 OR 40 MEGS.

Trade Enquiries: O.S. Distributors (Aust.)
2 Erasmus St., Surrey Hills, Vic.

Radio Notes



N.M.A.A.

The contest day at Beenleigh was the best day out for a long time.

The Club radio contest was by far the most popular event, and models were up all day. With eight flying through the day, two fliers chalked up 30 flights between 7.30 and 5.30. As they said — they went there to fly. Phil Purdie and Frank Powell shared an ERK with Merlin 76 radio, Pixie transmitter and 5A1 receiver. Phil won the single channel event and is not ashamed of his engraved trophy cup.

Jack Richters had a good flight spoilt by a spectator, and came second. Jack had a repaired Super 60 with O.S. 19 and F & M gear. Jack speaks highly of the reliability of the F & M gear but is switching over to 10 channel Silvertone 40 m.c.

George Eberhardt, Snr., flying his O.S. powered Wave Hog with home-made gear although coming third, gave a tidy demonstration of flying.

Dave Cecil, with O.S. 15 powered Invader, although a newcomer to the game, is not frightened to fly. His spiral dives indicate no lack of courage.

George Eberhardt, Jr., Frank Powell, Peter Arlotte, Gilbert Simpkins and John Simpkins also flew during the day. Gilbert especially happy about his Invader with O.S. 15 with motor control.

Sam Holmes and Ron Wilson, two very active multi members who take little part in competition flying but nevertheless do plenty of multi flying.

Multi is nowhere near as popular in Queensland as in the Southern States, but soon we should have four multi channel fliers in the N.M.A.A. which is a healthy beginning.

Alan Weston won scale with his Westland Widgeon and John Morgan came second with Tiger Moth. Both models flew exceptionally well.

NEWS FROM B.A.R.C.S., BRISBANE

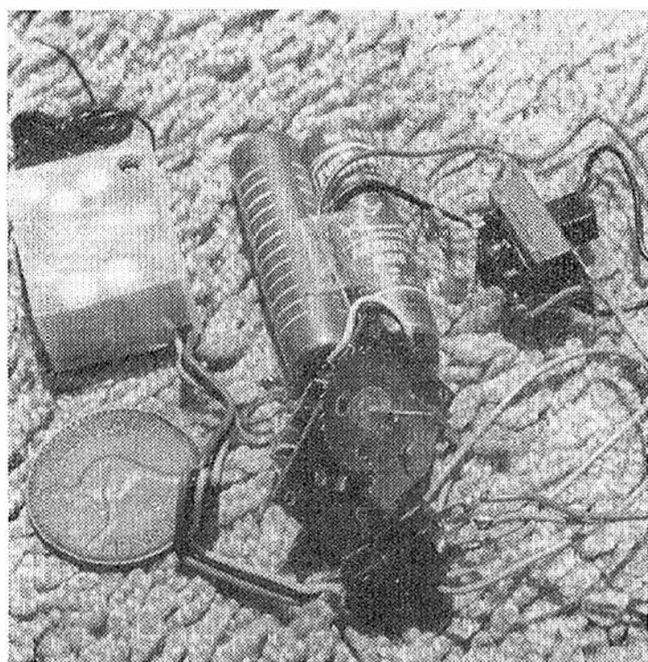
A warm spring morning, clear skies, breathless air, and a field about one mile square as flat as a billiard table. This was the setting at Oakey on September 20th when members from B.A.R.C.S. visited the Toowoomba Model Aero Club for a social outing to fly Radio models. What could be more enticing? The day started with Ron deChastel B.A.R.C.S. associate, flying his small 1c. c. powered model in a series of tight turns around the solitary tree that provided shade for waiting modellers. In quick succession Vic. Miscampbell, Toowoomba, John Hornibrook, B.A.R.C.S., John Lindberg N.M.A.A., Jim Mulchay, B.A.R.C.S. and Les Speight, Toowoomba, were tearing up the air in an almost nonstop procession of well controlled flying. Some of the R.O.G.'s were a joy to behold.

Eric Wildermuth, B.A.R.C.S. experiencing a little trimming trouble with his Invader, nevertheless showed off his flying ability by recovering control from some seemingly impossible man-

oeuvres. Vic Miscampbell gave his usual faultless display of flying with a Super Sixty, including beautiful long approaches on low motor. To the best of my knowledge, we witnessed for the first time in Queensland Single Channel Combat flying between Ron deChastel and John Hornibrook.

Each model in turn, towed 20 feet of streamer in steady flight over the landing area whilst the other model attempted to score cuts. This is one form of flying I would strongly recommend for the next outing. It is terrific. A highlight of the day was Les Speight's Tiger Moth performing a beautiful scale flight at low altitude. From Dalby, Joe Sims travelled with his Multi Channel model only to lose contact on takeoff and fly through a wire fence. Joe was the only modeller to come with one model and go home with two. A most enjoyable day was had by all, and our thanks go to the Toowoomba boys whose hospitality was endless. Thanks again chaps, we look forward to another visit in the future.

R. G. deCHASTEL.



Claimed to be the smallest R/c gear on the Australian market. The new Futaba Ft-3A.

GENERAL RULES FOR THE INSTALLATION OF MOTORISED SERVOS FOR SINGLE CHANNEL WORK

- (i) Mount servo in aluminium case.
 - (ii) Solder .01 uf-05 uf capacitor across motor terminals.
 - (iii) Connect case to earth.
 - (iv) Mount servo as far as possible from RX and batteries.
 - (v) Use nylon control horns and louvres.
 - (vi) Break push rods up by using a balsa or hardwood insert. Keep wire lengths as short as possible.
 - (vii) Keep aerial away from servo.
 - (viii) If trouble is still encountered experiment with the interior layout of model. Trouble is often caused by freak feedback arrangements and this is often cured by simply repositioning one component.
- (i-iii) apply only if the servo in question does not have them built in already.

(Continued on page 32)

BALSA



ARTHUR MILNER & CO. PTY. LTD.

Joyce Street, Springvale, Vic. 'Phone 546-9363

AGENTS: N.S.W. Artmil Industries, c/- Shorter Agencies, P. O. Box 40, Ermington. 'phone 638.3934
Q'land. Geo. Wills & Co. Ltd., 140-160 Mary St. Brisbane; 'phone FA 1991. Sth. Australia: Geo. Wills & Co. Ltd., Gilbert Place; 'phone LA 1211
West Australia: Dormar Indents Ltd., 636 Hay St. Perth.

PLASTIC MODELLING

(By I. CARVER)

Firstly, this month I will deal with one of the new 'Frog' series. This is the Miles Magister I. In line with the rest of the new Frog range, the Magister is cleanly moulded and all parts fit exceptionally well without the necessity of trimming.

Frog have very thoughtfully provided a guide line, which makes the division between the camouflage pattern and yellow lower half of the fuselage very easy. Outline is accurate and the transfers provided are of excellent quality. This kit is very easy to assemble and the finished article is a pleasing addition to any collection. I would recommend this kit to a beginner, by virtue of its simplicity and the resultant product.

Now to a new offering from Airfix, the Mirage IIIC. This French fighter has been faithfully reproduced by Airfix, and, following the instruction sheet, results in a model which is very pleasing to the eye. However, one thing has been omitted from the instruction sheet by Airfix. The nose section of the Mirage must be weighted, if it is desired to display the model on its undercarriage. The best thing to use is, of course, plasticene, and you will need quite a bit. Firstly, the nose cone should be weighted with as much plasticene as possible, without interfering with its assembly on to the forward fuselage. Next is the fuselage section in front of the pilot and ejector seat, and after this the fuselage section aft of the ejector seat. The latter two sections should be weighted before assembly. After weighting, assembly is straightforward. The markings are accurate and of good quality.

For those modellers who would like a slightly different model how about a Mirage in R.A.A.F. markings. Assembling the kit is not altered in any way, except the markings themselves. You will need a set of transfers from the Airfix Gladiator, which are just the right size. The two small roundels of the Gladiator will have to have the red centre converted in kangaroos. Using the spot as a body, the addition of neck and head, legs and tail, is not difficult. The wing roundels of the Gladiator are not altered. The name transfer in the French markings should be altered from Mirage IIIC to Mirage IIIO, and this can be easily achieved with a very fine brush or mapping pen. These are all the changes necessary and I will list the positioning of the markings below.

- (1) Nameplate as for French Mirage.
- (2) Kangaroo roundel as for French Mirage.
- (3) Standard red/white/blue tail flash as used by present Australian aircraft is set on fin as follows:—

The bottom right-hand corner should be just above the extrusion on the port side and half-way along it. The top left-hand corner should be one-sixteenth of an inch away from the leading edge of the fin.

- (4) Wing roundels from Gladiator as shown for French roundels.
- (5) Serial Nos. A3—1 to 100 beginning in line with trailing edge of wing and one-sixteenth of an inch above the horizontal line of the wing.

This completes the model and you can add to your collection the latest addition to the Royal Australian Air Force.

(Models supplied by Brisbane Hobby Centre).

Although there are now hundreds of different Plastic Kits available on the market, it is quite impossible for the kit manufacturers to produce the different variations of all these models. However, using the basic kit as supplied by the manufacturers, it is possible for the keen builder to produce many of the variations an aeroplane undergoes during its service life. We recently heard of a Fokker kit that with modifications, could be made into any of 10 different models.

Although it is easy enough to remove parts from the kit, it is not always easy to add. One of the best ways to do this is to plasticize some of the plastic material the kit is made from, which can then be used somewhat like plastic wood.

Melt plastic scraps and runners in a bottle of plastic cement. This will take about 24 hours. It will now be in the form of a thick, pliable jelly. If it is too thin, or flows, add more plastic material. This can now be used for moulding fairings, fillets or any where else where you may have to build up a layer of plastic to obtain some special shape. Leave about 24 hours to set, after this time it can be worked in the usual manner. In future issues we hope to deal with some unusual and interesting conversions.

NEW PLASTIC KITS

Many new kits have appeared on the market over the past few months and many more are due for the Christmas trade. From Revell — the Albattross DIII, Cameland Spad. From Frog — their super VC10, Vickers Vimy and Mitchell. Airfix have also released their VC10.

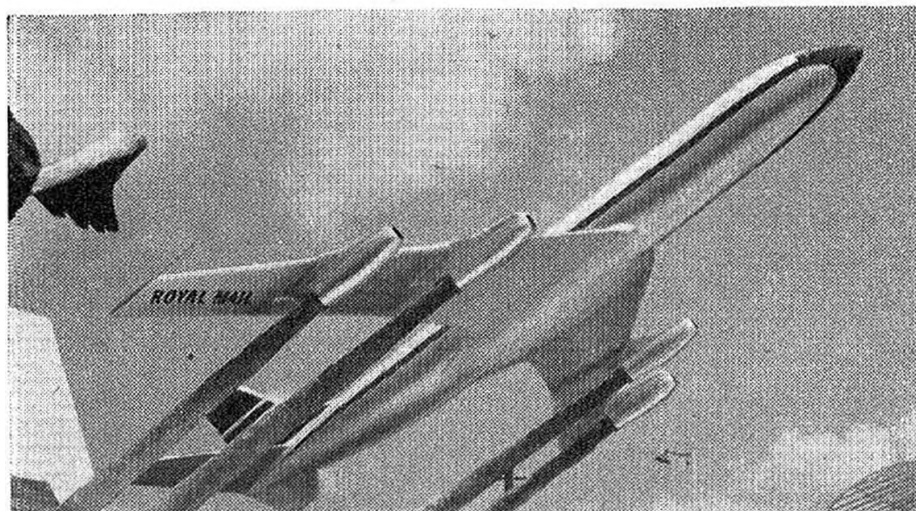
See you next issue.

(Continued on page 27)

IPMS NEWS

Some months ago, Model News published details of the International Plastic Modellers' Society, with Alec McNeil organising things for Australia. Unfortunately Alec found, for health reasons, that he was unable to continue, and a Mr. Bennett has taken over.

Any Australian plastic modeller who wishes to join the International Plastic Modellers' Society can do so by writing to— Theodore Bennett, 15 Lee Ann St., Blackburn, Melbourne, Victoria.



Fifty Years of Airmail

By Arthur Gorrie

Of the many displays and ceremonies to commemorate the Fiftieth Anniversary of Airmail in Australia, the one that appealed to Model News most was the P.M.G. display in the Warana Festival.

Fifty years ago French pilot Maurice Guillaux, carried the first airmail from Melbourne to Sydney in an historic 2½ day, 600 mile flight. Qantas 707 jets do it today in 38 minutes.

Guillaux's Bleriot and a Qantas 707 were used as the centre piece of the P.M.G. float.

Mr. Grimley, who did a lot of the worrying, said "it's all a matter of team work, and credit for the finished articles and float must go to the design staff and the artisans.

The models were made by Ron Notman of the P.M.G. staff. He said that he had never shown any interest in model building before and these are his first efforts.

The 8ft. long Boeing 707 — smooth and simple looking in finish — is quite an engineering piece of work. It weighs 75lbs.

The fuselage is made partly from beech in the centre section with balsa used for shaping at each end. The wings which are detachable, are on a welded aluminium frame with beech ribs and sheeted with 1/8 bond wood. The leading

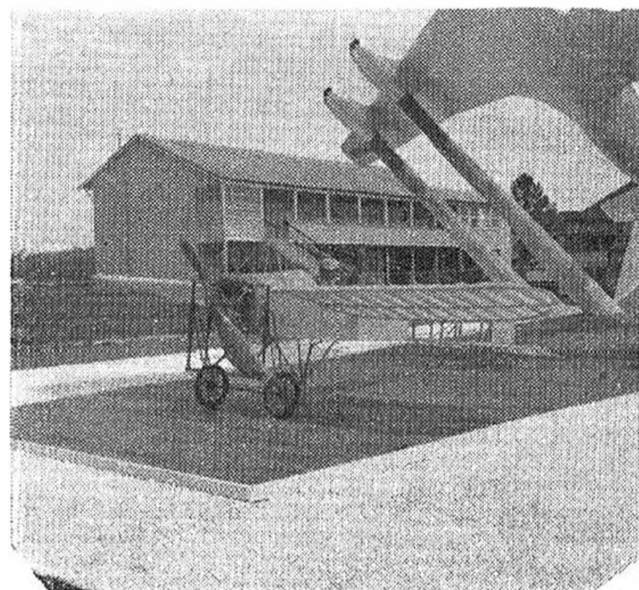
and trailing edges are beech faced.

The most realistic and ingenious aspect of the Boeing is the method of mounting, to preserve a natural attitude in flight.

The realistic looking exhaust smoke, made of turned coolite and painted, while looking surprisingly authentic in effect, camouflaged the actual mounting.

One inch aluminium tubing in the engine pods accommodate a 3/4" solid bar which in turn fits into piping which, in 2 ft. sections telescopes to provide a 1 1/2" at the base where it is welded to a steel plate on the float. The Boeing was scaled up from a 12" model.

The Bleriot is built up according to usual aeromodelling practise. The original Bleriot is now in the Sydney Museum of Applied Arts and Sciences. It has been restored by the students of the Sydney Technical College.



POMADI PANS

NOW AVAILABLE

TR/10 — FAI T/R short pan with front air intake for crankcase cooling. Fits ETA, OLIVER, SUPERTIGRE, RIVERS motors. Also available without airscoop, or to suit 1 1/8 inch diameter spinner 33/9

TR/12 — Class 1/2A T/R long half pan with cockpit support and 4 hold down lugs. For OLIVER CUB 33/9

TR/3 — Class B T/R long half pan for ETA .29 (TR/3a for front induction motors) 35/3

TR/5 — FAI T/R long half pan with 4 hold down lugs and cockpit cutout. ETA, OLIVER, SUPERTIGRE 37/6

SP/— SPEED PANS. A few full and half pans for all classes.

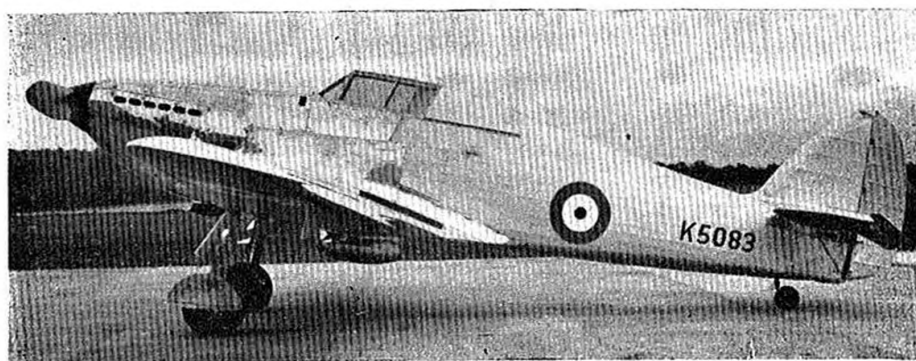
MORE COMING SOON

Send for list . . .

DAVID KIDD

143 LINACRE RD., HAMPTON, MELB.

Mail order only



Hurricane prototype K5083 photographed at Brooklands soon after completion in 1935. One of the many fine illustrations in the Hurricane manual.

Book Review



P. 47 THUNDERBOLT

There is absolutely no doubt that this book will be invaluable to scale modellers and aviation fans alike, for it has condensed into its 56 pages (counting the covers), much previously unpublished information on this justly famous aircraft. Actually 56 pages is wrong, because the complete pilot training manual issued by the R.A.F., consisting of 96 pages of text and drawings have been reproduced at reduced size, but perfectly legible.

The development of the Thunderbolt from the P.35, through the P.47, is told and illustrated, and other drawings show it in comparison to its principal competitors, both allied and enemy, and to great fighters of the past and present.

But undoubtedly the great virtue of this book is its dozens of photographs; of engines, instrument panels, markings, undercarriage; just the detail so essential for the conscientious modeller. Particularly noteworthy is the beautifully drawn four-view plan, which shows all external detail and markings of a typical P.47D, unfortunately with undercarriage retracted.

The manufacturer's drawings for both the P.47D and the P.47N are also included and these show all the principal dimensions for both marks.

No actual drawing in the book gives details of the undercarriage, but with the wealth of photographs, the expert draughtsman or modeller should have no trouble in preparing accurate plans.

The book is printed on strong matt paper that should withstand heavy use, the cover is strong card, which is a pity, it would have been so much more serviceable (and expensive) in board covers.

However, there is no doubt that at the price, the book is a bargain and is a must for the scale fan or collector.

—W. JUDD.

Our copy W. E. Hersant Ltd., London. Price 23/6 stg.

N. A. MUSTANG

This follows in general principle, the layout of the P.47 book described above, but with one or two significant differences. The 5 view plan, reprinted from the factory drawings, shows fuselage, wing and tail sections and undercarriage, both retracted and extended.

The pilot training manual, with its wealth of text and information is valuable for its details of armament, instrumentation and controls, the

scale drawings with their wealth of marking details, and the many photographs are pure joy, and of particular interest are several pages of photographs of Mustangs in civil and racing colour schemes.

One of the most model-worthy aircraft of the '39 to '45 war, the Mustang has been, and is, one of the most popular models at any contest. With this booklet there will be no excuse for lack of authentic details and markings, and with the large variety of markings available, the opportunity exists for a modeller to present a "different" colour scheme.

—W. JUDD.

Our copy W. E. Hersant Ltd., London. Price 23/6 stg.

THE HAWKER HURRICANE

We have just received a copy of the recently reprinted Hurricane booklet from the publishers. Close investigation reveals a substantial improvement in photographic reproduction due to the beautiful heavier-quality art paper now provided. In this reprint, now in black, appears a small cutaway drawing which will be of interest to modellers, in addition to the lavish selection of photographs already provided — enabling one to make a fine Hurricane model. We wonder who will be first to appear with a "full house" multi version in authentic colours. No excuse now, you Radio Scale flyers!

In this book, produced by modellers, one is treated to some really excellent work by one of the world's leading aviation artists — Aussie, Tony Shennan, who with business partner Geoff Pentland, has been spending some time overseas. Showpiece of the whole manual is the staggering variety of Hurricane variants and miscellaneous fittings — some of them never drawn before — and all backed up by factory blueprints and hundreds of photos which were made available whilst the artist was employed at Hawker's Kingston works.

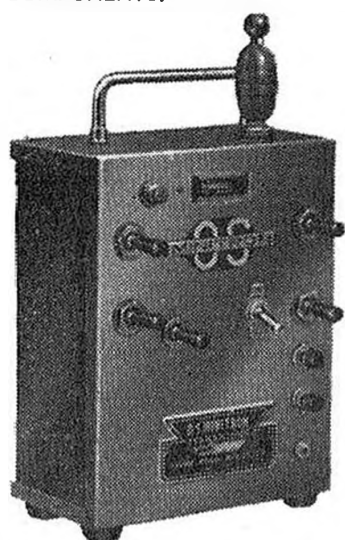
We welcome this latest effort which should be a Hurricane drawing to end all Hurricane drawings! Sir Sydney Camm, designer of the aircraft, is reported to have said of it, "This drawing of Shennan's is unquestionably the finest of the aircraft I have ever seen".

A handy little book, well produced, beautifully printed, and of the very highest professional standard. Indispensable for the well informed.

Radio Control is Booming – The Champions are Using “O.S. Superhet”

BECAUSE OF . . .

PROVEN DEPENDABILITY — MODERN, ORIGINAL AND SUPERIOR DESIGN TECHNIQUES — GUARANTEED QUALITY — MATCHLESS CRAFTSMANSHIP — THE BEST COMPONENTS.

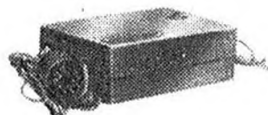


TX-10s — £60

RS-10 — £47

TX-12s — £63

RS-12 — £50



O.S. SUPERHET IS EASILY THE . . .

- * MOST MODERN
- * MOST COMPACT
- * STRONGEST
- * LIGHTEST
- * HAS BEST PERFORMANCE

AND AVAILABLE AT THE LOWEST COST OF ANY COMPARABLE RADIO EQUIPMENT IN AUSTRALIA!

* And here is part of the growing list of notables who are flying the latest O.S. SUPERHET MULTI GEAR . . . BASIL HEALY, DOUG MURRAY, JIM PALMER, IAN WATTS, BOB HYDE, JOHN LAMONT, GEOFF GLASS, TONY FARNAN, KEITH FOLLETT, PERCY WRAY, RAY DAVIS, NOEL FELL, BARRY ANGUS . . . AND MANY OTHERS INCLUDING VIC., N.S.W. AND AUST. CHAMPION TOM PROSSER! Tom's letter to Ian Watts on 19th November, reports that his O.S. Superhet 10 Channel Outfit which is now five months old, is performing "really well"!

REMEMBER . . . WITH O.S. SUPERHET, YOU CAN FLY FIVE PLANES AT ONCE . . . something you can't do with obsolete superregen gear. Gone are the days of waiting in a queue with cumbersome equipment, the vibration problems, heat variations, L.T. and H.T. batteries and their expense . . . OTHERS WILL TRY TO IMITATE . . . BUT O.S. SUPERHET HAS BEEN FLYING UNDER AUSTRALIAN CONDITIONS IN ALL STATES FOR EIGHTEEN MONTHS NOW . . . AND COMES WITH AN UNCONDITIONAL GUARANTEE FOR ABSOLUTELY PERFECT PERFORMANCE.

World Control Line Champs

WORLD C/L CHAMPS: Held in Hungary over July 28th to August 2nd, these Championships were described by most who attended as the best yet. There was a record number of 21 nations entered and the competition was intense in all three classes.

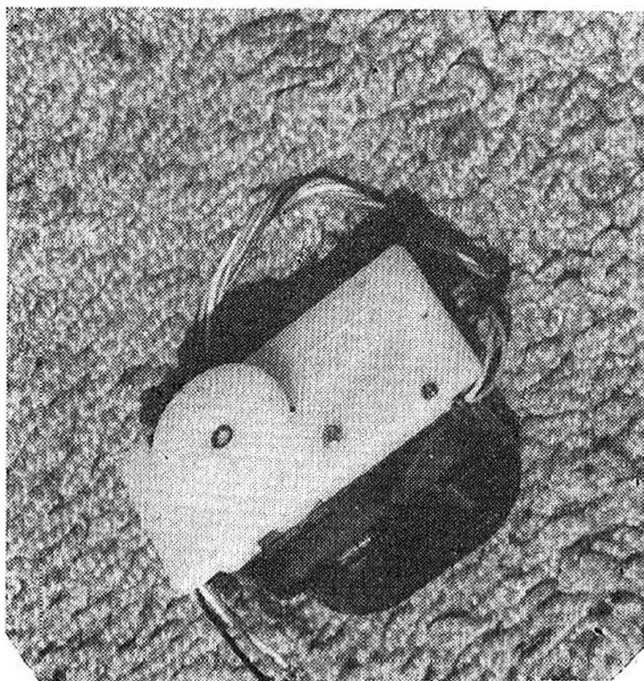
In Team Racing, Great Britain placed second in the Team results with the Place/Howarth team taking individual honours after a very close final. Dick Place and Don Howarth used a standard Eta II fitted with a Cox type carburettor and only had one pit stop in the final. The most popular motor, surprisingly enough, was the Oliver Tigre with no less than 15 of the 54 entrants using them. There were 13 Eta's and 11 Super Tigres used. Design-wise, trends were towards better streamlining with several retractable undercarriages in evidence. The most noticeable departure from normal practice was the widespread use of the rearward mono-wheel where the wheel is situated directly below the wing leading edge. This apparently gives safer landings with no tendency for the model to roll in to the circle. Drazek, who recorded fastest time of the meeting at 4:23.7, used one of these wheels in his new M.V.V.S. 'T.R.' powered model.

As was expected, the U.S.A. dominated the Speed event taking the Team prize, with Bill Wisniewski taking individual honours. All of the U.S.A. Team used the new K & B .15 RS which utilises Schnurle twin transfer ports and a central piston timed boost port. Most surprising was the absence of the new Super Tigre G 15's — most competitors using G 20's — much modified, of course. The new M.V.V.S. which also utilises Schnurle ports but with a rearward facing exhaust and the Moki S-3 were very impressive. Most entrants were using propellers of something like 5½ x 7, which were being turned at 23 000 to 27,000 rpm — No wonder the first 15 all recorded over 130 mph, and on straight fuel, too!



World stunt champ for the second time, Russia's Sirotkin. The model, a Space Hound was used to win in 1962.

TRADE TALK



The new M. K. Multi Servo distributed by Toys and Hobby Distributors who will supply prices on request.

POMADI PANS: The Australian Agency for Pomadi has been taken over by well known T/R exponent, David Kidd.

David states that some of the pans will be in short supply for some time as Paul Pomadi has been away at the World Control Line Champs in Hungary. These pans are produced on a part time basis.

MERCO MOTORS: Merco Motors is another Agency that has recently changed hands. This has now been taken over by L. O'Reilly, of Hillcrest South Australia.

The big news from Merco this month is the arrival of the big Merco .61's.

KOOKABURRA Technical Publications of Kingston-On-Thames, Surrey, England, have produced three booklets to date, consisting of "The Hawker Hurricane Described" by Francis K. Mason, A.R.Ae.S., "The Commonwealth Boomerang Described" by Geoffrey Pentland, and the P38 Lightning by Roy Cross. The next of the series — the Westland Whirlwind (the potent British twin engined fighter), has been prepared by Bruce Robertson and is about to go to press.

Order form and attractive descriptive brochure is available by sending a stamped, addressed envelope to the publishers: Kookaburra Technical Publications, 81 Potter Street Dandenong, Victoria, Australia, or by placing an order with your local newsagent.

KEN BEDFORD, of ETA Instruments Ltd., advises that a silencer equipped version of the ETA .29 Mk 6C is now being produced, which should be of interest to Victorian modellers who will need to have silencers on their teamracers in

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.

1965. ETA's hold the world record for B class teamrace, as well as records in Australia, New Zealand and elsewhere, and Ken states that he is quite unable to keep up with orders. Those who wish to place their name on the waiting list for the silencer, .29, should write direct to the factory: ETA Instruments Ltd., 289 High St., Watford Herts, England.

FUTABA RADIO GEAR: This radio gear, new to the Australian market, should capture quite a large volume of sales, due to the extremely low cost and the fact that it is absolutely complete, even to having its compound escapment, except for batteries. With its illustrated diagram, a ten year old child would be able to fit it in the plane in the correct manner. The size of the receiver is the smallest yet in Australia. This makes it suitable for the smallest and cheapest free flight model to be used as a radio control plane, thereby ensuring the beginner a cheap but very reliable unit. The transmitter is powered by 8 standard pen cells (very economical), and with its extremely low battery drain should be one of the most economical and popular of all sets on the market today.

M.K. MULTI SERVO — A Test Report by Ron Wilson. — The new M.K. Multi Servo has been tested by me to 92 thousand operations, by means of a P.M.G. counter, and the only wear in the whole unit was the brush gear in the electric motor. Normal current drain when operating on a normal working load was less than 200 milliamps. The workmanship throughout is excellent. The power available is far in excess of any normal requirement. Outputs are available in four different positions on the drive disc which makes it extremely easy for operating ailerons and combined rudder and steerable nose wheels. It is extremely easy to arrange trim bar between two adjacent Servos. The case is semi-transparent flexible nylon and some very severe tests (throwing the Servos as hard as humanly possible on to a concrete floor), suggested that the planes they were fitted to would be completely written off and the Servos would remain serviceable.

Our test model from The Brisbane Hobby Centre.

THE GROUP OF O.S. DISTRIBUTORS in all States report that O.S. SUPERHET 10 and 12 Channels Outfits have sold out. New stocks are just arriving. Latest transmitters come in magnificent leather cases, and the twelve channel rigs are anodised a new shade of blue.

With proven performance in Australia, and an absolutely unconditional guarantee for perfect performance, this latest gear is also the most handsome radio equipment available.

(Continued at end of Club Notes)

**YELLOW**

GRISH Propellers now have all-the-way-thru color. Won't flake or wear off! Spinning or stationary, your TORNADO in YELLOW Nylon is hand-somel



7-8,
new
size.

B-8,
improved
model.

2 Blade Tractor
5-3 5-4 5 1/2-3 EACH
5 1/2-4 6-3 6-4 **3/6**
7-4 7-6 **5/6**
8-4 8-6 8-8 **7/11**
9-4 9-6 9-7 9-8
11/6
11-4 11-6 **13/6**

RC 12-4 EACH
12-5 12-6 19/11

2 Blade Pusher
5 1/2-3 5 1/2-4 **3/6**
6-3 6-4 **11/6**
8-6 **11/6**
9-6 10-6 **13/6**

3 Blade Tractor
5-3 5-4 6-3 6-4
3 Blade Pusher
6-3 **6/9**

NYLON

Safer,
too! Yellow
is more
visible when
spinning.

GRISH Propellers are almost unbreakable and chemically inert to all fuels.

New! 3-BLADE NYLON Propellers Brilliant ALUMINUM Color

Looks like metal. Color all the way thru. Specially designed for RC and Flying Scale. Provides welcome ground clearance and max power from your engine.

GEO. PIZZEY & SON LTD. HAMILTON MODEL SUPPLIES LTD.
131-141 JOHNSTON STREET P. O. BOX 5165,
FITZROY, N. 6, MELBOURNE, 11 KEDDELL STREET
VICTORIA, AUSTRALIA FRANKTON JUNCTION, NEW ZEALAND

SCIENTIFIC HOBBY DISTRIBUTORS PTY. LTD.
63-71 BIRLEY STREET,
BRISBANE, QUEENSLAND, AUSTRALIA

GRISH
BROTHERS
ST. JOHN 1, INDIANA, U.S.A.



7-8
11/6
8-6 8-8
EA. **16/11**
9-6 10-6
9-4 10-4
19/11

FUTABA

Single Channel RADIO CONTROL For your Model

THE MOST POWERFUL ALL TRANSISTORIZED SINGLE CHANNEL R/C
EQUIPMENT AVAILABLE ANYWHERE

THE LOWEST PRICED R/C GEAR AVAILABLE IN AUSTRALIA

TRANSMITTER
RECEIVER
AND
COMPOUND
EXCAPMENT

**Absolutely
Complete
For £19/10/0**

FT-3A TRANSMITTER

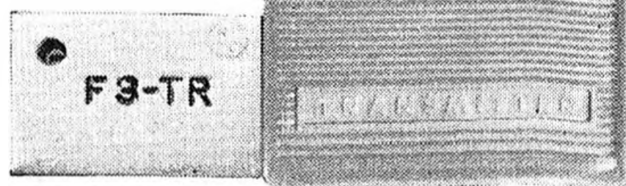
Single channel crystal
controlled Transistorized

ML-2 COMPOUND EXCAPMENT**F4-LR RECEIVER**

Relayless output Super
Regenerative Transistorized

TOYS & HOBBIES DISTRIBUTORS

83 IPSWICH RD., BRISBANE



DOWN THE TRACK

THIS MONTH JOHN de HORNE REVIEWS THE WRENN FORMULA "152"

First impressions can be so wrong. Personally, I thought I was a dyed-in-the-wool 1/32nd scale enthusiast but the sceptical looks turned to enthusiastic smiles as I got some practical experience with the new WRENN 152 system with their new DC motor. Major changes have taken place in their motorising unit. These have produced a cool running, thoroughly reliable car. There is just nothing to go wrong — one drop of oil every 25 hours running, and the occasional cleaning of the pickups, is all the maintenance that they require.

Maserati, Ferrari, Cooper and the famous Vanwall . . . visualise them, perfect in every detail, but smaller, much smaller; in fact only three inches long. Race it at breath-taking speeds at the touch of a button; drifting at corners, accelerating down the straight, and actually pulling out to pass the cars in front. This WRENN Formula '152', the world's smallest and most realistic electric Model Motor Racing System.

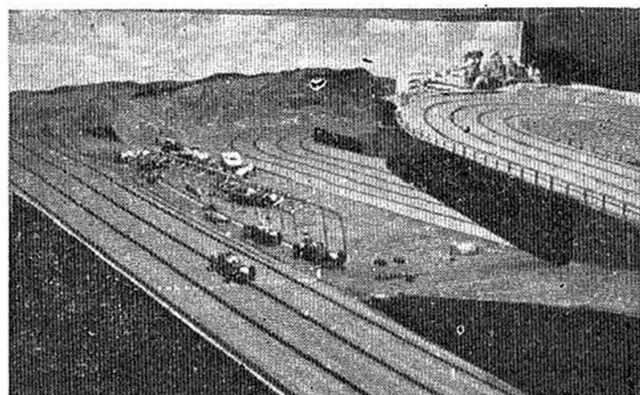
The track is designed to take **THREE CARS ON EACH LANE** racing nose to tail, or side by side, resulting in all the thrills and excitement of an actual meeting. The new type track can be curved to make both undulating and hump-back sections. For hair-pin bends and corners there are three different radii available. These are exclusive features which have increased the popularity and demand for WRENN Formula '152'.

The competition between contestants is intensified as the cars react completely to the driver's ability. As his skill develops, further life-like conditions are made possible with the inclusion of the Deflector or Lane Changer, which, at the touch of a button, allows the cars to change lanes to overtake the car in front. This is another feature exclusive to Formula '152'.

The small size of '152' provides many useful advantages over the larger types of model racing. Replicas of real Grand Prix circuits can be constructed table-top size where space is restricted. At the same time, tremendous scope is provided where space is readily available when two, four or six lanes may be used. This is a very popular feature with clubs. The size of Formula '152' is also very favourably reflected in its price. The cars, being smaller, are less expensive, and this economy is extended in the price of buildings and other accessories. The cars will operate on most standard power units. Six lane tracks can be built up using the special radius curves.

The exclusive multi-running and overtaking features of '152' allows even more extensive use of the standard two-lane circuit than any other system can provide with a four-lane circuit at double the cost.

Realistic atmosphere of the authentic race meeting is maintained by the inclusion of pits, grandstands, flags, fencing, lap counters, landscape sheets and a range of life-like figures



including mechanics, drivers, spectators, etc., and the introduction of new lines will contribute to make Formula '152' a perfect replica of real life motor racing.

Here is a wonderful opportunity for a family get-together — a hobby so packed with thrills and excitement that both sexes of all ages can obtain maximum enjoyment from the really skilful and realistic racing that only Formula '152' can provide. Next issue, I want to share the excitement of building a comprehensive WRENN layout with you, by which time construction photographs of scenery and track should be available.

MOTORISED VEHICLE KITS

A wonderful new series of plastic kits by Frog, includes the E Jag and Morris 1100. The scale is 1/16th which allows plenty of room for detailing. Plated parts, rubber tyres are amongst the many features. A real fascination lies in the Motorised side of the model, since it steers and it is actually possible to engage both forward and reverse drive. The bonnet and boot open of course, and the electric motor has quite sufficient power to drive the model at scale speeds. Frog states that the moulds for these models were taken from the original manufacturers drawings, so you specialist modellers can put away your calipers — these are spot on.

See you Down the Track —

Happy Christmas to you all. — John.

(Continued from page 21)

CRAZE ON WORLD WAR I PLASTIC MODELS

Importers and retailers are experiencing a real boom in the World War I period aircraft kits. The full range of Auroras Models are now on sale at the new HOBBY and TOYLAND Shop, in Sydney's Angel Place. Range is too large to give a complete list but among those we spotted amongst the new displays are Fokker Eindekker, D8 & DR1 also the British SE5 and a Spad 8, while the P6E Curtiss Hawk and the DH4 were seen in the larger boxes.

These models can be a help to aeromodellers who have difficulty in getting hold of super details for scale aircraft.

Classified Advertisements

GORRIE'S FOR O.S.

604 Stanley Street, W'gabba.

FOR SALE. REPTONE 8. Good order £50. REPTONE 10 Relay or Relayless. Needs some attention £25. Babcock carrier Rx & Tx Transistorised, 9 volt £17/10/C O.S. 4A. 40 MC. Rx New £5. O.S. 1 AP carrier Tx £4. Silvertone Rx as new £10. American Kraft Tx, O.S. 5A Rx Babcock Mk II Esc. £25 the lot. Home built Kraft Tx, O.S. 4A Rx £12. O.S. 5A Rx £7. All guaranteed in working order except where noted. NORTH COAST HOBBY CENTRE, 72 MAGELLAN STREET, LISMORE.

FOR SALE. Sell one E.D. Cadet 1cc motor, done 2 hours, £3, three view illustrations 1/8th scale of WWI Fokker Triplane & Bleriot, each sheet six feet by three feet, £3 each; one set plans Spad Biplane with Wright Flier with Curtiss Pusher, £1/5/0 one set plans Camel with SE 5A with Wright model A and model B, £1/5/0. J. Morgan, 480 Main St., Kangaroo Pt., Brisbane.

BACK ISSUES of Model News available Model News Publishing Co., 11 West King St., Southport, Qld.

OS. 10 CHANNEL SUPERHET. Perfect order and operation guaranteed. Transmitter and receiver matched combo. Gone 12 channel. Hence nerve war on the loot starts at £70. Contact J. Tracy 90 Gray St., Swan Hill, Vic.

FOR SALE, below cost, brand new Ecktonics 10 ch. transistorised, relayless superhet RX £33 and matching Kraft TX kit, triple symultaneous 10 ch. with full instructions, £43. Plant, 42 Bromwick Street, The Gap, Ashgrove, Brisbane. 39 1032.

Newcastle District Aero Modellers

Get Your Model Aircraft Supplies from

The Hamilton Toy Shop

40 Beaumont Street, Hamilton,
Newcastle

A. JENSEN (Pro.), MA 2992.



KK Demon

ADVERTISEMENT RATES

Pre-paid 6d per word (minimum 5/-). Words in full capitals charge 6d. per word extra. If Box Number c/- "Model News" is required, add 1/- to defray costs of postage on replies and handling. Contract Advertising conditions, etc., available on application.

FOR SALE. O.S. Minitron 10 channel TX (T10-F) with matching relay revr. Excellent condition, £75 o.n.o. O.S. 49 R/C, new and unused, £10 o.n.o. L. Georgeson 47 Dawson Rd., Rochampton, Q'ld.

SELL UP guaranteed brand new, unused equipment. Latest Orbit 12 transmitter £49. Orbit 12 superhet £43. Transmities £11/19/0. Other Radio, F. F. C. L. motors and gear. S.A.E. to B. Williams c/- P.O. Portland, N.S.W.

AEROMODELLER

Covers international aeromodelling, with reports of all major events, picture features, plans, new developments.

Annual direct posted subscription, 27/6 sterling. 38 Clarendon Road, Watford, Hertfordshire, England.

EVERYTHING FOR CAR RACING

Distributors for

V.I.P. — M.R.R.C. — SUPERSHELLS
etc.

Dealers Enquiries Invited

GOLDING MODEL SUPPLIES

16 BORONIA STREET, BELFIELD, N.S.W.

BALSA KITS, ENGINES, ALL ACCESSORIES
MODEL TRAINS: MARKLIN, HORNSBY, TRIANG,
FLEISHMAN, Etc.

BERG'S HOBBIES

111 Macquarie Street, Parramatta — Phone 6358618.
A LARGE NUMBER OF USED ENGINES ALWAYS IN STOCK
MAIL ORDERS WELCOME

CLUB NOTES

FAR WESTERN DISTRICT ASSOCIATION OF AEROMODELLERS, VICTORIA

News seems hard to get round these parts lately. Either that or I am losing my touch and not getting enough of the gen as I did in the past. Personally I think that it is the fact that most of the blokes are very reluctant to sit down and write—maybe they spend too much on their models and can't afford to buy a pen or ink.

No matter what the reason, it still boils down to the fact that I have received very little information from any of the bods in the area over the past few months.

Donald club have still been very active and although this club has not entered into competitions as yet they are very sports minded and quite a deal of flying is done in their area.

Murray Broughton has been having a lot of fun chasing his O.D. model all over the countryside and is now settling down to building a Team Racer. (They can't get away if they are hooked onto the lines, Murray). A newcomer to the Donald Club is Geoff Harris who is very C/L minded and only making a start in the modelling game. We all wish him the best of luck.

Barry Smith has been very quiet for quite a while but I believe that he is working on some new sort of a stunt model for 2.5 cc and we all eagerly await the results.

Trevor Bird is still trying to get his Frankenstein going, using his Wright gear with a home-made Tx. He is also working on an Invador for an OS 15 so we look forward to some more smashing results in the near future.

The Donald Club is always on the lookout for new members and anyone would be cordially welcomed to any of their flying days.

From Glenelg Club we once again hear that our able Chairman, Les Ball, is still up to his ears in Radio work and is also building an Invador for Single Channel gear using a Hinode Tx and some sort of a concoction that he has dreamed up for a receiver. He is being assisted by Paul Gilbert in the building of this so I wish them the best of luck.

Unfortunately for Les he is now very tied up with business and cannot devote the time to modelling that he used to. These things happen to us from time to time and we hope to see him back into the game later on when things ease off for him.

Alby Johns and Bruce Nulty are still trotting all over the Casterton hills (and they are quite steep too — believe me), after those Sailplanes. Some of them have actually flown quite successfully, but I don't think that the Nationals contenders will have any worry this year although, knowing these two old timers, I would keep a weather eye on them for the future. You never know what they will come up with next.

Hamilton Club are still going along quietly under the leadership of Peter Hatherall who has been doing quite a deal with the local schools in the town. I heard the other day that he has requested the Chairman to give a lecture on models at one of the colleges in the near future.

Controline is the main subject of this club and at the moment are doing a bit of work on Combat models so we look forward to seeing them in the Combat competitions at the next I.C. meeting.

Well, that about winds it up from here for the time being but I look forward to seeing you all and renewing old acquaintances at the Nationals in Melbourne this year.

TENSIX.

EASTERN SUBURBS MODEL AERO CLUB

Well, the end of another year comes around and once more E.S.M.A.C. members have acquitted themselves well in this year's activities.

In the competitive field, we all but won this year's shield for the top club in the State Championships. Our ancient rivals, Elsterwick/Caulfield M.A.C., were awarded the honours this year, although at the time of writing this article there is some doubt about the winning club as one contestant could be a member of one none or both clubs.

We have done much this year to assist charitable organizations, having taken part in several model exhibitions. The most notable of these were the Models Exhibition for the Nunawading Jaycees, the Annual Models Exhibition for the Doncaster State School and an exhibition for the Mount Waverly Youth Club.

E.S.M.A.C. members have taken part recently in negotiations with Camberwell City Council, to lift the ban on flying within the city's boundaries. In my last article, I hesitated to forecast the outcome of these talks, as previous attempts to have flying fields restored had been unsuccessful. I might point out that these previous deputations did not advocate the use of silencers. Our whole argument on this last occasion was based on the recommendation that club members would use silencers at all times and of the benefits of their use. It seems that our case was well received. For several weeks flying has been allowed in both McLeay Park and Victory Boulevard, both within the City of Camberwell. However, the Club is on trial at present and any reports of undue noise would close these flying grounds forever. So watch those silencers, fellas!

This success may be very limited, but it may serve as a guide to other clubs who have lost their flying grounds.

Some of our members get around quite a bit. Trevor Woolnough reports that Barry Dixon and Daryl Hartshorn were present at the South Australian State Champs. Incidentally, congratulations to Daryl for his win in the Stuntmasters' Champs at Moorabbin on 1st November.

The only sour note I have to sing concerns the V.M.A.A. presentation night at the Try Boys Society Hall, Prahran. This was a first class evening; well attended, well catered for, with something of interest for all aeromodellers. Congratulations to Ford Lloyd and all those who organized this evening. But, a big, heavy boot in the pants to those E.S.M.A.C. members who failed to appear to collect their trophies. John

St. Clair picked up so many trophies for absent winners that he developed weight lifter's elbow.

E.S.M.A.C. takes this chance to wish all aero-modellers and readers a Merry Christmas and a Happy New Year, and every success to the fellas at the Nats in Melbourne.

ALAN GOSBELL E.S.M.A.C. Publicity Officer.



Left to right is Ian Newbury (pilot), Tony Fry (battery boy), and David Kidd (mechanic), winners of the Victorian Northern Districts Champs at Bendigo Class 2 team race of course. Final was the second fastest ever flown in Australasia at 6 min. 35 secs. Model is a very battered old "JOKER," which also holds the fastest time of 6 min. 23 secs. Class 2 racing has advanced so rapidly in Victoria this year that any one of three teams could challenge the World record before long. Unfortunately entries in competitions have been declining.

—Photo by Philip Bee.

COOTAMUNDRA MODEL AIRCRAFT CLUB

I called together any interested fliers and we formed a club here. There seems to be plenty of enthusiasm about, and it only needed a gentle push to get it going.

We have eight active members being:—GEOFF BARRON, NORM ROBERTS, ROGER ROBERTS, ROBERT SHELLEY, TED HARDY, STEPHEN O'REILLY, NOEL WARD and GRANT MANWARING.

All the lads are virtual beginners except Norm Roberts, who is a senior. I have already started teaching sessions and Robert Shelley can now fly unaided.

What the lads lack in experience they make up for in enthusiasm. This club will be a great success I feel sure, as we have at least two grassed reserves for C/L, and the local light plane aerodrome where radio models can be flown with permission. These areas are only half a mile at the most from the town centre. One of the C/L fields is a large reserve of several acres area, and I have flown chuck gliders there already, and perhaps later, small F/F and radio jobs?

Norm Roberts is anxiously awaiting his multiproportional gear from the U.K. His son, Roger, is saving for an OS "Pixie" or similar.

Counting myself (home built single and 3 channel Graupnergear) that makes 3 out of 8 radio flyers, plus some interest in free flight.

On the control line side I am introducing combat, and as soon as the boys can handle their models a bit better, on will go a streamer and she'll commence.

Shortly, we hope to affiliate with the N.S.W.A. of A. Any country modeller near Cootamundra who reads these notes is invited to write to me:—Secretary C.M.A.C., G. W. Barron, Flat 5 319 Parker Street, Cootamundra N.S.W., and perhaps we may all get together.

Perhaps one day we may travel to the city and challenge some of the clubs there.

G. W. BARRON.

NORTHERN DISTRICT CONTROL-LINE CHAMPIONSHIPS

Held Kenington Oval. For a change the weather was kind to Bendigo and gave us a couple of days without rain. Flying started promptly at 12 noon with F.A.I. teams race which attracted 9 entries. After the heats were over only 3 were eligible for the final — Ron Wilson, Geoff Phillips, and Phillip Bee. Final results were Ron Wilson, 5.50, 1st.; Geoff Phillip 6.06; and Phillip Bee was 3rd.

Class "B" teams race was the 2nd event. We had only 3 entries for this event, so it was made the final. Results—Ian Newley, David Kidd, Eta. 6-35.4 1st.; Ron Wilson OS 29 7.35, 2nd, and John Pfeifer, Oliver 3.5 cc — 11-16.2, 3rd. Combat came next and produced 6 entries — E. Hartshorne, B. Deason, J. Hughs G. Sinclair, B. Dickson, and J. Pfeifer. This event proved to be the most spectacular of the day with prangs being very common. Just about all the Refercharge Heats were flown with repaired models and the final was held up for 35 minutes while the glue dried on Sinclair's elevator, which was a mass of pins and bits of balsa salvaged from the ribs of a previous model.

The final was flown between G. Sinclair and B. Dickson, with Dickson the victor with 187 points to 163 by Sinclair, both having one cut each. Stunt was not really the last on the list because it was going on all afternoon at the other end of the oval. We saw some beautiful flying in stunt, and most impressive was young J. Hughs who turned in an almost perfect score.

The results are:—J. Hughs 1974 pts., 1st; T. Woolnough 1846 pts., 2nd; D. Hartshorne 1808 pts. 3rd; Neil Vain, Bgo., 1728, 4th; J. Godsen 1229, 5th; as stuntmaster.

May I take the liberty to thank everyone who took part in the Northern District Champs and hope to see you all again next October.

JOHN L. POWER.

NEWTOWN MODEL AERO ASSOCIATION

FIELD DAY, BEENLEIGH

Arthur Gorrie won Open Rubber probably because a couple of keen men didn't get there.

Young Graham Gorrie very eager to challenge brother in sailplane and got some useful practice.

N.M.A.A. hoping to make a drive on youngsters in the new year.



"Spud" Baker of Casino with a Penetrator. S/C F. & M. Radio Gear. Model designed by Tom Prosser.

N.M.A.A. introducing incentive scheme giving points of 5:4:3 for places in contests and 1 for entering but being unplaced. In championship events and open contests, points will be 15:12:9 with 3 for flying. Silver trophy, as for 1964, for winner of each club event with big special prize at end of year for high point scorer.

The club is concerned with the possible regular attendance of members at contests and feels a little incentive helps. The club is anxious to produce as many versatile members as it can like Rob Edgerton, who has little time to build, but flies everything he owns and flies anything he can for other people in Team Races, Speed and Scale.

SANDGATE "THUNDERBIRDS"

The Sandgate "Thunderbirds" have successfully contested two of the positions on the MAAQ Committee. R. Walter is now Treasurer and J. Barrett is Contest Director.

The club is preparing for, and will be submitting in January, details of contest for sanction by MAAQ.

TEAM RACING — FAI & Class II — to be held on last Sunday in February.

COMBAT — Up to 2.5 c.c. — to be held in April (not Easter). Over 2.5 to 6 c.c.

N.M.A.A.

Recently gave a successful flying and static display at the Wilston State School. Greatly appreciated by the school committee and headmaster.

Club B Class Team race to be held on 21st November, 1964. Mal North going to show us how to get 140 laps at 90 m.p.m. with an Oliver Tiger 3.5. Ray Little and Arthur Gorrie and Barry Shea going to show him it won't be easy.

(Continued from page 25)

New O.S. Engines show the swing to radio with a MAX .30 R/C at £10 15/-, a MAX .40 R/C at £13 9/6 and the already popular MAX .50 R/C at £15 19/6. All these engines have the new drop in liners, and minimum size crankcases for exceptional fuel draw. Each has the latest type O.S. multi speed throttle, which an American expert in a recent magazine said cannot be bettered. Apart from the Custom .60 R/C which has not yet been released, a rumour from the factory suggests that a MAX .58 R/C is under development for 1965.

O.S. STEERABLE NOSEWHEELS are now available to all shopkeepers from Australian stocks, and sell for a modest 35/-. These are light in weight, and come complete with mounting nuts and bolts for "floor" attachment.

No. 7 O.S. GLOPLUGS have proved very popular for Stunt and R/C flying since their introduction recently and sell for 12/6. These have a new type of idle bar arrangement, and give a "hotter" performance than the reliable O.S. No. 6 plug.

PIXIE TRANSMITTERS AND RECEIVERS are available separately or in sets of 27 or 40 mcs. Out-of-sight range is guaranteed with these outfits and Tony Farnan who is using one at present in Melbourne, has demonstrated the amazing range by deliberately flying his model almost out of sight and then bringing it back each time. He will be flying a hotted up "Marcsman" at the Nats with Pixie gear and a new MAX .30 R/C engine stirring up the air.

MAX H.29 Racing and MAX H.35C Combat Engines arrived in late November, and will be seen in action for the first time at the Nationals.

These engines sell for £12 19/6 and £9 19/6 respectively, and are designed solely for competition work in their particular spheres. Each engine is ported and designed to carry out its task in the most powerful and reliable manner. As with all O.S. Engines, complete parts and service facilities are available in Australia.

SILENCERS to fit all O.S. Engines (only two sizes needed) are increasing in popularity and are sold by O.S. Dealers.

NITRO XX FUEL is scientifically blended to give top performance for small engines, .010 to 1.5 cc. It includes a specially prepared fine oil to give sufficient lubrication with a minimum loss of power. Performance test showed a marked increase in power output when used with a Cox .049 TD. Though dearer, this specially prepared mixture from the U.S.A. is well worth the extra price involved, especially for small control line jobs and for scale free flight models.

VERY IMPRESSIVE performance of the new Wren racing cars was noted at the Brisbane Model Railway Exhibition where Brisbane Hobby Centre had a 7 x 38 layout. Lane changing, overtaking, and full control on either lane attracted much attention from the crowd, while the splendid all day long performance of the cars speaks volumes for their reliability.

(Continued from page 19)

SILVERTONE ALL TRANSISTOR SUPERHET

An early release of the new Silvertone Superhet is expected as development and flight-testing are completed.

A lot of interest has been shown in this gear in N.S.W. and the first two have been ordered by Lyle Winley and Tom Prosser.

This is a completely new concept in Superhet's outstanding features.—

(a) Small size (2-5/8" x 1-5/8" x 1-5/8") and extreme versatility. RX is a twin deck affair with the front end on one deck and decoders on the other. This RX has been designed mainly for proportioned work, and as such meets far more stringent specifications than a Reed RX. Separate deckssk will be available in due course, making the set suitable for single channel, Reed or Proportional. Just plug in the required deck.

(b) Very low noise. Without carrier no noise is detectable across the reed bank. Also very sharp noise rejection. With the carrier off and the aerial wrapped around a nelectric drill, no noise was detected across the reed bank when the drill was switched on. This is due to the use of high quality, low noise transistors and careful designs.

Technical features: R.F. amp, Crystal Oscillator with toroid output. Requires no retune with crystal change. Mixer 2 I.F. stages with excellent A.G.C. characteristics. Diode detector. Buffer amplifier, with negative feedback to minimise loading effects due to deck changes and also to reduce distortion and noise. This completes the bottom deck (or front end).

Top deck of the Reed Set features a two stage transformer coupled audio amp driving the Reed Bank. This amp also includes negative feedback.

The professional electronics technique, of plenty of stages and lots of feedback, which ensures low noise, high stability, and good fidelity. All imperative to good results with proportional sets — has been used. As stated before this is a new concept in Model Aircraft radio and in keeping with the Silvertone tradition. Prototypes will be seen at the Nats.

(Continued from page 8)

When the Australian Army Forces were committed to the land fighting in New Guinea, it was realised that the most ideal type of ground co-operation could be effected by a flight of three fighter aircraft, as machines of this type would be able to challenge enemy aircraft in combat if interrupted in their task. One of the few aircraft seriously considered, the Australian designed and built Boomerang, was not available in sufficient quantities at the time. In fact by November 1942, only 13 had been produced. By contrast some 620 Wirraways had been completed, and the type was adapted for direct support of ground operations in the South West Pacific area.

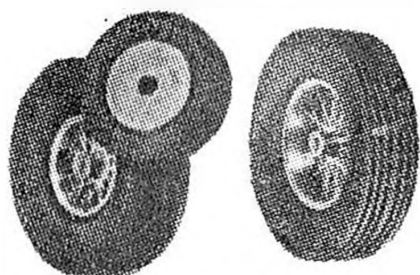
The Wirraways soon became a familiar sight to the Australian troops, especially since they were able to operate comparatively unmolested by Japanese aircraft. Their strange assortment of tasks rapidly grew in number and before long included airborne reconnaissance, message delivery, distribution of propaganda leaflets, target marking, strafing, dive bombing, aerial photography, and supply dropping.

When the first Boomerangs arrived at No. 4 Squadron in mid-1943 they acquitted themselves well to similar duties as the versatile Wirraways had undertaken, their added speed, manoeuvrability and firepower being proved greatly advantageous. Boomerangs and Wirraways were often used side by side on operations, one of the earliest occasions being in early September, 1943. Eight Boomerangs and two Wirraways were sent to Tsili-Tsili to give direct support to the 7th and 9th Divisions A.I.F. each division being allotted four Boomerangs and a Wirraway for supply dropping, ferrying of officers, tactical reconnaissance and low altitude strafing. The time between a request being received and the aircraft's arrival over the target was usually about 40 minutes. As the new technique was perfected, the time was considerably reduced, resulting in some of the most remarkable air to ground co-operation in the whole of the Pacific War.

Boomerangs were continuously used during the hostilities in New Guinea until March 1945, when the Squadron left to take up duties at Morotai Island.

On Bougainville Island, in the Solomons, No. 5 Squadron were engaged in similar duties but more particularly in finding targets for the Army and Royal New Zealand Air Force Corsair fighter bombers then operating from Torokina. The Boomerang and Wirraway pilots usually strafed and dropped smoke bombs on targets before zooming up to a safer height to direct strikes and call corrections to the Corsair pilots by radio.

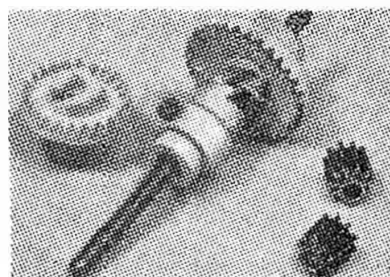
Commenting on the work of No. 5 Squadron, Group Captain G. N. Roberts, A.O.C. of the New Zealand Air Task Force said: "We find that the excellent pinpointing by the Boomerangs has made the job a great deal easier and much more effective. Prior to their arrival, our boys were becoming browned off because they could not see the effect of their bombings and they had almost run out of targets".



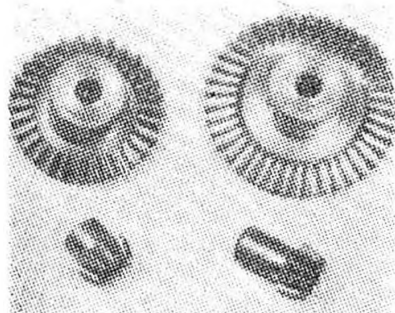
WHEELS

M.R.R.C.

Road Racing Accessories



BEVEL GEARS



GEARS

HOBBY AND TOYLAND

EVERYTHING FOR CAR RACING

THE COMPLETE RANGE

● SEE IT AT

SHOP, 34 ANGLE ARCADE
ASH ST., SYDNEY

Only 8 ft. through Woolworths Wynard
side entrance.



HAND CONTROLLER

HINODE

WHEN ONLY THE BEST WILL DO.

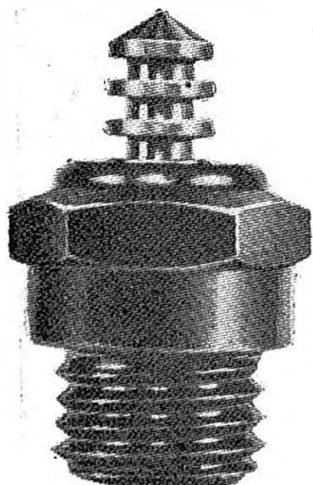
AND ISN'T THAT ALL THE TIME?

HINODE 2A-5T TX	£26	3	6	9 VOLT 27-120 MC.
HINODE 2A-GT TX	£32	3	0	12 VOLT 27-120 MC.
HINODE 4A 6T TX	£32	3	0	12 VOLT 40-68 MC.
HINODE ST 146 TX	£32	3	0	Same as above but with monitor.
HINODE R250 RX	£9	5	6	9 VOLT 27-120 MC.
HINODE R430 RX	£11	15	6	9 VOLT 40-68 MC.
HINODE MS5 SERVO	£6	3	6	3 VOLT — IT'S MIGHTY.

HINODE THE BEST NAME IN SINGLE CHANNEL TONE RC GEAR
IT'S MIGHTY GEAR!

THE MODEL DOCKYARD Pty. Ltd.

216 SWANSON ST., MELBOURNE, AUSTRALIA



THE FIREBALL IS HERE!

The FIREBALL PLUG line offers you three combinations of hot standard, and cool heat ranges in long or short reach. In other words, with six different plugs available, there is a FIREBALL PLUG for every combination of engine, fuel, and weather. Be prepared . . . keep at least one of each in your field box.

THE MIRACLE GLOW ELEMENT, in three heat ranges is a superior platinum alloy that gives up to three times longer life than the average plug coil.

THE COLOUR CODED INSULATION provides immediate identification of the plug's heat range even after it has been removed from the blister pack.

Having manufactured and sold over 3½ million glow plugs, Swanson Associates brings long and valuable experience into the design and production of the FIREBALL line.

Be prepared for any combination of engine, fuel, and weather. Keep at least one of each of the six different Fireball plugs on hand at all times. **EACH PLUG ONLY 8/9**

The FIREBALL HOT—1.2 to 3 volts. For fast starts in any weather, especially winter. This antiflood plug has good idle characteristics. Excellent for R/C and FF, .049 to .60 engines. Perk up those tired mills! In long and short reach. Colour coded with RED insulator.

The FIREBALL STANDARD—1.2 to 2 volts. Excellent for all types of flying—R/C, U/C, and FF. Like all Fireball plugs, it's built for extra long life and dependability. For all engines, .049 to .60 displ. In long and short reach. Colour coded with YELLOW insulator.

The FIREBALL COOL — 1.2 or 1.5 volts Made for higher compression engines, hot fuels, and for high nitro fuel formulas. This plug will also cure pre-ignition problems. Like the other Fireball plugs its heavy duty, high action element assures fast starts. For all engines, .049 to .60 displ. In long and short reach. Colour coded with BLUE insulator.

ANOTHER AUSTRALIA WIDE SERVICE TO AEROMODELLING BY —

TOYS & HOBBIES DISTRIBUTORS

83 IPSWICH ROAD — THE GABBA, BRISBANE

For the first time in Australia a complete range of glow plugs is offered to Local Aeromodellers everywhere.

MERCO

BRITAIN'S FINEST GLOW MOTORS

Now you can buy a custom built engine, engineered in the highest traditions of British workmanship, at an economic price that compares favourably with that of any comparable series-built unit. Merco engines have been designed and manufactured to give a long working life with a high performance. When you buy a MERCO you buy **USABLE POWER**. Power that stays "on" right through the pattern whether it be in U/C stunt or R/C. Leading experts in the R/C field have already acclaimed the MERCO 49 as being tops in its field. Why not follow their lead and buy an engine that has been designed-engineered not just for today but for tomorrow?

'49'

Features

BUILT IN THE HIGHEST TRADITION OF BRITISH ENGINEERING AND WORKMANSHIP.

CAN BE INSTALLED IN YOUR MODEL AFTER A SHORT BREAK-IN PERIOD OF ONLY THIRTY MINUTES.

WEIGHT 12½ OUNCES. B.H.P. OVER 0.7 AT 11,500 R.P.M.

R.P.M. RANGE ON THROTTLE CONTROL 2,500 - 13,000.

CAPACITY 0.49 CU. INS. 8 CCS.

MERCO

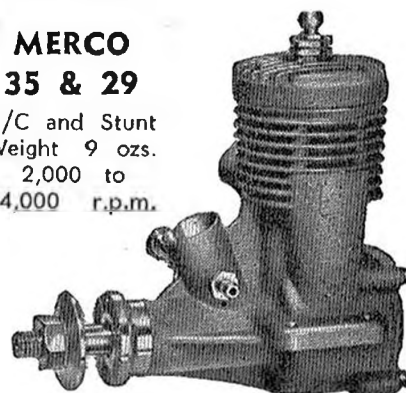
35 & 29

R/C and Stunt

Weight 9 ozs.

2,000 to

14,000 r.p.m.



Your Dealer can show you a Merco and supply you with an illustrated leaflet giving full mechanical details of all models.

Dealers contact:

Australian Distributors: L. O'REILLY

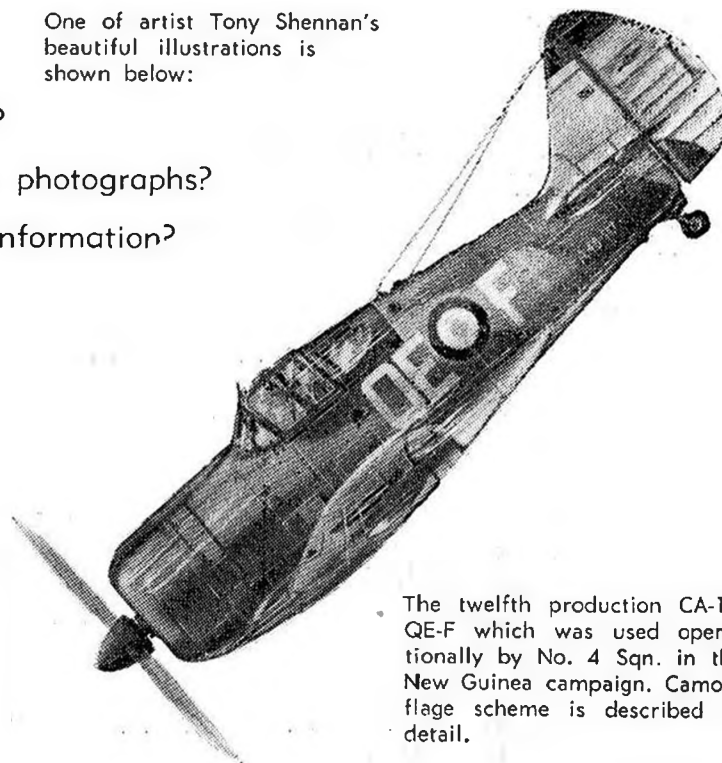
3 Oxford St., Hillcrest
South Australia

ATTENTION SCALE MODELLERS (and others !)

DO YOU APPRECIATE —

- * Accurate scale drawings?
- * Cockpit and airframe detail?
- * Previously unpublished rare photographs?
- * Camouflage and markings information?

One of artist Tony Shennan's beautiful illustrations is shown below:



The twelfth production CA-13 QE-F which was used operationally by No. 4 Sqn. in the New Guinea campaign. Camouflage scheme is described in detail.

THEN THESE TECHNICAL MANUALS ARE FOR YOU!

Series I

1. Hawker **Hurricane**
Described by Francis K. Mason,
A.R.Ae.S.
2. Commonwealth **Boomerang**
Described by Geoffrey Pentland.
3. Lockheed **P38 Lightning**
Described by Roy Cross.

ORDER FROM YOUR LOCAL NEWSAGENT OR DIRECT FROM THE PUBLISHERS

Kookaburra Technical Publications 81 Potter St., Dandenong, Vic.

PRICE: Only 10/6 each plus 6d. post* or 30/- the set post free!

* Send a stamped addressed envelope for a free descriptive photographic brochure by return mail.

KOOKABURRA Historic Aircraft Books —

WRITTEN BY EXPERTS FOR EXPERTS! — ADVERTISED WORLD WIDE!

● TRADE ENQUIRIES WELCOME

"O.S. SUPERHET" IS SWEEPING THE COUNTRY - -
FLY THE LATEST O.S.
"SUPERHET" MULTI SYSTEMS
Available on — SIX — TEN — OR TWELVE CHANNELS!

- O.S. HAVE SET NEW STANDARDS OF GUARANTEED QUALITY AND PERFORMANCE.
- EASILY LEADING THE FIELD WITH SUPERIOR DESIGN TECHNIQUES — WORKMANSHIP — AND QUALITY COMPONENTS.

TRANSMITTERS —

- TX-6s . . . TX-10s . . . TX-12s . . . ALL DUAL SIMULTANEOUS.
- NEW COMPACT DESIGNS. TX-12s IS ONLY 7" X 5½" X 2¾"!
- ALL 12 VOLT OPERATION, WITH BUILT-IN CHARGING JACK FOR DEACS OR NICADS.
- NEAT OUTPUT METRE AND SEPARATE BUTTON FOR LOADED VOLTAGE CHECK.
- PERFECT TONE STABILITY AND POWER OUTPUT FROM 0 TO 140 DEGREES, EVEN WITH 30 PERCENT BATTERY VOLTAGE DROP.
- CRYSTAL CONTROLLED ON BANDS 1 - 2 - 3 - 4 - 5, ALL OF WHICH MAY BE FLOWN TOGETHER.
- HIGHEST QUALITY SILICONE TRANSISTORS AND TONE TORRIDS.
- CENTRE LOADED AERIAL AND LOW 65 M.A. BATTERY DRAIN ON SIGNAL.
- MANY OTHER O.S. CUSTOM BUILT EXCLUSIVE FEATURES, INCLUDING LEATHER CASE.

"SUPERHET" RECEIVERS —

- RS-6 . . . RS-10 . . . RS-12 . . . ALL MATCHING CRYSTAL CONTROLLED, ON BANDS ONE TO FIVE.
- COMPACT 6 VOLT DESIGNS, IN UNBREAKABLE ANODISED HARDENED DURAL CASE.
- ULTRA LIGHTWEIGHT AND VIBRATION PROOF.
- RELAYLESS WITH PRE-CABLED SERVO LEADS.
- GUARANTEED OUT-OF-SIGHT RANGE AND OPERATIVE STABILITY FROM 0 TO 140 DEGREES.
- O.S. CUSTOM BUILT CRAFTSMANSHIP . . . BY ANY COMPARISON THE WORLD'S BEST.



TX-10s — £60
TX-12s — £63



RS-10 — £47
RS-12 — £50

**UNCONDITIONALLY GUARANTEED FOR
 PERFECT PERFORMANCE . . .**
**FLY FORMATION IN '65 WITH O.S.
 SUPERHET . . . at Australia's Lowest Prices!**

O.S. DISTRIBUTORS (AUST.) 2 ERASMUS STREET, SURREY HILLS, VICTORIA