

# Model <sup>2/-</sup> News

JANUARY-FEBRUARY, 1958



## ZUNGER

By Ken du Bonford



## CLUB NEWS



## ZIPPER

Beginners' Glider



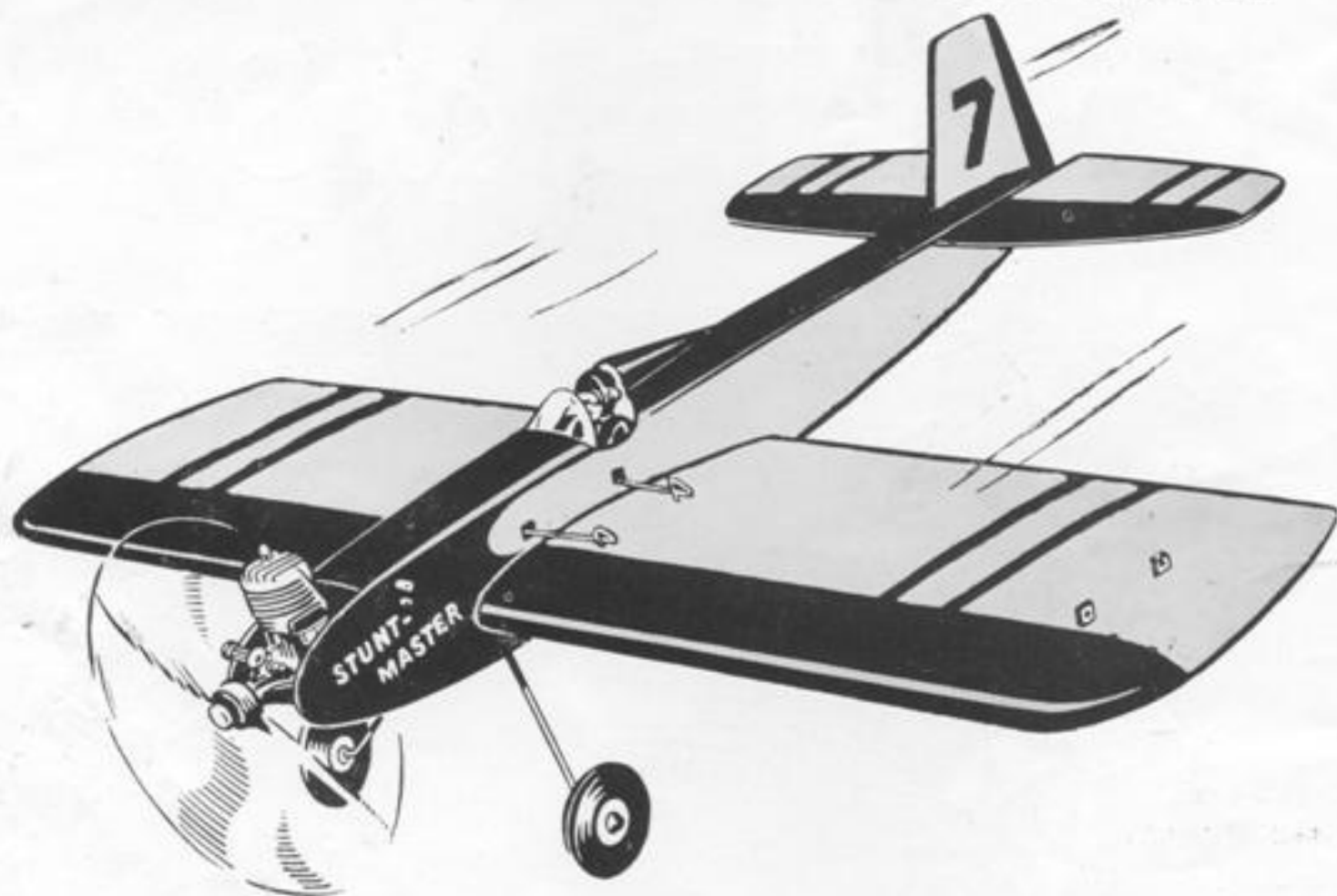
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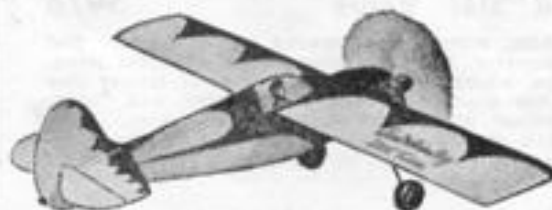
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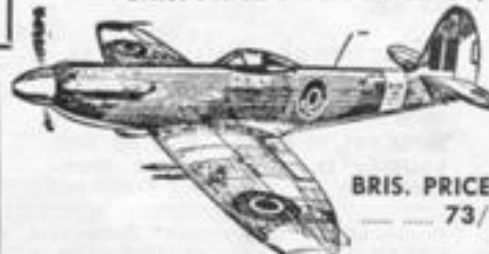
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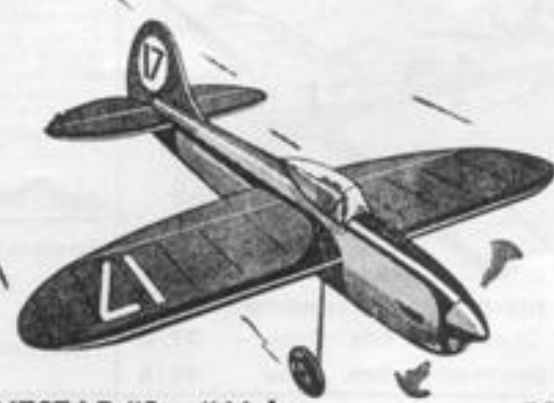
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# MODEL NEWS

Volume 2, No. 1

JANUARY - FEBRUARY, 1958

Edited by Adrian Bryant and Russell Hammond

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## COVER STORY

Basil Healey, of Bankstown, Australia's most consistent Free Flight Modeller. He entered this Superb H.E. 162 in the Free Flight flying scale at the 11th Nats. Model is powered by a Jetex 350 unit. Most ambitious project seen at the Nationals.

## Editorial . . .

*It was with deep regret that we learnt of the untimely death of R. Bolwell in a motor cycle accident just prior to the 11th Nationals.*

*Dizzy, still a junior, was one of Victoria's leading stunters and a natural in combat.*

*Earlier this year when Dizzy won the Hearn Trophy it was predicted that his name would appear on this trophy with monotonous regularity.*

*However, this was not to be and Model News joins with modellers all over the country in extending their sympathy to the Bolwell family.*

*Model News is a couple of weeks late this issue, but we feel sure our readers will forgive us when we point out that these two weeks were necessary to allow time to get back from the Tassie Nats. and do a full report for this issue.*

*As far as we know, the 12th Nats. will be held at Richmond Aerodrome, near Sydney, next Xmas.*

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# "In the Middle of an Island"

## A Report on the 11th Nationals



Two pleasant Victorian competitors, Max Nicholls assisting D. Boughton in Class II power. Max missed out this year. Flew three Amazooms. Zoomed up and down.

The 11th Australian Nationals were held at Campbell Town, Tasmania, on rolling hills in the middle of the sheep country, surrounded by mountains.

The town is small, quite old and features a number of convict built churches and bridges. The two hotels nestling in the main street were taken over by modellers for nine days during the running of the Nats.

An interesting sidelight is that Tasmania has 10 o'clock closing.

**FIRST DAY**, Dec. 28, was devoted to processing and this was carried out smoothly in an old stable behind Powells Hotel, the whole lot being completed before dinner that night.

**SECOND DAY** dawned bleak, cold and rainy with competitors shivering in the half light and attempting to get in the first rounds of F.A.I. Power, A/2, and Wakefield between 5.30 and 7.30. After breakfast the weather cleared and the wind blew from the opposite direction and continued to change all day. 9.30 till 12 noon the first and second rounds of Class 1 Power, 1st and 2nd rounds of Jetex and round 1 of F.A.I. Sailplane were flown off. R. Brown's 10ft. Sailplane arrived vertical from a 328ft. towline on its maiden flight, and this was the cause of the earth quake felt in Tassie over Xmas.

In the finals of the **CHUCK GUIDER**, after lunch, Geoff Pentland, with a time of 168 secs., just nosed out Col Stones 167.7 with D. Boughton 139.5 third. One wing tip of Geoff's 24in. glider



Left: Basil Healy with his four-year-old F.A.I. Sailplane returning after retrieving with "Fluence" Cooper. Coop's model is Class II power job, powered with a Dooling .29.

was covered with silver wall paper which flashed in the sun, and was of great assistance to the timers. In the final of **CLASS 1 POWER**, Bond Baker, Qld., 12.36 to 1 won from Rick Ellis, Vic., 10.91 to 1 and M. Cameron, Tas., 10.87 to 1. **JETEX** times were good considering the conditions and B. Clarke, Charlie's son, flew Jim Sinclair's model into first place with a time of 375 secs. Graham Sinclair was second with 221.6 and Ron Brown's 133.6 was good enough for 3rd place. All placegetters from Vic. Times at the end of the second round F.A.I. Power were very good in light of the conditions. B. Winter, Vic., 246.2 secs., led from B. Healey, N.S.W., 214 secs., G. Sinclair, Vic., 213 secs., and Col Stones, Vic., 212 secs. **THE**



Denis Whitely preparing to launch his giant Class III power ratio model. Powered by a Fox .59. Denis built this model at the Nats.



Keen and quiet. D. Harlow, of Vic. Won almost everything entered for, nice work for a Junior. Shown here with his combat model O.S. 29 powered. Model won appearance points, Junior stunt, Junior Combat and then the Senior Combat.

WAKEFIELD as usual saw the country's top fliers battling it out, and at the end of the second round Australia's Wakefield Team stood as B. Chinchella, Tas., 248, J. Fullerton, Vic., 244, A. Cooper, N.S.W., 241, and Wakefield Champ., P. Van Leuven, W.A., 234.3.

**THIRD DAY.** A beautiful free flight day devoted entirely to Control Line. **CLASS A TEAM SPEED:** Once again Oliver Tigers proved superior to Glow Motors. Graham Sinclair won in Australian record time of 10 mins. 40.3 seconds. Sinclair's model also won the prize for the best finished model in class A and first place in combined A & B Class, and an O.S. 29 motor from O.S. Distributors.



Tony Farnan, second place in the Senior Stunt with this O.S. 29, powered Montgomery Ramrod. Right, J. Pfeifer won class 3 team speed with a Sabre .49 model.

**STUNT.** This produced many surprises; only one competitor managed to complete the pattern on his first flight, due to faulty motor runs, which undoubtedly could be attributed to the climatic conditions. By the second round all motors were running smoothly. However, T. Farnan's motor cut when inverted doing the last manoeuvre and arrived wheels up like a stunned plover and lost his landing points.

Appearance points played a big part in deciding the winner, and away out in front on appearance points was Bob Hyde's beautifully finished Thunderbird with O.S. .35 and Tornado 10in. by 6in. prop. Bob was first with 371 points. Later in the day Bob was teaching Lee Ellis to fly with this beautiful combination. NUFF SAID!!!

Second place went to Tony Farnan, Ramrod, O.S. 29, O.S. 10in. by 6in. prop. Tony stacked his Ramrod test flying the evening before and lost out heavily on appearance points. In the words of the master after the crash, "that's the first time I've done that in four years."

Third, I. Wright, Ramrod, O.S. 29, 10in. by 6in. Mi-T prop. Col. Cliff after crashing in the first round flew his reserve model and lost his appearance points; however, he still gained 245 points. Col's reserve model was a Central Centaur and with its trike U/C gained best takeoff and landing points. Col. is another Mi-T prop. user.

**JUNIOR STUNT** was won by young Vic. flyer D. Harlow; model was own design, O.S. .35 powered with a Mi-T 10in. by 6in. prop.

**FOURTH DAY.** Calm, overcast, ideal free-flight day. Len Quinn and Lee Ellis flew over the freeflight area and recovered many lost models. Third rounds of A/2, Wakefield and F.A.I. Power before breakfast. Little change in positions. Basil



Shylock Jim Marion trying to coax dough out of Ian Wright's O.S. .35 powered Class II come Class III Team Speedster. Note top wing sheet Balsa held on with rubber bands to bring it up to area.

Healy showed all and sundry how to fly Power to the new F.A.I. rules with his 2.5 Webra powered Stomper using a Mi-T prop. He finished well in front of B. Winter and Col. Stones.

**A12 SAILPLANE** was a keenly fought contest over five rounds and the final placings were Arthur Cooper, N.S.W., M. Cameron, Tas., D. Jacobs, Tas., and Bob Greenhill, Vic. These four make up the Australian A/2 team.

**CLASS II POWER RATIO.** Competition in this event was hot, with Rick Ellis, last year's Champion of Champions, winning with an O.S. 29 in a model he had built for a 2.5 motor. The model had a rocket climb and he used a motor run of just over five secs. The new O.S. timers were everywhere and after all these years timer and fuel cutoff troubles have been eliminated.

First, R. ELLIS, O.S. 29.

Second, G. SINCLAIR, O.S. 29.

Third, D. BOUGHTON.

**WAKEFIELD.** The last two rounds saw everyone winding to the max., but to no avail. The old MASTER Jim Pullarton was there and showed the rest of the field the way home. The other three of the Australian Wakefield team are B. Chinchella, Tas., Paul Van Leuven, W. Aust., and A. Cooper, N.S.W. Arthur Cooper has since stood down in favour of Bond Baker, Qld.

One time Australian Wakefield Champ., Bond Baker, Qld., was down with his new model but was unplaced. Without a doubt the most beautiful Wakefield ever seen in Australia. But with its huge 26in. prop. and 9 strands of rubber it was underpowered for Tassie conditions. Paul Van Leuven sent over two models and heaps of instructions which no doubt helped proxy flyer Russ Hammond gain him a place in the team.



Fingers!!! Tony Auden, of Vic., hand starts his 4 Mills .57 powered Lincoln Bomber. Overlapping plastic props caused much blood to be splattered over the cricket pitch.

**FIFTH DAY.** Another bonzer day devoted to control line. The qualifying flights and heats of the **CLASS B TEAM SPEED** produced many surprises, and the most talked about was Tony Farnan's O.S. 29 powered Accelerator. It won everything except the final, even won the appearance points. Unfortunately in the final the battery lead had broken and by time this was discovered the other models had up 30 laps. From then on it moved and finished in third place.

1st, Barry Turner, Vic., O.S. 29, Accelerator, 8in. by 7in. Tornado prop. 2nd, B. Tucker, Fox, own design, 8in. by 7in. Tornado prop. 3rd, T. Farnan, O.S. 29 Accelerator, 8in. by 7in. Tornado prop.

The Advertiser Trophy was won by Tony Farnan with his O.S. 29 powered Accelerator, using a "Chicken Hopper" tank.

**SPEED.** This was a bit of a farce with Team Racers filling in most of the places. In Class 1 Speed Tony Farnan did a good run with his new O.S. 15 powered model. It clocked 100 m.p.h., and this will be easily bettered with a little work. It was an interesting model with a fibre glass pan which is about 3oz. lighter than a metal one.

**F.A.I. SPEED CLASS 1:** Tony Farnan and G. Rice, Vic., O.S. 15—new Aust. record, G. Sinclair, Vic., I. Wright, Vic.

**F.A.I. SPEED CLASS II:** Tony Farnan and G. Rice, Vic., O.S. 29; B. Turner and R. Ellis, Vic.; D. Harlow, Vic.

**F.A.I. SPEED CLASS III:** D. Harlow, Vic., I. Wright, Vic.

**SIXTH DAY.** Windy. **CLASS III POWER RATIO:** This was much more competitive than expected and produced a lot of really good flying. George Pickers, Qld., came out on top using an O.S. powered Ramrod with a Mi-T pro., ratio



Pictures can not do Bond Baker's Models justice. His new Rule Wakefield is a beauty. Underpowered for Tassie condition. Bond won Class I power.



B. Chandler, of Tasmania, attaching the lines to his O.S. 29 powered Zero built from a Central Aircraft kit. Model won Control Line Flying Scale. Model featured good cockpit detail.

12.8 to 1. Rick Ellis used the same model that he used in Class II and returned a ratio of 10.6 to 1 for second. Art. Cooper, N.S.W., with 10.3 to 1 was third. Coop missed the second round trying to get his model out of a tree. Lost model altogether on third flight.

**RADIO CONTROL.** This wasn't as competitive as expected, but is certainly gaining in popularity. G. Waddle, Tas., won this one in no uncertain manner from D. Saxby, S. Aust., and N. Ablethorpe of Vic. Doug. Saxby lost his rudder halfway through his first flight and ploughed into terra firma at a great rate of knots. The nicest looking model was one entered and flown by Ken ten Broeke of Tas.

**F.A.I. SAILPLANE.** As usual a hard event to win and had many competitors. Dave Jacobs won, flying an A/2 with a total time of 791.8. B. Healy, N.S.W., 728 secs., was second flying his 4 year old F.A.I. model. This plane has won countless trophies, but spun in for 140 secs. in the final round, so Basil gave it away, or what there was left of it. Bob Greenhill, Vic., another old hand, took 3rd place with 624.8 secs. flying his A/2. Bob had a 10 footer under way but didn't get it finished in time. Unlucky competitors in this event, Mr. and Mrs. Carney, of Tas. Both lost their Sailplanes in this event and the A/2. Didn't get them back till event closed.

**FREE FLIGHT FLYING SCALE.** A small but good field. Ken de Bomford won with 4 year old Norseman. This model won at the 8 Nats. in Adelaide, 9th in Brisbane and again this year. Must be the toughest model in the country. Built from King William pine, plywood and fabric covered. Power Amco B/B. 3.5. One flight the Norseman crashed hard enough to bust two packets of life-savers in the cabin, but model was undamaged. The old Norseman made its qualifying flight after the fifth attempt. As Ken said, "familiarity breeds



Bob Hyde smiles confidently as he starts up his O.S. 35 powered Veco Thunderbird. Assisted by Mr. Harlow. Bob won open Stunt and appearance points.

attempts." J. Elliott flying a Newport 17 was second. This model was powered with an old Frog. 100. This model had already been flown in the night scramble and had suffered a few scars. Basil Healy's entry, a most ambitious project, was a superbly finished H.E. 162 or Peoples Fighter. This was the most exact model at the Nats., for scale, finish, etc. It was powered by a Jetex 350 and only had to fly to win. But it just couldn't get airborne from an R.O.G. start. However given a tarmac it would easily enough.

**POWER SCRAMBLE.** That organised shambles that denotes the end of all free flight events and the end of most models. C. Marsden proved himself still Australian scramble champion. Using the same Mills powered job that he used last year he showed the rest of the field the way home with 950 secs. Close on his heels was R. Brown with 919 secs., and Fluence Coop (A. Cooper) 771.5 third. The usual outstanding model was present as always, and this year it was a walking stick fitted with a pair of Wakefield wings, and it managed to plough through a model twice its size and reduce both the unuseable heaps.

**SEVENTH AND FINAL DAY.** Class III team Speed. J. Pfeifer won this with his own designed Sabre 49 powered model. He would have chopped 20 seconds easily off the Australian record but his motor cut less than half a lap from home. Except for the winning model and Dave Jacobs all the other competitors tacked extra area on to their Class 2 models.

**CONTROL LINE SCALE.** This didn't draw as many entries as usual and except for the winning model and the Lincoln the standard was only fair. Tassie builders took out all three places. B. Chandler's O.S. 29 powered Zero was the winner. This model was built from a CENTRAL AIRCRAFT kit and was surprisingly accurate. The cockpit detail was very good. About the only thing wrong was the basic colour. In second place



The man with a smile for everyone, Col. Cliff about to fly his Glow Chief powered Central Centaur in Senior Stunt.

was J. Wigston with his model of the original De Havilland Comet 1934 racer Grosvenor House. Powered with 2 O.S. 15's this model was a very good flyer. An A26 Douglas Attack Bomber won third place for A. Moy. Tony Auden was unlucky in this event, had only to fly to win. Model Lincoln with 4 Mills .75. Has to be whipped off.

The organised destruction of model aircraft disguised under the name of — COMBAT. Flown to the new combat rules, this must have been the fastest run off combat in history. All through it looked like a win for young Queensland flyer Cedric Reinhardt, but time spent on the ground beat him in the end. The final was between Bob Hyde and junior stunt champion D. Harlow, with Harlow finishing on top. These two boys really flew combat and it was something to watch.



"The Three Musketeers", popular and efficient trio responsible for the 11th Nats. Len (live without sleep), Quinn, centre, Keith (help everyone) Leonard. Kneeling, Ken (don't make a wave) de Bomford. Along with Garth Wilmot these fellows deserve a medal.

**PRESENTATION DINNER.** Well attended and Bert Halmshaw was there as usual flying his indoor models. This year he was flying them three at a time. The dinner was opened by the Patron of the T.M.A.A., Mr. Von Stickless. The Tasmanians are extremely lucky indeed to have a man of such standing, character and humour on their side. He even throws his paddocks open to model flyers, a rare individual indeed. A surprising feature was that all the handsome trophies presented were made by the T.M.A.A.

**SOCIAL ACTIVITIES.** These got under way on the second night when Mac Munro showed movies from previous Nationals. Everyone appreciated Mac's efforts in this direction. The power scramble held the following night was something to see. Models scooting around the sky equipped with lights. It was certainly something different.



C/L entry of J. Wigston, Tas., was this De Havilland Comet powered by 2 O.S. 15s. Flew steady even with inboard motor dead. Placed second in C/L scale.

The National Rules Conference followed the scramble and the average boy will be more than pleased with the changes made.

A concert was held in the lounge room of the Campbell Town Hotel on New Year's Eve. Tony Farnan did a good job on the piano, Russ Hammond was there with his usual hillbilly act, Graham Sinclair put Elvis Presley to shame, and the acts were appreciated by all present. The first night of the New Year was set aside for the NATIONAL CONFERENCE. This was over in record time. For once all States agreed on everything.

The auction sale the following night was full of surprises with Sabre and Glow Chief motors bringing better money than American motors. O.S. motors brought the keenest bidding and highest prices. Best selling lines: Gorrie Mi-T Model Motifs, Tornado props. and King William pine.

To wind up: It was a very good Nats., although competitors not as numerous as in previous years. The organisation was excellent, right down to every small detail, like telephones laid out

to all timekeepers. Enough praise can't be given to that "tireless" trio Keith Lennord, Len Quinn and Ken de Bomford, ably assisted by Garth Wilnot. The Federal Secretary, Bill Grabowsky, did a good job on the P.A. system throughout the NATIONALS, and it was pleasing to see the way the "Mainlanders" bucked in and helped the Tassie officials.

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BY KEN de BOMFORD, OF TASMANIA

*Australian Free Flight Flying Scale Champion, 1954-55-57*

Persons (and others) at the 11th Nationals were interested to observe the Tasmanians building and repairing models using an unusual timber. The timber was King William Pine, and is found in several parts of Tasmania and has long been used in joinery, pattern making and boatbuilding. I know of no one who can claim to be the first to use it in model aircraft, but the fact is that it is widely used in Tassie for Spars, leading edges, longerons and other highly stressed members of airframes.

About four years ago a modeller in the northern part of the State began producing King Billy in the more common strip sizes. It is now obtainable by anyone in the State.

Arrangements have now been made for Australia-wide distribution of King Billy, and we in Tasmania feel quite sure that mainland modellers will agree with us that when it is used in a judicious mixture with balsa it makes any model much more durable.

The following details are an assessment of the timber's properties as applied to model aircraft, supplied by the Forestry Department:

1. Very flexible. When used for laminated wing tips, longerons, spars for curved dihedral, chuck glider, fuselages, it is without equal.

2. Accepts all glues used in aeromodelling. (It does, too, we've tried them all). It is quite porous, hence this quality.

3. Very fissile, both on the quarter and back off. Meaning that it splits easily.

4. Extremely durable in the ground. Will last for years. You may rest assured that your chuck glider can be left sticking in the ground for hours. It will not rot.

5. Has a very pleasant odour. This may help to offset some of the fearful smells of aeromodelling.

6. Density varies between 21 and 25 lbs. per cubic foot. This compares with very, very hard balsa. But King Billy scores on account of its flexibility. A wing with leading edge and spars of this timber will surprise you by its resistance to the incidental knocks of aeronautics.

### ZUNGER

This little number of a Mills .75 or similar, uses King William Pine, where it will do the most good. Apart from this detail it is simply a mixture as before and is constructed as usual.

#### FUSELAGE

Two side trusses of 1in. by 1in. King William where shaded, balsa elsewhere. Sew undercarriage to bulkhead B. Assemble bulkheads A., B. & C. Position engine bearers and cement well. Reglue all joints, then cover the entire fuselage with 1/32 inch. sheet balsa.

Fit soft block balsa nose side plates and scuttle. Cut fin from balsa sheet and fix in position. Fit all dowels and wing runners and cover entire fuselage with tissue. Cut windscreen and windows from on piece of celluloid and fit. Paint fuse to taste if any.

#### WINGS

Make up the wing ribs by the stack method. Build left and right hand wings, using only the 1in. by 3/32in. leading edge.

Join at correct dihedral, fit dihedral braces, cover leading edge with 1/16in. sheet. Add King William leading edge cap 1in. by 1in. Fit wing tips and carve to shape.

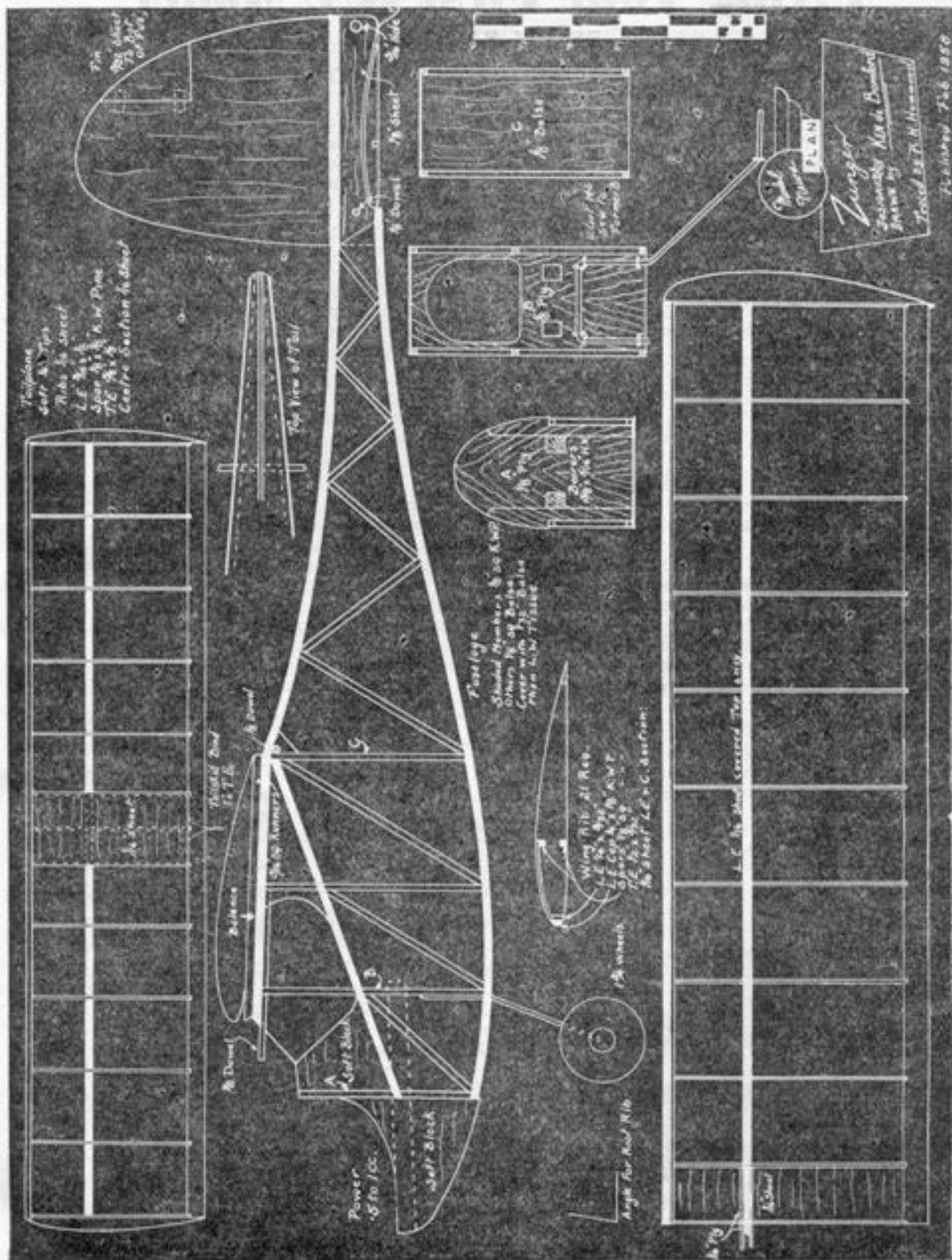
#### TAILPLANE

Similar to wing construction. Note. Tailskid is bound to trailing edge of tailplane. Cover wing and tail with tissue and dope. Assemble model and test for glide.

#### FLYING

Add weight to obtain correct glide trim. When happy with glide fuel up and try Zunger under power. It should fly straight off. Any circling trim can be introduced by means of the trim tab. As one critic put it, "it's so much like a Tomboy it must fly". Although Zunger is a sports model, you will find that its tough construction makes it ideal for Power Scramble events.

Happy Zungering.



A REPRODUCTION OF THE FULL SIZE PLAN

# Flying Your First R/C Model

BY JIM PALMER

*For those about to test and fly their first Radio-Controlled Model, Jim gives the following practical advice:*

On the way home from your favourite hobby shop after purchasing your choice of radio gear, pick up the necessary batteries for the high tension, filament and actuator. I have found that packs of pen cells are more desirable than single unit cells of larger size.

With the aid of the wiring diagram supplied with the set wire up your equipment with light weight multistrand wire. Use different colour wire, which is a later aid to circuit tracing.

Once you have the equipment installed, double check until everything is in order. It is very easy to make a mistake. Should you get the H.T. plus connected to the valve filament, the life of the valve will be very short. Things like this have been known to happen!

Now plug in your 0 to 5 millimeter. Thanks to O.S. Distributors of these are now available in Australia. O.S. have just released a small millimeter with an 11in. diam. face, which is suitable for building into model aircraft. Tune your receiver, according to instructions supplied with the set, at close range. Get your mate to take the transmitter a 100 yards down the paddock and do a range check. Now check the equipment with the motor running. This is important. Any tendency for the rudder to skip indicates vibration, and could come from a loose motor, unbalanced prop or receiver not sufficiently insulated with foam rubber.

Check every item before each flight. Only this morning Max Flannagan, flying his Enya powered Blitzen, failed to check the number of turns on his actuator rubber. After a nice power flight he ended up down wind on the glide, ran out of turns and collected a fence.

Don't fly unless you are sure everything is 100 per cent.



Tony Farnan's "Fly Wire", equipped with home-made 3 reed receiver, electro servo proportional rudder, balanced elevators, motor control, symmetrical section. "A pig to launch and a cow to fly".

Chose a calm day for your first flight. Start up motor. Get your mate to hold the model while you man the transmitter. Make sure that both transmitter and receiver are switched on. Check rudder operation.

On standard escapements it is a good idea to have left rudder coming up after the launch. The model normally spirals tighter to the right due to torque from the motor. If right rudder is next on the actuator there is the danger of the model spinning more and losing height too early in the flight.

Launch model into the breeze and it should climb away in a gentle left hand turn with no signal. At this stage signals should only be used to keep the model ahead on into the wind, allowing it to gain altitude.

At a safe height of 30 to 50 feet you can proceed to make your first turn. For your first flights it is best to fly back and forth over your head than to try fancy manoeuvres. If your glide trim on these first flights is straight and level any tendency to turn under power must be corrected by adjustments to the thrust line.

In your first attempts at landing do not try to get the model back to the transmitter. Just concentrate on getting the model down in a nice flat glide. Spot landings come with practice.

## IN THE NEXT ISSUE

An article on Radio Control from Frank Bethwaite, of N.Z. Frank is an internationally famous modeller, and former world record holder for RC duration.

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MODEL NEWS

381 Casino Road, Kyogle, N.S.W.

# Team Racing with ETA's

BY ALAN BROWN

Alan, a past president of the M.A.A. of N.S.W. and a member of whatever organisation that has controlled Model flying in N.S.W. since 1933, has achieved outstanding success using ETA 29 motors in team racing. Alan has received letters from all over Australia and New Zealand requesting the good oil on ETA's. The following is a copy of the letter Alan sends out in answer to such requests.

Dear Sir,

I am in receipt of your letter inquiring re the use of ETA engines in Team Racing.

I purchased an ETA second hand about two years ago and so I cannot tell you what mark it is, but I think it is a mark III, and it was just about run in when I got it. From my experience and observation I would say that ETA's require at least one hour's running in and a lot of chaps sell their ETA's before that period is completed in the mistaken belief that ETA's won't go.

I have used this one engine in the one plane for two years now and have only broken three propellers in team racing in that time. Races won include the 1955 and 1956 Western Districts Team Race Championships. The 1956 Lithgow Championships, the 1957 Sydney Metropolitan Championships and second in 1956 N.S.W. State Championships (we got a fuel blockage when leading by 30 laps on Darcy Peck, who won). However, I don't say I am an expert, as I may have fluked the right tank set-up, etc., but what little I know I am pleased to pass on.

**TANK SET-UP.**—I use an ordinary commercial tanks, 2½ in. x 1½ in. x 1 in. on its side, set in the fuselage so that there is about 1 in. gravity feed above the needle valve.

**NEEDLE VALVE.**—I removed the "ETA" needle valve and substituted a two-hole Sabre needle valve with the holes vertical. This for economy and ease in starting.

**PROPELLER.**—I use an 8 in. x 7 in. finned down Peperill Whirlwind. To make an ETA go I find that you have to get around 1,400 r.p.m. and this size propeller allows that.

**PLANE.**—I use a modified George Moir 1955 Rambler, weight new 22 ozs., now 27 ozs. The wings and fuselage are balsa, covered with silk, as I feel that a high revving engine like the ETA 29 requires a solid foundation to prevent vibration and consequent loss of revs.

**STARTING.**—I use slight gravity feed from the tank to keep the fuel up and then prime with a couple of drops through the port when ready to go.

**FUEL.**—I use a medium fuel as follows: 20 per cent. Castor oil, 5 per cent. Nitro benzene, 10 per cent. Nitro methane, 65 per cent. methanol.

**PLUGS.**—K.L.G. long reach.

The above covers everything I have learnt on the ETA and I would like to hear from you concerning your success or otherwise using this engine. Incidentally, to give you an idea on performance for comparisons when new and 22 ounces the plane did 50-54 laps at about 90-94 m.p.h., now that the plane is two years old and 27 ozs. it does 45-50 laps at about 90 m.p.h.

The best time for the 10 mile race was 8 minutes 50 seconds, but the average time now is about 9½ minutes, which will still win a lot of team races. Laps and speed vary a little on weather conditions, but starting is instant at all times.

Looking forward to hearing from you, I am,

Yours sincerely,

ALAN BROWN.

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MK V Everest £30 (N.Z.)

The Mk IV are three channel, MK V is 6 channel

Dynajet Motors £12/10/-

M.E.W. Jet Motors £6/10/-

J.B. 1cc. Bomb Diesel £3/2/6

J.B. 1cc. Bomb Glow £3/12/6

J.B. 1.5cc. Atom Diesel £3/7/6

J.B. 1.5cc. Atom Glow £3/17/6

The June Model Aircraft in their notes declared there is no better motor available in their class than the J.B. The above prices include the Plug with the Glow Motors, and airscrew, mounting bolts and 2oz. fuel with each motor.

The following BERKELEY Kits manufactured under licence, are available. Each equipped with Berkeley plan and decals. Parts block cut, near ready to assemble:

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cut parts £8/10/-

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THUNDERBOLT, 40½ in. wing, CL, £3/17/6

BIRD DOG, 36 in. w, CL, FF. Rubber, £2/12/6

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***The Tasmanian Nationals***

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- ★ Award for best "B" Class Team Racer at Nationals

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## NORTH COAST CHAMPIONSHIPS

April 5 and 6, Easter 1958, at Lismore, N.S.W.

Accommodation available, food and drink on the fields, as well as model supplies.

Barbecue Saturday Night

### SATURDAY, 5th, CONTROL LINE

1. Open stunt, with trophy for best junior under 16.
2. Control line scale.
3. Class 1 Team Race, five mile heats, 10 miles final.
2. Class 2 Team Race, five miles heats, 10 miles final.
5. Combat.

### SUNDAY, 6th, FREE FLIGHT

1. Power up to 1cc., 15 second motor run, 3 Rounds, 3 minute maximum.
2. Power over 1cc., 15 second motor run, 3 Rounds, 3 minute maximum.
3. Open Rubber, 3 flights, 3 minute maximum.
4. Open Sailplane, 3 flights, 3 minute maximum.
5. Free Flight Scale.
6. Radio Control, 2 flights.
7. Special event for Semi-scale Models, judged on appearance and flight.
8. Power Scramble, 1 hour.  
Administration fee 5/-, plus 2/6 per event.  
Entries close 30th March, 1958.  
Entries will be accepted on the field at 3/6 per event.

Those requiring accommodation must notify the Secretary before 30th March, 1958.

Address all correspondence and entries to J. Palmer, c/- North Coast Hobby Centre, 155 Keen Street, Lismore, N.S.W.

\* \* \*

## WIDE BAY CHAMPIONSHIPS

Over the Easter weekend at Maryborough, Qld. Full control line programme. Free flight events depend on use of 'drome. See Club News for details.

\* \* \*

We understand that the New South Wales Championships will be held in Sydney over Easter. No details as yet. Write Association for more information.

## ZIPPER

Hand launch glider for the beginner or "old hand"

This type of model is about the most simple, which can give reasonable performance. The cost is only a shilling or two, and it can be built in an evening.

The plans accompanying this article are full-size, and can easily be traced out onto the necessary sized wood by the use of carbon paper, or should you prefer, it may be more simple to trace out the plan onto some thin cardboard which can be cut out to form templates, which in turn can be used to mark out as many gliders as desired. A ball point pen is very good for marking balsa.

Note that the fuselage is in two pieces on the plan, and when tracing it out be very careful to make sure that it is aligned correctly. The wing and tailplane mounting should be in line. Only half of wing, and tail plane are shown, but no difficulty should be had in drawing out full wing and tailplane.

Commence construction with the mainplane (wing). Select a sheet of hard, light balsa. Mark on this the wing plan, and cut out with a sharp knife or "Gem-type" razor blade. Trim the wing to outline shape accurately with sandpaper. Note the airfoil section shown on the plan in solid black. The wing must be sandpapered to this shape. Commence with medium coarse sandpaper, finishing off with very fine. Check the true centre line of the wing, and cut a deep "V" along this centre line. Do not cut right through. Carefully crack the wing so that the wings can be tilted up 2 1/2 in. at the tips as shown in the small front view sketch shown on the plan. The easiest way of doing this is to pin one side of the wing down onto building bench, and tilt the other half upwards so that the wingtip is 5 in. up from the bench. Cement the centre of wings well with several coats. Leave the wing to dry for as long as possible.

The fuselage requires very hard balsa, or if possible King Billy Pine sheet 1 in. thickness.

When marking out the fuselage place the template so that the wing, and tailplane mounting is along the edge of the sheet. Cut out the fuselage, and trim to exact shape with sandpaper. Do not round off where the wing and tailplane are to be mounted.

Sandpaper a piece of light quarter-grained 1/16 in. balsa, then mark out the tailplane, and cut to shape. Streamline the edges with fine sandpaper. Form rudder in same manner, and cement to the centre of tailplane, making sure that it is vertical, and true with the centre line.

When certain that cement is dry, give wings a light sanding and then two coats of dope sanding between coats and after. Treat the fuselage in the same way.

Now carefully push three short pins through the centre joint of the wing. Apply a heavy coat of glue to the top of fuselage where wing is to be mounted, and pin the wing firmly in place. Check that the fuselage is correctly aligned with wings, smooth off any excess cement with finger, and set aside upsd down on the bench. Allow ample time for this to dry.

Finally mount the combined tail unit in place, being sure the fin is exactly fore and aft, and by putting the model once again upside down on the board measure the distance that each tip of the tailplane is above the board. These should be equal, so twist it round until they are and then leave to dry.

Before gliding, check all surfaces for warps, taking out any present by brushing on a thin layer of dope and twisting that portion beyond the correct position until almost dry.

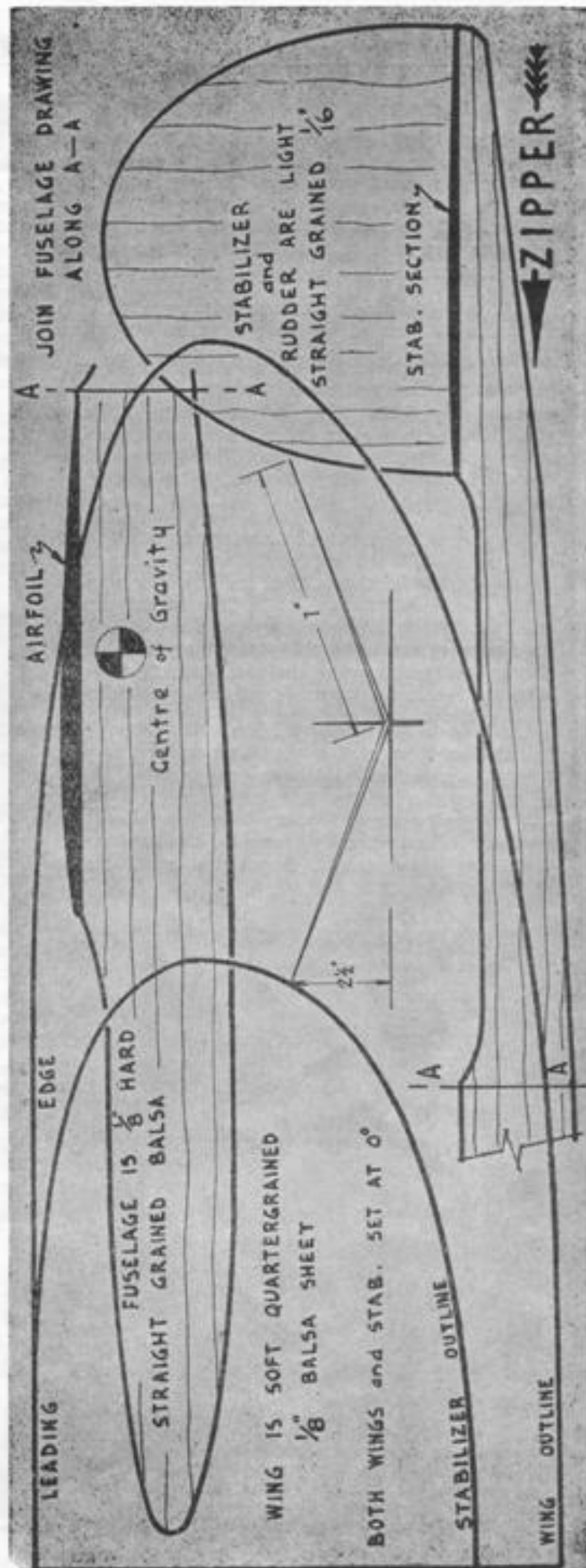
Do go to the trouble of walking to your flying field before test-gliding, as backyards are as fatal for these as for other models. Commence with gentle launches from three to four feet off the ground, and trim for a gentle circle to the left (for a right-handed person) by warping the T.E. of the fin and elevators slightly. Use a little plasticene on the nose to correct any stall, but do not do so until the model is first circling well. A little practice soon teaches one to get quite long test glides from even a few feet of altitude.

Now commence gentle launches with the arm held extended, as when bowling a cricket ball, releasing the model at the top of the throw and being sure it is held in a right bank (again for a right-handed person). This type of launch has been found safest to start with. If the model has no spinning tendencies, from these launches, start on the real hurling launch, quietly at first, checking any faulty adjustment, and working up until one's whole strength goes into it.

The ideal at which to aim is for a steep right circle from the launch, pulling round into wind at the top and from then on gliding in a gentle circle to the left of about 200 ft. diameter. (A tight circle is soon found to be critically near a spin, and it will usually do so if the model contacts a thermal).

When flying the model again later, always check with gentle launches first in case warps have developed. If you are interested in this type of model, write in and let us know, and we will then proceed with more advanced models and descriptions of more advanced flying techniques.

- ★ A well designed model suitable for
- ★ contest work



# MODEL NEWS TRADE REVIEW

The trip back from the Nats gave "Model News" a chance to look in on some of the city traders, and we are still suffering from sore eyes trying to take it all in in the limited time available in Melbourne.

At O.S. Distributors we saw goods packed with in minutes of the letters being opened.

The O.S. clockwork timer with built-in cut-out was the outstanding commercial advancement seen at the Nats. They weigh 3 oz. Have a graduated second scale on the face and measure about 1 1/2 in. by 1 1/2 in. by 3/16 in. This unit could be mounted on any free flighter in a matter of seconds.

We were lucky enough to score one of the new O.S. polished brass combat/stunt tank for test. This tank should prove ideal for the new combat rules, which call for as much time in the air as possible. On tests ran for over six minutes with no motor variation at all, using new O.S. 29. Strange as it may seem, the new Max. 29 and 35, with their increased porting, are more economical than previous models.

The amount of O.S. equipment seen at the Nationals was terrific. It was quite common to see planes equipped with O.S. spinners, engines, plugs, and covered with O.S. silk. The O.S. Miniature shorting jacks and sockets were used extensively in the Team Speed events. Proof that modellers do read this magazine.



G. Burford & Co.'s latest 5cc. Glow motor. The Glow Chief. Although only recently introduced on the market, the Glow Chief has achieved remarkable popularity. The spinner and prop are also products of Gordon Burford and Co.

Next stop, The Model Dockyard. This must be one of the neatest shops in the country. Literally thousands of parts on display including a full range of boat and train accessories, as well as the usual and unusual in Model Aircraft. Dockyards are proud of their Accelerator Class II Team Speedster after its successes at the Nats. It was 1st and 3rd in the B Class final. Also took off prize for best looking model. Dealers, please note that this prize-winning kit, together with all other modelling gear, is obtainable from their wholesale dept.

Around at Montgomery Models we found them up to their neck in Balsa dust, trying to catch up on their back orders. Plenty of new kits on the way out, but the popularity of their established kits has retarded their appearance somewhat. Their Ramrod was an unlucky second in the National Stunt.

George Mallett and the boys down at Central are highly delighted with their Zero Kit, winning the Control Line Scale at the Nats. First time a kit has done this and won against the multi boys, too.

Col. Cliff really made their new Centaur perform in the Senior stunt. Only loss of appearance points kept them out of the first three.

First stop in Sydney was Levenson's Hobbies. Must be the busiest shop in Australia. You had to queue up to be served. Their range is very complete, covering as it does every kit and accessory available in the country.

The rage at the moment seems to be scale plastic model cars, boats and planes. All the famous brands were there, Lindberg, Frog, Hawk, Lincoln, etc. On display a B29 Superfortress spanning about 20 in., selling at 45/6. Very realistic. You would like that one.

The last call on the last leg home, the North Coast Hobby Centre in Lismore. A country shop, run by country modellers who know how to deal with mail orders.

Radio control units are a big line with the Hobby Centre, and Jim Palmer was getting one set ready to send up to Thursday Island.

## STOP PRESS

"Model News" has been entrusted by The Model Aeronautical Association of Australia with the publishing of the 1958/9 Rules Book.

A limited amount of advertising space will be available in this book, which will be in vogue for the next two years. Advertisers requiring space are requested to write to The Model News Publishing Co., Casino Road, Kyogle, for further details, rates, etc.

From Perth to Thursday Island the Hobby Centre has sent radio gear. Jim was greatly excited to show off his complete range of Enya motors. If you deal by mail, give the Hobby Centre a go with your next order.

While on the subject of Enya motors, Scientific Hobby Distributors inform us that they have been appointed sole Australian distributors for Enya motors and the range includes the Glow .09, .15B and the .15 diesel, .19 Glow .29, .35 and the big .60 glow. Also in stock now is the new Veron Fairy Delta. Reckoned as the finest and most progressive kit ever produced in the world.

If you want to get some idea of what is going on in New Zealand and what the Kiwi's can buy in the modelling line, send over to Bettair for their price list. Send 3/9, it's money well spent.

Modernair Industries tell us that their list of products include Aristocrat "Star" series kits, M.A.I. accessories, and Airspeed liquids. Their Airspeed cement, that has been off the market for a few years, will be back on the market early this year. It will be a new improved formulation, specially developed to suit our local climatic conditions.

Airspeed fuels are back on the market in South Australia. If suitable freighting can be arranged, they will be put back on National Distribution. We also understand that they will be handling Enya motors in South Australia.

New Mi-T products this month. More transfers numbers 0 to 9 and letter sheets N.M.A.A.A. and M.A.A.A. in various sizes and colours. Arthur is more than pleased with the successes of Mi-T props at the Nationals.

About 90 per cent. of all fuel used at the Nats was Keogh's and the modellers appreciated Keogh's efforts in seeing that enough fuel was available in Tassie for the Nats. It saved many modellers carrying dangerous fuel for hundreds of miles.

## Aeromodellers of W.A.

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Control Handles, Aeroflyte Cement, Balsa and Plastic, Dope, Wheels, Tubin, Balsa Panels, Tanks, Timers, Swivels, Celluloid, Plywood, Cowlings, all ex stock.

**LINCOLN PLASTIC KITS**, 9 types, available February.

**LINDBERG PLASTIC KITS**, 17 types, including new Stiletto, Voodoo, Winnie Mae.

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# NEWS OF CLUBS AND MODELLERS

*Conducted by Arthur Gorrie*

If news and doings of your club have not been included in Club News, it is because your club has failed to send its report in.

A recent letter from the secretary of a club (over 1,200 miles from here) complained that no news of his club has ever appeared in Club News. The fact was that no news had been sent in by his club. He agreed himself that this was a fact. Well, the Mulga Wire is a mighty powerful means of spreading news, but often by times it reaches Kyogle its history.

To make "Model News" truly representative of Australian Modelling, we need details of the "goings on" in your area. Give your club the sporting chance of a good roll up at its contests by sending advance information of coming contests to "Model News" for all the modellers in the country to see. Send in the results as soon as the contest is over. All other clubs are interested in yours—city or the bush. A good photograph and a write up on your club's championship or contest day could win for you the Montgomery £10 photographic contest.

Remember, "Model News" is always interested in news, photographs, plans, articles, suggestions, etc. Do your bit to make "Model News" truly representative of Australian Modelling.

## MARYBOROUGH

Our club will be running the Wide Bay Championships in Maryborough over the Easter period. It is hoped to hold both Free Flight and Control Line. The Free Flight is doubtful at this stage, as we have not been notified re the use of the aerodrome yet. However, even if it is unavailable we will have a complete Control Line contest.

The ground for the Control Line has showers, toilets, etc., and enough camping space for 20 caravans. This field is only 400 yards from the aerodrome, so if we can get the 'drome it should be an ideal set up.

Further particulars and entry forms from S. Gall, 18 George Street, Maryborough, Queensland.

## M.F.C.A. NEWS

(From Wal Kavanagh)

The M.F.C. of A. held their last free-flight day of 1957 at Schofield's Naval Air Station on December 8. The weather was overcast, with light winds and patchy thermal activity, ideal conditions for flying.

The first to put up a model was Les Fahey with his A/2, which wasted no time in losing itself. Les was last seen disappearing into the undergrowth muttering curses. The last I heard, the model was still A.W.L. When he finally stopped sulking, Les brought out his Wakefield and put in some good flights, which brought a smile back to his usually happy countenance.

Although the day wasn't particularly warm, Laurie Cantwell worked up an admirable sweat over his Webra .8cc. diesel. Without doubt, one of the fustiest engines on fuel that I've seen. After trying any and every type of fuel available without success, someone wandered up, filled the tank with his own special brew, flicked the motor over . . . and it went!



## MONTGOMERY MODELS PHOTOGRAPHIC AWARD WINNER

George Ure, 3 Farrington Street, Glen Innes, Auckland, N.Z., wins this month for this fine action shot of his four-year-old Stomper. Power recently increased from 1.49 to Elfin 1.8, B.B. Performance terrific. Model has won many contests.

Holding the model carefully, so as not to disturb anything, Laurie left it to its own devices. Possibly the wierd brew affected the plane, for it flew drunkenly towards an occupied control line circle. How the thing got through, no one knows, but go through it did. The model then turned its attention to some nearby trees, once more coming through unharmed, but still bent on self-destruction, the glide developed into a shallow spiral over the cars, only to be frustrated when someone caught it just before contact with his vehicle. Visibly shaken, Laurie tried again, but not to be defeated, the model finally dug a hole in the tarmac.

Arthur Cooper test flew his "Crowbar" and put up some very pretty flights. The model looked very safe when flying, having a straight, near vertical climb and a beautifully flat glide. After a few flights, "Coop", with masterly self-control, put the model away, muttering "I'll show 'em" as he did so.

Jack Marshall had a couple of interesting flights with what is probably the only Rock and Roll model in existence. The odd gyrations the plane went through during the interval between the time it left Jack's hands and returned to earth were quite fascinating to watch.

Kevin Warmsey test flew his new radio job, putting on the longest and prettiest take-off seen in a long time. The model responded very well to control, and shows promise for the future.

The following week, the Metropolitan Free Flight Club held an open day at Camden aerodrome. Clubs present were the M.F.C. of A., Eastern Districts, Doonside, Radio Control Club and Sky Hawks.

Conditions for flying were most unpleasant, with a hot wind blowing throughout the day. However, a lot of flights were logged by all concerned. Basil Healey flew a twice-size "Stomper" and a "Crowbar", both of which flew very well.

Les Fahey was on the scene again, with a new Nordic A/2, which was built in one day! It flew nicely, too!

Laurie Cantwell put two jobs up during the day (without d/t's), and lost both of them. Laurie, Jack Marshall and myself went off to find them. Fortunately, the country in which they disappeared was very open, making us feel fairly confident of recovery of both models. I saw one plane in the middle of a field of cows, so in we went. After retrieving it, I made the observation that none of the "cows" had udders, so rapid progress was made to the fence.

The other model we saw in a field as we cruised past in the car. You can be lucky!

The radio boys put up some good flights, one model in particular responded very smartly. To lose height, it was put into a tight right hand spiral, the recovery from which was most positive, consisting of a loop, with as often as not, a roll off the top. Very pretty to watch.

Jim Sheekey's indestructible "Sporty" put on its usual stable flights, while Ken Napier's Mills .75cc "Cherub" did some nice flying. The only model to get lost and stay that way was Ken Morcom's nice little AM 10 job.

On Saturday, 21st December, the Television Studio ATN channel 7 arranged to give the M.F.C.A. a spot on their Saturday afternoon sporting programme. Jack Marshall, Laurie Cantwell, Don Clifford and myself made up the team. Notice being very short, the night before saw some furious work to ready our yo-yo jobs.

Suffering slightly from stage-fright, no one was particularly anxious to do the interview, but at the last moment Laurie was propped up and stood in front of the mike. The day was hot, but a near gale-force wind was blowing, making conditions most unpleasant and difficult. The ground, supposed by the studio to be large enough, proved to be hardly enough to swing the proverbial cat in.

I ended up flying the only plane capable of taking off and flying in the dreadful area available. Two fences, a tree and a cement mixer were cleared by a matter of feet! I discovered later that I know the chap who arranges these little highlights quite well. The next time I see him, I'll take him aside and tell him how we would like this type of show run. (Any screams heard, will only be howls of delight at my suggestions).

Before closing, I would like to wish every modeller a happy new year's flying, and more success in competitions.

#### STARDUSTERS MODEL AERO CLUB

The entries in the recent Open Stunt contest conducted by this club did not come up to expectations, but the high standard of flying more than made up for the lack of entrants.

Mike Ware took out first place from Ted Ward, with Tom Horton third. Only seven points separated the first five place getters.

Ron De Chastel came out and did his usual good job of judging.

The boys finished up the day with streamers and balloons, putting on a good show and enjoyed it.

We have another club contest coming up in the new year for the A. Gorrie Trophy.

Notes from POP WARD.

Editor's note.—Pop, if you let us have your address we will send on the information you require re photographs.

#### BAIRNSDALE, M.A.C.

Stunt and Combat is very popular here, stunt models following the Palmer layout and combat mainly "Horne Brew". Most popular motors Sabre, O.S. and Fox.

Competition for this year's championships was very keen, and Jim Prendergast had no easy task to take it off, with keen competition coming from Loch Crowther, George Rawlings and Bruce Andrews. Kevin Hamilton, with his usual run of bad luck, was not far behind.

The following contests were conducted this year to decide this year's champion: Tow Line Glider, Chuck Glider, Power Scramble, Open Speed, Class II Team Speed, Open Stunt, Open Combat, 1A Team Speed, Flying Scale, Solid Scale. It takes a good all rounder to be champion of this club.

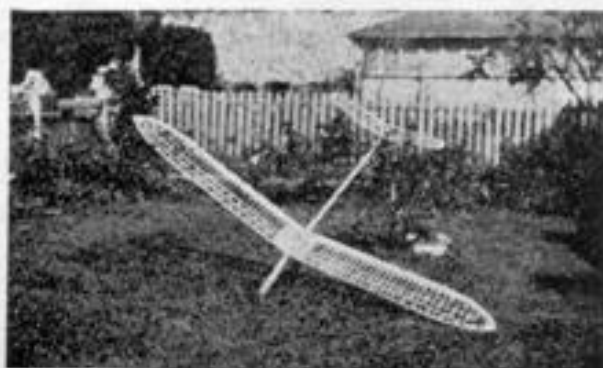
Notes from ANDY.

#### WHYALLA AEROMODELLERS CLUB

Our club was only started last April and already has 40 members. The secretary, Jim McDougall, is tops in the junior stunt field. He packs an Elfyn 2.49 powered scale Spitfire equipped with a drop out U/C and flaps. He also has a Mars Stunter under way with 2 Elfins.

The club's senior stunt man, Vernon Schinks, won the South Australian Stunt Championships again this year, and was unfortunate enough to break his winning model in combat. Beetles Heatley decided to have a go at combat and turned up with a Kombat Kapers powered with a Glow Chief. Yes, it proved sensitive. Arthur Walther, the club president, has obtained a hangar on the old Whyalla Aerodrome for a club room. It is ideal for flying C/L up to 1.5cc. Our chuck glider contest was won by Ian James and the Balloon busting by Jim McDougall. We have had some friendly team races with the usual sad ending. Everyone is looking forward to the rubber contest we have coming up.

Notes from BOB MONAGHAN.



Spinnie A.2 sailplane built by Max Flanagan, of Lismore. Model tows and flies well.



Ian Baillie, of the Corowa M.F.C., with own designed flying wing. Power, A.M. 25. Other model, Dina Mite, does 70 m.p.h. with Sabre 2.5.

#### SOUTH AUSTRALIAN MODEL FLYING CLUB

We have formed a new club over here known as the South Australian Model Flying Club Incorporated, and as we were the first club ever to become an incorporated body in this State we feel we have achieved something.

This will give a greater degree of safety to the club members and coupled with an insurance policy of £20,000 for any one accident, and yet unlimited in any one year, puts members of our club in a very safe position.

Our membership is growing each week and soon we will have a very strong club, as far as South Australia is concerned, anyway.

We competed very strongly in the S.A.A.A. Championships, taking out nearly all the major events. This was not a bad start, especially as we have only been going for about three months.

We now have our own flying field, which has been made available to us by Chrysler (Aust.) Ltd.

Once again I believe we are the first and only club in South Australia to ever be in this position.

There is still a lot of work to be done, but when it is finished we should have a very nice flying area. There are 14 acres in the block, so we should have enough room for all aeromodelers who may join our club and still have some over.

Club member Robert Hutchinson won the State class III team speed and lowered the State and Australian record at the same time. He also won the open combat and ran second to Vernon Schinks, of Whyalla, in the open stunt and third in class I team speed.

This is not bad for a 14-year-old aeromodeler, considering he has only been in the game for 12 months and this was his first appearance at a State championships.

To top this, he tied with Len Buck for the Champion of Champions Trophy and only lost on a count back.

Notes from Sec. S.A.M.F.C.

\* \* \*

#### BALLINA CLUB NOTES

Typical of a lot of clubs, the Ballina Bods have been told politely, but firmly, to role up their lines to get to B—hell out of the local park on a couple of occasions lately.

So we got to work and mowed a paddock to fly in, bit rough but better than nothing.

After a few weekends of repairing Organdie is now used for covering, cheaper than silk or nylon and just as good.

At the present we are down to 10 active members, with control line the rage and a few sport power jobs.

Brian Matthews' K. and B. powered Presto is circulating at 90 m.p.h. for 40 laps and should be a good thing in future Team Races.

Other members are turning out Stiletto's and Team Speedsters for AM25's, O.S. 15's and Webra's.

John Moss and Cris Furse have improved their stunting greatly since building a Fox powered Carioca and an O.S. powered Ramrod. Both models do the book with ease.

These two boys also took a second each at the North Coast Championships. John in the 1cc. power with an AM10 powered Lil Stick and Chris in the Power Scramble with a Mills .75 powered Tomboy.

One Bod has an O.S. 15 speed job turning in over 80 m.p.h. with an 8 by 6 nylon prop.

Boats are popular now that summer is here and are powered by anything from small electric motors to Veco 29's.

Notes from CHRIS FURSE

\* \* \*

#### MODEL AERONAUTICAL ASSOCIATION OF QUEENSLAND

President, Mr. N. Thompson, 115 Glebe Road, Silkstone. Phone Booval 664. Secretary, Mr. G. Ball, 54 Wyie Avenue, Greenslopes, Brisbane. Phone XU2687. Assistant Secretary, Mr. D. Christensen, 11 Earl Street, Normanby. Phone L2260. Treasurer, Mr. B. Campbell, 385 Wynnum Road, Tingalpa. Phone XY4421, MU2345. Contest Director, Mr. R. Rendle, 350 Queen Street, Brisbane. Phone B8984. Public Relations Officer, Mr. A. Gorrie, 604 Stanley Street, South Brisbane. Phone J4829.

The above have been elected as the committee of the Model Aeronautical Association of Queensland, and will remain in office for the next 12 months.

\* \* \*

#### NOTES FROM LISMORE AND DISTRICT

We have to report a considerable interest in radio control in this district. Don Gollan of Dungarubba is at present building a Smog Hog, in which he plans to install a home built receiver. This should present no problems as he has years of radio experience. From Ballina we hear of Chris Furse, also building a Smog Hog, and plans to use Hill receiver. Johnny Moss has a Sky Scooter and is waiting on an O.S. receiver. Max Planagan has completed and flown his Blitz from Model Air Plane News plan. It is easy to see that some thought has gone into this model, from the performance, equipped with Hill receiver Enya 19 motor Artmil 10x6 nylon with some pitch removed. All up weight 4lb. 2oz., wing loading 16oz. per foot. Max finds that a Hill receiver combined with O.S. relay and compound escapement make for an extremely reliable piece of equipment. Still on the subject of radio we have a High School boy, Ian McCaughey, who has built and flown an A.P.S. Plan Wave Guide powered by O.S. 15 motor and all O.S. radio gear. Little interest has been shown in control line of late, due no doubt to the absence of competition, but it should brighten up again after the big control line day at Coffs Harbour on the 26th January, 1958.

CASINO, M.A.C. Only 20 miles from Lismore, we have a very keen flyer in the name of Alan Lynn, whose latest efforts include A2 Sail Plane and a Dream Weaver from A.P.S. Plan. Powered by Webra mach. I, this model is nicely finished in

Jap. silk and utilises one of the latest O.S. combination clock work fuel cut off timers. We are looking forward to playing host to several competitors from the South. We believe we will be seeing competitors from as far away as Sydney, Melbourne and Adelaide; also making the trip will be several of Brisbane's most notable fliers. South Australia's entry is expected to be Bob Howie flying his A2 Sail Plane Southern Sue, with which he hopes to beat former F.A.I. Sail Plane Champion Russ Hammond. This is the outcome of a wager made at Traralgon at the '57 Nationals when Bob Howie won A2 Sail Plane and placed second in F.A.I. Sail Plane and Russ Hammond won F.A.I. Sail Plane and placed second in A2.

Come to the greatest collection of modellers and trophies outside a Nationals—the North Coast Championships at Easter in Lismore, N.S.W.

### WESTERN SUBURBS ASSOCIATED AEROMODELLERS

This Club is at present engaged in organising its annual championships to be held over the Labour weekend—8-10 March, 1958.

A gala control line day has also been arranged for Sunday, 16th February, at the J. K. Grant reserve, Altona.

The day has been sponsored by the Altona Football Club, who will do all the catering. Proceeds of the day are for the football club's building fund. The field will be in tip top condition as several footballers work for the council, and it is their job to look after the reserve. The club president has given them the gen. on how the area should be prepared. Contest will include stunt, combat, I and II team speed, scale and that amazing new contest, rat racing.

The club meets on the second Thursday of each month in the A.T.C. Drill Hall, Hyde Street, Footscray, at 8 p.m. sharp. New members are welcome.

Further information on the western suburbs annual champs, can be obtained from R. A. Rose, P.O., Laverton, Victoria.

### THE SCIENTIFIC MODEL—HOBBIES & CRAFT COUNCIL (W.A. DIVISION)

AIR FORCE MEMORIAL HOUSE,  
207 ADELAIDE TERRACE, PERTH.

A growing interest throughout Western Australia in special hobby groups of all types (including those concerned with model aircraft and allied activities) has been evidenced by the large number of independent groups which have been springing up. Within Youth Centres as special activities—for voluntary youth organisations and Church



The president of the Corowa Club with his Montgomery "Tiger". Model powered with Frog. 150.



Post mortem being held on Roy Sahl's Mercury Aeronca Sedan. Wing strut came adrift in flight with this tragic result.

groups for young people—and amongst little assemblies of interested individuals—these types of hobbies have become more highly thought of as constructive and worthwhile leisure time activity.

Progress has not been very rapid we feel, because of the lack of cohesion between all these groups—a combination of which would find the obtaining of lecturers and instructors, hiring of suitable grounds, acquiring of correct and easily bought materials a much easier job than if working singly.

To co-ordinate and assist this work and put it on a firm permanent basis, an inaugural gathering of interested people was held on Sunday, 6th October, at the Rosalie School, Shenton Park, and resulted in the decision to form the above council.

Elections for provisional office bearers resulted in the following:—President, Capt. H. Baker; vice-presidents, Mr. E. I. Paddick, Mr. G. Bindeman, Flt./Lt. Howard; council members, Mr. Gill, Mr. Saddler, Mr. Furner, Mr. Flood, Mr. Boon, Mr. Malmgreen, Mr. Stanbridge, Mr. McAlinden.

(The above members are well known in the following fields: Model Meccano, Model Railways, Model Cars, Model Aircraft, P. & C. Association, Youth Organisations.)

A subsequent meeting of the elected personnel was held at Air Force House, 207 Adelaide Terrace, on Wednesday, 9th October, to plan the future activities of the council. Some of the aims adopted in a temporary constitution at this meeting were as follows:—

1. To acquire headquarters and encourage hobby clubs to form properly, function under an adult committee and take advantage of any assistance offered under the Youth Education Scheme.
2. To seek support from the Government local governing bodies and organisations interested in furthering the interests of youth through hobby interests.
3. To arrange and organise exhibitions, competitions and displays to advance the interest of model hobbies and crafts.
4. To invite kindred associations to nominate a member as a representative on this council, such known associations to receive an invitation from the council accordingly.

A general exhibition is to be conducted by the council in March and all those interested should get in touch with the council at the above address.

# WESTERN SUBURBS ASSOCIATED AERO-MODELLERS ANNUAL CHAMPIONSHIPS

MARCH 8, 1958, TO MARCH 10, 1958, INCLUSIVE  
OPEN TO ALL AEROMODELLERS

## EVENTS

Saturday and Monday, 8th-10th March, 1958,  
9.30 a.m.-5 p.m., FREE FLIGHT (at Boundary Road): 1, Class 1 Power; 2, Class 2 Power; 3, Class A1 Sailplane; 4, Open Sailplane; 5, Open Rubber; 6, Radio Control; 7, Scale; 8, 1 hour Power Scramble; 9, 1 hour Hurl Glider Scramble.

Sunday, 9th March, 1958, 9.30 a.m.-5 p.m.,  
CONTROL LINE (at Grant Reserve, Altona): 1, Class 1 Team Race; 2, Class 2 Team Race; 3, Stunt; 4, Combat; 5, Scale; 6, Rat Race.

## THE N.S.W. ASSOCIATION OF AEROMODELLERS

N. L. ABBOTT,  
21 Keats Ave.,  
Herne Bay, N.S.W.

At a recent meeting of the Executive Committee of the N.S.W. Association of Aeromodellers it was decided to examine the possibilities of zoning N.S.W. into a number of zones, each zone embracing an area in which a number of Model Aircraft Clubs are situated.

It is thought that by this method country clubs in particular will have more control themselves over matters which are peculiar to their areas. It is thought that the clubs in the allotted zones could appoint a regional or zone committee which could meet at a central point and deal with the various business of that zone. The zone committees would, of course, be in touch with the Management Committee of the Association here in Sydney, who are in contact with the Federal Executive of M.A.A.A. in South Australia.

Early in 1958 we propose to call a Meeting of delegates from all N.S.W. Country Clubs to discuss this matter so to assist us in the meantime would your club be so kind as to forward to the Hon. Secretary, N.S.W.A.A., whose address is given on the heading of this circular, any comments, suggestions or proposals your club may have in regard to the proposal to zone N.S.W. for the purpose of Aeromodelling.



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## BALLOON BURSTING

By POP WARD, of the Stardusters

Do you want to try something new at your club contests, something that will get the crowd in, something that every member can take part in?

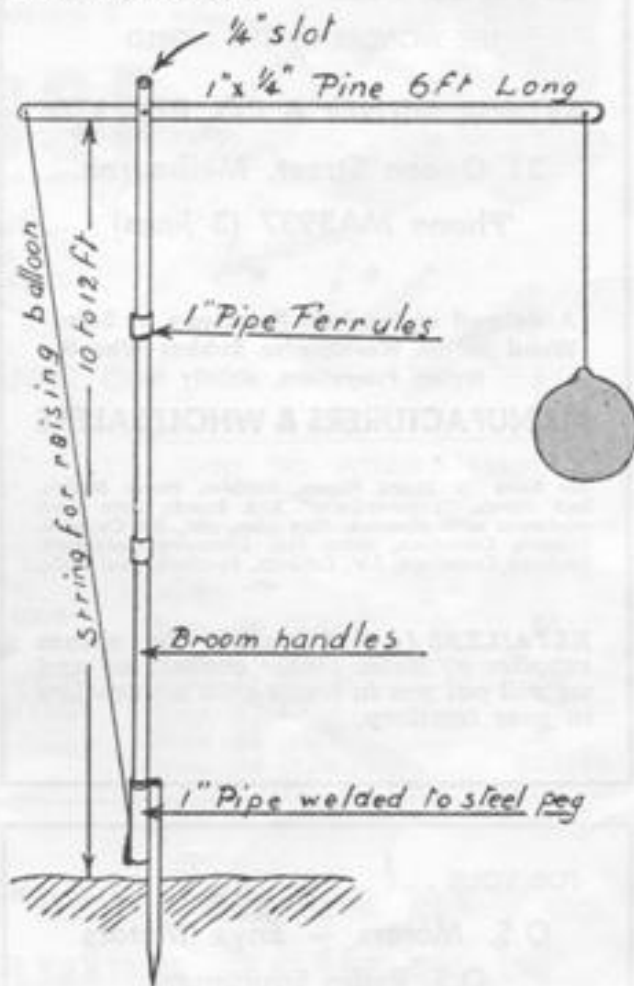
Then try a Balloon Busting contest. Sure, we know such contests have been going on since about 1948—a boy wanders about with a balloon in one hand, a plane dives at it, either misses it or busts it, nobody seemed to know how they stood and the contests would fizzle out.

The two things necessary to put Balloon Busting on a competitive footing was some method of holding the balloon and a simple scoring system.

The method of holding the balloon is shown in the accompanying sketch. It consists of a steel peg welded to a piece of 1in. water pipe. A piece of broom handle is fitted on both ends with a ferrule to take another piece of broom handle on each end, making a total length of 10 to 12 ft. Slot the top end to take a 1in. by 1 piece of pine about 6 ft. long. Pivot this in the slot so that it can be raised and lowered to attach the balloon.

The method of scoring is very simple and was worked out by Ron De Chastel. Twenty points are given to each contestant. He loses a point every time he makes a pass at the balloon and misses. If you wish, a spot landing can be included. Just make a white wash or sawdust line opposite the balloon. Again, 20 points are given and one point is lost for every yard the plane lands from the balloon.

There is lots of fun in organised Balloon Busting for everybody.



## CONTROL LINE R.O.W.

FROM RON DAYNES

After reading your article on the flying of my CATALINA flying boat at Albert Park, I would like to point out that it has already been flown successfully from water and the few clues we picked up may be of interest to your readers.

Some time ago we took the Cat, down to Altona Beach in the shallow water. After several broken pros. Les Heap, who was at the handle, got it off R.O.W. The landing was a good one and after the first skip it landed and wallowed in the water.

For the benefit of other modellers who have ambitions of flying off water I recommend that they adopt the following procedure:

8in. by 8in. props and plenty of power. When you put the model in the water make sure that the tail is down so that the plane has its nose in the air. This gives it a chance to get into the step. It is also important for the pilot to be in water up to his waist, because of the drag on the lines.

At Albert Park Lake, when we tried we were up hill because the props were odd pitch, Les was high and dry and the model had a tendency to keel over on the outboard wing.

I'm sorry to state that the above plane is no more. The Macloed Model Aero club had a demo. at the Heidelberg Tec. School recently and I had the misfortune to break the down line. The Cat. did a beautiful loop with the standard ending.

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## **A New Australian Record in Class I Speed Max 15**

1st Class II Team Race (two years running).  
1st Advertiser Class II Team Race (two years running).  
1st Senior Combat (two years running).  
1st Junior Stunt (two years running).

1st Class II F/F Power (two years running).  
1st Senior Stunt.  
1st Class II Speed.  
1st Class III Speed.  
1st C/L Flying Scale.

**O.S. Max Engines powered all the Winning Accelerator Models. New type Max .29's and .35's appearing for the first time in competition in Australia were immediately successful. Now holding National Class II T/R, Class III Speed and Junior Stunt Titles.**

Keogh's Competition Fuels were used by most title holders, including Australian Class I Speed Record Breaker.



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## **O. S. DISTRIBUTORS (AUSTRALIA)**

**2 Erasmus Street, Melbourne  
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**Yes!**  
**THERE**  
**ARE**  
**SOME**  
**NICE**  
**MODELS**  
**ABOUT**



Yes, there certainly are some nice models about. And naturally the best are still being kitted by MONTGOMERY. To illustrate this point we are showing you this month some of our newer designs. They are (L. to R.):

**COBRA, 29in., Class "B", Team Racer**

**FLAMINGO, 60in., Contest Sailplane**

**CESSNA 182, 36in., Free-flight Scale**

These kits should be available around Christmas. They are the forerunners of many other designs by such acknowledged experts as Tony Farnan, Geoff Pentland, Ken Taylor, Ian Hooper, Ken Furlongers, etc., which are now going through various stages of production.

We feel safe in saying that if the model YOU want is not in our present catalogue, then it is amongst those that we are flight testing and contest proving at this very moment.

EDITOR'S NOTE: The manufacturers have informed us that unfortunately three of the "Models" in the above photograph WILL NOT be available in kit form.

MANUFACTURED BY

**MONTGOMERY MODELS**

895 Rathdowne Street, North Carlton, N4, Melbourne, Vic.

