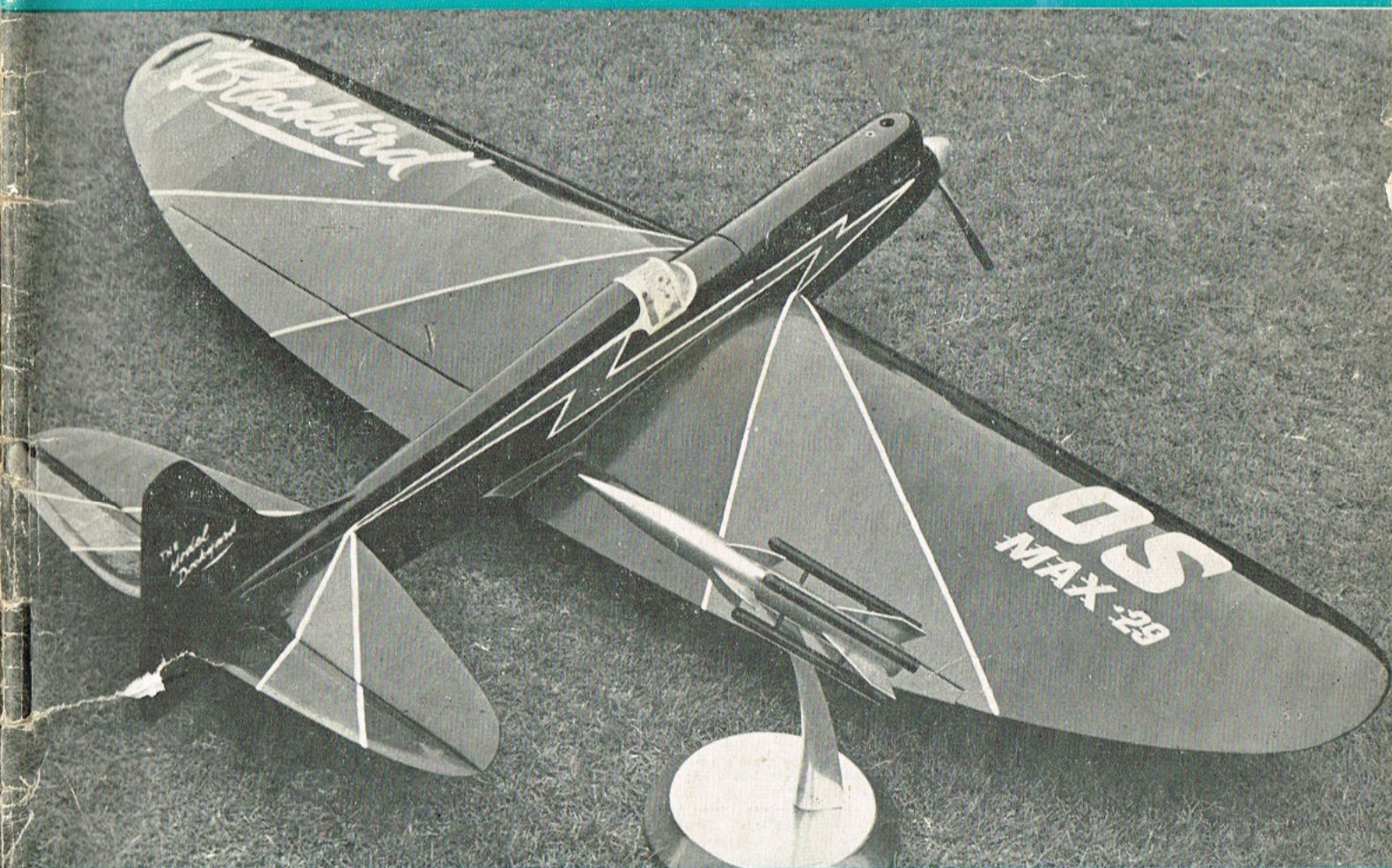


# Model 2/6 News

FEBRUARY, 1960

REGISTERED AT THE G.P.O. SYDNEY, FOR  
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**AUST. & N. ZEALAND NATS. - REPORT & RESULTS**

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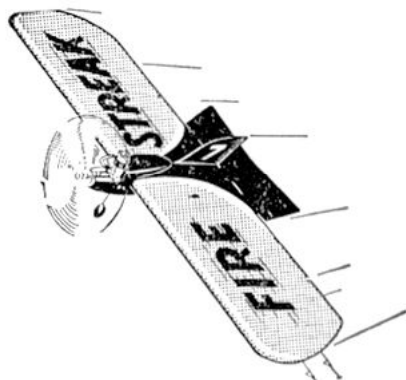
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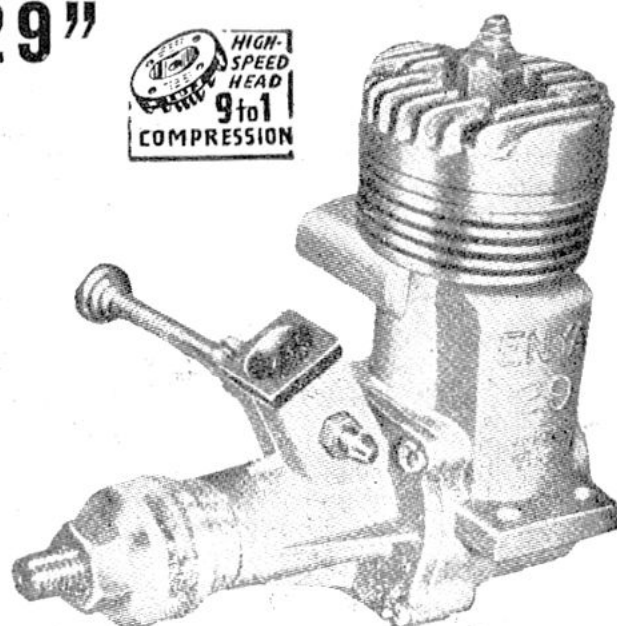
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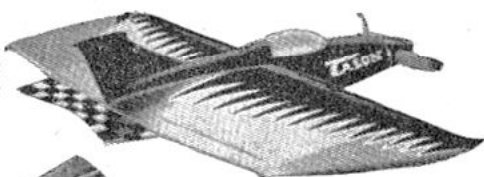
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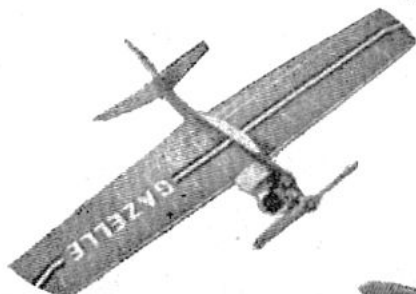
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ENYA 15D DIESEL 2.5 cc. TEAM RACING MOTOR.

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## 5th WESTERN DISTRICT CHAMPIONSHIPS

RED OVAL — WARRNAMBOOL

EASTER 1960

Closing date for Entries : 14th March

FAR WESTERN DISTRICT ASSOC. OF  
AEROMODELLERS

ENTRY FEES : 5/- Administration, 2/6 per event  
for M.A.A.A. Members  
15/- Administration, 2/6 per event  
for non-members  
(Double above for late entries)

All Entry Fees must be enclosed with entry form  
Accommodation is available. Flyers must supply  
own stretcher and bedding. All meals will be  
available every day.

Please advise if meals and/or accommodation  
required.

ENTRIES TO : L. A. BALL, Box 193, Casterson,  
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Events :

SATURDAY : Class 1 Team Race, Class 2 Team  
Race, Class 3 Team Race, Combat (Open),  
Stunt (Open), Stunt (Junior).  
Saturday Night there will be films and  
Social Evening

SUNDAY : Open Power Ratio, Power Scramble (1  
hour), Radio Control, Chuck Glider, West-  
ern District Shield Class 2 Team Race  
(Open to Western District clubs only)

# O.S. ENGINES



Les Squires, Victoria, the new Australian  
Class II Teams Speed Record holder uses  
O.S. Max Engines exclusively.

Our new Teams Race champ states that,  
without his new CUSTOM X O.S. he would  
not have been able to lower his previous  
Aust. record of 8 mins. 3 secs. to the new  
sensational figure of 7 mins. 55.5 secs.

Congratulations, Les.

It is interesting to note that all four finalists  
in Class II T'R used O.S. Max III .29  
CUSTOM X's.

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2 ERASMUS ST., SURREY HILLS, VICTORIA

# O.S. NATS NEWS

**Once Again O.S. Max Takes All  
The Big Ones At The Nats.!**

## • Class II Team Speed

1st: L. Squires, 7 mins, 55.5 secs. Max III .29  
(New Aust. Record).  
2nd: T. Farnan/G. Rice, 8 min. 16 sec. Max III .29.  
3rd: R. Thompson/R. Meyers, 8 min. 54.8 sec, Max  
III .29.  
4th: G. Ritter, 10 min. 15.6 sec, Max III .29.

## • Advertiser Trophy Class II Team Speed

1st: R. Thompson/R. Meyers, 8min. 13 sec, Max  
III .29 (New Race Record).  
3rd: L. Squires, Max III .29.

## • Open Combat

1st: T. Farnan, Max II .29.  
3rd: R. Thompson, Max III .29.

## • Class III Team Race

2nd: K. & R. Lloyd, Max II .35.

## • F.A.I. Free Flight Power

1st: K. Green, Max II .15.  
2nd: F. Lloyd, Max II .15.

## • Class II Free Flight

3rd: D. Boughton, Max II .29.

## • Open Stunt

1st: T. Farnan, 329 pts., Max II .29.  
2nd: K. Taylor, 212 pts., Max III .35.  
3rd: T. Prosser, 307 pts., Max II .35.  
(Also 4th, 5th, 6th, 7th and 8th) O.S. Max.

## • Radio Control

1st: G. Tuck, O.S. R/C Gear and Max .35 R/C  
Engine.  
2nd: J. Sumison, O.S. R/C Gear and Max .15  
Engine.

## • Class I Speed

1st: T. Farnan/G. Rice, 106 m.p.h., Max II .15.

## • Class II Speed

2nd: T. Farnan/G. Rice, 125.8 m.p.h., Max III .29.

## • C/L Flying Scale

2nd: L. Quinn, Britannia, 4 x Max II .35's.  
3rd: L. Edwards, Anson, 2 x Max II .35's.

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## MODEL NEWS

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# MODEL NEWS

Vol. 4. No. 1

Published Bi-Monthly

FEBRUARY, 1960

R. H. Hammond, Editor and Publisher

## News and Views . . .

For over three years "Model News" has endeavoured to bring you the latest in Australian and New Zealand aeromodeling at only 2/- per copy. With ever increasing costs, this is no longer possible, and if our magazine is to continue we must increase the price to 2/6. This increase, however, will also cover the cost of better paper, more pictures, and more pages. New Zealand price will remain unchanged at 2/- sterling.

In the last issue of "Model News" mention was made of the Belgian magazine, "Model Avia". Since then I have received my copy of their December issue in which was published Noel Shennan's Grumman F3F1 ("Model News" April, 1959). The plan was redrawn in metric sizes and an excellent job they have done, too. Congratulations! "Model Avia's" editor would appreciate any reader writing him direct. His address is:

Pierre Delfeld,  
31 Rue Du Printemps,  
Bruxelles, 5  
BELGIUM

If you read French, send a sub. to their magazine, 120 francs per year.

One of the outstanding models of the Nats. was the beautiful near-scale 62in. span Chipmunk flown by Derry Brown (see photo). This model, one of the KOOKABURRA PLANS SERVICE designs, was one of the smoothest to complete the pattern, and indeed at one stage it looked as if Derry was going to win it. However, he was placed fifth, which, considering the competition, was quite an achievement. Other models in the same series are 54in. Spitfire and 52in. Tempest, and both top class stunt designs. A minor sensation was also caused by Tony Farnan demonstrating

a couple of new 36in. span Kookaburra Plans Service Messerschmitt 109 and Spitfire stunts. Tony reports outstanding stunt performance at over 70 m.p.h. when powered with one of the new O.S. .15 Max II engines. Plans will include a printed sheet of Australian and German insignia, and are very reasonably priced. Available soon. KOOKABURRA PLANS SERVICE advise us that they have new types constantly under development, and that many more plans are scheduled for release in 1960. Dealers, these plans are available through Arthur Milner and Co., of Joyce Street, Springvale, Melbourne, Vic.

Scientific Hobby Distributors are jubilant about the recent "Enya" victories and offer their congratulations to all winners, especially the two Nats. champs. (who used all Enya motors). Wesley Penfold, Senior, and Howard Makin, Junior. These two modellers received the greatest prize yet in Australian aeromodeling. The prize was £50 to each champ. if he used "Enya's" in every motor win, plus £10 for each first, £5 second, and £3 for a third place. Wesley received

(Continued on Page 27)

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### COVER STORY

One of the best built Stunt models in Australia is Tony Farnan's sleek "Blackbird". This is built strictly to Bob Palmer's "Thunderbird" design and kept quite light. Tony placed second at the previous Nationals with the same model. Also shown here is the unusual Trophy presented for first place. One of these went to the winners in every event with smaller but similar ones for second and third places. Congratulations, South Australia, on the novel idea!





# Australian 13th NATIONALS

Gawler S.A.

Tony Shennan's version of the Power Scramble.

SUNDAY, 27th DECEMBER—

**PROCESSING.**—The morning dawned bleak and rather cool with low cloud and an occasional shower. However, by evening the temperature was back to normal and continued to rise for the next eight days. One hundred and thirty five entrants did battle in the dust and heat for the next week. You have to be keen to be a Nats. goer. Yours truly covered well over 3,000 miles on the trip. The greatest travellers of all, however, were the Queenslanders, and one chap made a trip from Darwin, and Roy Farrer travelled all the way from Marble Bar in the Far West of Western Australia.

From a modelling point of view this Nats. wasn't as good as it might have been due to the conditions . . . these were either good or very bad. From a social point of view it left little to be desired. Accommodation was good and the organisation of the S.A.A.A. was very commendable. Our Federal Secretary, Bill Grabowsky, worked long and hard from "Wakey, wakey" at 5.30 every morning (over the loud speakers) until after midnight all week. Bill's assistant, Margarete (modellers are great guys) Butcher worked the same hours and helped prove my theory that sleep is only a habit.

Special mention must be made of the excellent trophies of various sized rockets on adonised stands in three sizes for 1st, 2nd and 3rd places. These were very appropriate as South Australia is the home of the rocket range.

Most outstanding prize of all was offered by Scientific Hobby Distributors of Brisbane with a prize of £10 for the 1st place in any power event using an Enya motor, £5 for 2nd place, £3 for 3rd place, plus an additional £50 for both Junior and Senior Champion of Champions providing they used all Enya engines in every motor win. Both of these prizes were won as both the Junior and Senior Champion of Champions used all Enya engines. This prize was not really an inducement to use Enya motors as news of the prize was only received about three weeks before the Nats. In

a letter from Scientifics a few days ago Mr. J. Louther informed us that a cheque for £78 had been forwarded to Wesley Penfold and £70 to H. T. Makin. Congratulations to these two champions, and thanks to Scientific Hobby Distributors.

MONDAY, 28th—

**FREE FLIGHT.**—Conditions in the morning were really excellent and saw some good times. The radio modellers were trimming and preparing for their first round at 1.30. So many were queued up it was difficult to get on the air.

By lunch time conditions had deteriorated to the extent where it was very difficult for the F.F. boys to make any sort of a show and quite impossible for the R.C. lads to fly at all. The round was due to start at 1.30 but didn't actually start until 5 p.m. after a very smooth flight by John Marquette with his "Cicada" biplane using O.S. 4A Bonner Varicomps and K. & B. 29.

Flying was carried on until 8 p.m. without finishing the first round.

Last year's champion, Geoff Tuck, again took top honours with that grand old eight foot lady "Bertha". This plane does the most realistic take-offs and landings and combines these with slow, smooth manoeuvres. Geoff's carefree attitude covers his intense concentration when flying and this year he put on a first class display on rudder only. The gear used was an O.S. 4A Transistor receiver operating an electric 3 PN servo and Max .35 M/S engine off a four claw O.S. rubber escapement. Transmitter was the portable crystal controlled 3 AP. **Second place** getter was the ever cautious Jimmy Sumsion (Sommie Jimsion) who flew a Smoothie type design which gave him excellent penetration. Jim has had more hours in the air than anyone in Victoria over the past year and this practice helped him to score in first major contest. His landing was a beauty after the plane appeared to come in too high. Jim tied the model and himself in knots, and managed to touch down close



to the flag. His equipment was the same as Tuck's, with a Max .15 engine and 2 claw escapement working rudder. Third place went to Steve Vranj of N.S.W. Steve flies his model with more confidence than anyone I have ever seen. On trimming flights in the morning he was up for half an hour with 20-minute engine runs and flying higher and further than I thought possible. The model was barely visible, but control was perfect throughout. Steve's model and equipment are very interesting. Transmitters were home built from a Wright kit. Housed in an aluminium case with 2 outlets one for 27 megs. and one for 40 megs. complete with M.A. meters to indicate signal strength. R/X was the ever popular Wright suspended on rubber bands. The Relaytor was also suspended on rubber bands from the four corners. This set-up was 100% reliable and left nothing to be desired. In Steve's own words "It always works." The motor used was the new O.S. 15D. Although brand new it did a good job and should be excellent when fully run in.

**F.A.I. POWER.**—In trying conditions Kev. Green of S.A. showed his superiority by winning this event with a time of 811 secs. Kev. is a great all-rounder and places well in every event he flies in. R. Lloyd took second place and R. Howie third.

**POWER RATIO CLASS I (up to 1 c.c.).**—Successful contestant in this event was the well-known Victorian, Col. Stones with a ratio of 12.6. A. Pedashenko and Basil Healey of N.S.W. flying their Jemmy's came second and third. This design comes in three sizes. Jemmy's, Crow Bars and Post Hole Diggers, the latter being powered by a Dooling .29 no less.

#### TUESDAY, 29th —

Main event was the Class 1 Team Race. This attracted a large entry and was hotly contested. The long-awaited O.S. 15D failed to show and there is still much speculation as to its T.R. ability. There were about three O.S. 15 glows present but these failed to qualify due to their short range. The largest entry came from the mighty reworked Oliver Tigers. These motors still reign supreme in this event. The only threat to their supremacy came from the Enya 15D. Only three were flown in the event. One just missed making the finals. The other two graduated and gave a good account of themselves, placing 2nd and 4th.

**SPEED CLASS 1.**—This is becoming a popular event in all classes. Interest in speed flying over the last two Nats. has increased, and several clean models were entered this year. Bruce Dawe and Len Buck, both had Cox Olympic 15's, in mono line speedsters, and looked like fighting out for top honours. Both these planes flew sweetly, but lacked the punch necessary to defeat the Farnan/Rice model using an O.S. Max II .15. This team had one flight and clocked 106 m.p.h. to win for the third successive year. Although not as fast as their Aust. record of 110 m.p.h. notched at the last Nats., the motor was using three head gaskets to reduce its compression in the hot conditions. Two proxy models entered by Victorian Andrew Kimonides and flown by Thompson and Meyers, showed that they were the fastest on the field, but time ran out before

flights of the required lappage could be officially recorded. These planes, like the winner, were using standard Max II .15's swinging 6 x 9 Tornado props. and Keoghs 30% Nitro Methane Racing Glo Fuel. Bruce Dawe's magnificent pylon was fully appreciated and put to good use by all the speed fliers.

**F.A.I. SPEED CLASS II.**—Peter Ellis of Vic. won this contest at 129.9 with a perfectly built and prepared Dooling .29 original design. His time was recorded on the very first flight and really had the pilot, Monty Tyrrell, scurrying around the pylon. The fact that the pylon base was red hot and Monty was in bare feet, was perhaps the only reason for this rapid movements so early in the afternoon! Second place went to Farnan/Rice flying a similar design to the winner, but powered by an O.S. Max III Custom X .29. The time of 125.8 for this plane was particularly creditable for a plain bearing engine. This performance with a standard engine convinced many enthusiasts watching that speed need not be confined to experts who can afford expensive engines.

By far the fastest plane in this event was the Fox B Mono Line ship flown by Len Buck, S.A. Unfortunately, it kept blowing glo plugs just before completing the official lappage, but proved on these attempts that it was capable of over 140 m.p.h. Bruce Dawe with a Mono Line Fox .29 R came third and demonstrated that he really can fly a mono line ship on the pylon.

#### WEDNESDAY, 30th—

**A2. SAILPLANE.**—Some very nice models competed in terrific heat, gale force winds and dust storms which reduced visibility and accounts for the low times, not only for this event but all events throughout the Nats. M. Tucker of Vic. made a total of 529 secs. to place 1st with C. Squires of Vic. second and another great all-rounder W. Penfold of S.A. third.

**FREE FLIGHT SCALE.**—In the free flight event it was virtually between the Focke-Wulf Stosser and the Tiger Moth, both powered with small diesels. This was only because the winner on processing counts, namely the Lockheed Vega, had failed to put in a qualifying flight. So the contest looked full of possibilities. Well, as the Tiger suffered the same fate as the ill-starred Lockheed, this left the Stosser in front. It was all over bar the shouting when the large Gladiator, 5 c.c. glo-powered, put in a dramatic last minute flight which had to be seen to be believed. The long take-off run with "desert" dust trailing, slow, long, steady climb as straight as a die were really something. So on this factor, along with reasonable fidelity and appearance points, she nosed out the Stosser into second place. (The R.A.F. had triumphed again!).

As the Jodel was the only other plane to put in a qualifying flight it naturally got third place though it shows promise. When it is adjusted to fly as well as it taxis along the ground at an alarming rate, it will be a very impressive flier.

Of the other entries the pretty little Tipsy with a midget glo motor crashed on its flight attempt and the Hannibal, with multi-diesels had been damaged testing.

**CONTROL LINE SCALE.**—The 13th Nationals provided an interesting, though not large, crop of flying scale models. Along with most other judges I have discussed this event with, we all agree that the winning plane, at any time, is a good replica in fidelity, appearance and finish. This contest proved no exceptions in that rule when the points were tabulated.

The winning control line Sopwith Triplane, powered with a tiny 2.5 c.c. glo-motor, was a true winner as it gained an exceptional lead on the fidelity score and an above average allocation of points for details and appearance. The Britannia and Anson which placed second and third were equipped with 6 c.c. glo-motors and they, too, were good in all round appointments which justifies their positions. Of the remaining entries the Sabre showed promise as it had put in a qualifying flight there would have been an interesting tussle for third place. It was a pity to see such a fine model virtually destroyed by the fires which followed both attempts at flight.

The Douglas Invader with two 10 c.c. glo-motors deserves a special mention as it soundly trounced all entries on the details and appearance listing. It is without a doubt the best seen in Australia and possibly one of the best models of its type in the world. However, it just couldn't make up the large loss of points on the fidelity to scale dimensions and the flight bonus points. The extra motors don't help if they don't run for that 10 laps.

The small twin engined powered Bristol Beaufighter ran up a fair score on the fidelity side though its general finish and appearance let it down. The Mustang lapsed badly in all points except flying as it was impressive doing the book all day. More thought to the authentic appearance and colouring would have helped it to become a really eye-catching airplane.

Of all entries the constructors of the Sabre and Sopwith Triplane deserve special mention. And their pattern is well worth following. The Sabre was submitted for processing with a detailed three view, a large general three view, a data sheet of dimensions and a magazine containing an article on colouring and markings of Sabre squadrons. The Sopwith was submitted with a general three view for checking dimensions, a very detailed three view for the details, a magazine article on squadron colours, several photographs from various publications in several poses and a book on camouflage and markings. And they were built to a respectable scale on the plan, e.g. eight times the size of the three view, etc. Too many submitted disreputable plans or screwy scales like 7.64 times the size of the plan, etc. One had a plan in crayon on brown paper! However, it was processed when an authentic job was re-submitted. As such brain strains are part of the job we cheerfully succumbed to the task and we hope the boys had as much fun seeing them fly as we did dissecting them. I mean, of course, the models!

#### THURSDAY, DEC 31—

**CLASS II TEAM RACE.**—This contest has always been the top prestige event of each Nats., and with temperatures over 100 degrees in the shade, conditions were severely testing on men

and machines. It was quite surprising therefore, that the final turned out to be not only the best ever, easily smashing the Australian record, but also the four finalists put on a display which must be rated as world class. Les Squires of Terang, Victoria, won in the time of 7 mins. 55.5 secs., just in front of the Farnan/Rice team, 8 mins. 16 secs. with Thompson/Meyers S.A. 8 mins. 55 secs., third. The fourth finalist, Ritter, Vic., although only a junior, performed well to reach the final with this fast company.

Les Squires flew the "Grassfire" design, which at the last Vic. State Championships, had established the previous Aust. Class II T/R record of 8 mins. 3 secs. His model again this year, gained the award, for the best constructed and finished Team Racer at the Nats. Les now has five O.S.

**John Marquette, President of the N.S.W.A.A. and N.S.W. Radio Modellers, about to start the K. & B. 15 in his famous "Cicada" in No. 1. Picture taken just prior to it being lost due to a T/X valve failure. Model recovered later, undamaged, in middle of munitions factory five miles away.**

**However, all was not lost for in picture No. 2 we see Steve Vranj of N.S.W. preparing for the flight which placed him third using the "ever" popular Wright equipment on 40 mags.**

**Third place C/L Stunt winner in Picture No. 3. Tom Prosser of Parkes N.S.W. with his Sabre .19 powered radio entry, O.S. equipped.**

**From F/F missiles we move along to C/L Scale missiles in this beautifully finished Sabre, powered by O.S. Jet and finished in aluminium foil. This model was almost burnt out on a spectacular take-off, and yet another missile in picture No. 5 shows Tony Farnan's Kanga designed team racer which was placed 2nd and is capable of speeds of over 100 m.p.h.**

**In a somewhat more restful mood we see Lindsay Edwards in picture No. 6 with his Avro Anson C/L Scale entry which was placed third. The model featured pilots and very good interior detail.**

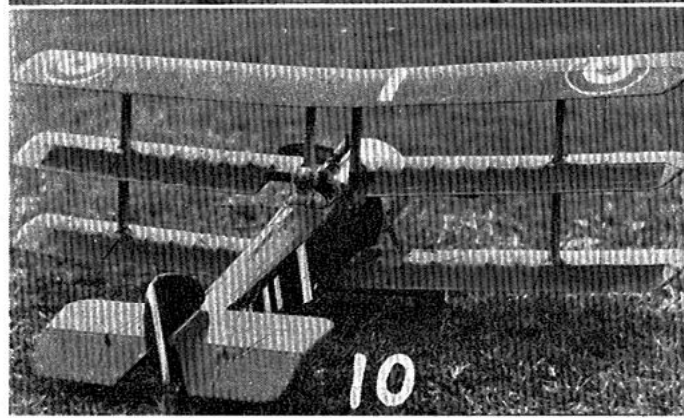
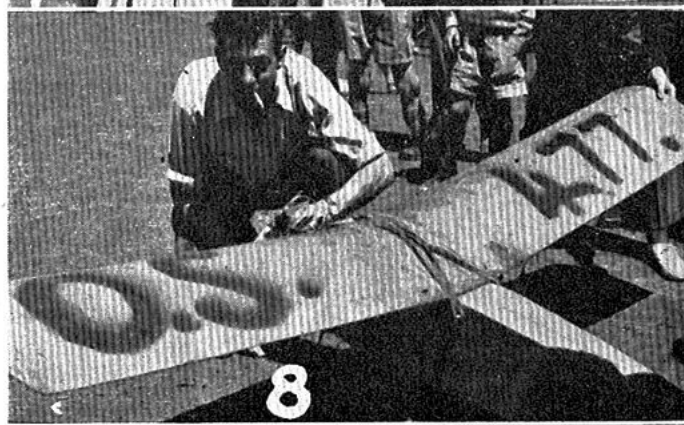
**Wanted, dead or alive! The three soaks in picture No. 7 "stole" the Editor's camera and doubly exposed this picture over one he had taken of a scale Tiger Moth (if you look carefully you can still see it) and then wrote a note which was photographed saying not to leave them around again or next time they would sell them and drink the proceeds. Judging from this they mean business. (What a surprise I got when I got home and developed the pictures).**

**In picture No. 8 we see one of the camera lifters, Radio Champion Geoff Tuck and his huge model "Big Bertha" O.S. equipped.**

**National B Class Team Race Champion L. Squires preparing his "Grass Fire III" for a well deserved victory in the final.**

**From there we move on to a much slower pace in No. 10 and Tony Shennan's beautifully finished C/L Scale Sopwith Triplane built from 'Model News' plans (Feb. 59). This model was powered by K. & B. 15 swinging an 8in. x 4in. Tornado nylon on about 40ft. lines and still maintained good line tension in a stiff breeze. It is even capable of looping. One of the most accurate and detailed scale jobs yet.**





Max powered 'Grassfire' models, all absolutely identical, so much so that it is almost impossible to tell them apart. The winning plane was using the latest O.S. Max III Custom X .29 engine, as were all the other finalists.

T. Cox of Tasmania flew a lone Eta Mark 6 powered model. It was pranged in the eliminations and thus ruined his chances. One of the cleanest races we have seen yet. Bill Evans of S.A. had a very consistent Enya .29 powered model which was seen to clock 89-90 m.p.h. for 74 laps. Can't understand why it didn't make the finals.

**OPEN STUNT.**—This event went to Tony Farnan, who has placed in the last four National Stunt Titles. He flew the familiar Max .29 powered "Blackbird" which came second last year. The plane is of course an exact Palmer Thunderbird, used with considerable success by ex-Australian Stunt Champion, Bob Hyde, and for those interested, the main points to be watched with these planes is to keep the weight down and most important of all to stick rigidly to the design. Bob Hyde was not favoured to win but split the bearers of his stunter during practice, and without time to effect a safe repair, was appointed one of the judges. It was a shame as he had a chance of winning the National Title for the third successive year.

Second place went to Ken Taylor, Vic., flying his newest and very large Max III .35 powered "Kismet". The improved layout features of "spatted" undercarriage mounted on the wing, plus lighter construction. Ken flew well but had not quite finished the paint job on his model, therefore missing on some valuable appearance points. Hyde flew this plane after the contest and really turned on some genuine "square" manoeuvres.

With his unusual wrist action, Tom Prosser, N.S.W., became a familiar figure at the Nationals, and in coming third in this event, proved he has the ability to lay down a good stunt pattern. His model had seen many hours flying but still preserved a good finish, and the design, which was original, features a trike u/cart and a particularly neat appearance. This model is equal to any flying in Australia today and you will be pleased to know "Model News" has obtained the plans for publication. These will be appearing in a future issue and will be welcomed by our many stunt enthusiasts as their first opportunity of obtaining plans of a really top notch design.

Special mention in the stunt event must go to the magnificent "Chipmunk" flown by former champion Derry Brown, who is making a welcome comeback. This stunter was quite close to exact scale, and featured a wingspan of 62½" with an all up weight of 4½ lbs. On its second official flight, in slightly windier conditions, this beautiful model was completely wrecked, when it "fell in" whilst completing an overhead figure. At a New Year's Eve party later, the boys had two minutes' silence, in respect for the 'Fallen Chipmunk'. Monty Tyrrell was another "old timer" to fly in the stunt, and using an "All Australian", powered by a Merco .35, the best we have seen, he showed glimpses of his former skill. Keoghs Competition Glo Fuel was used by the first and second placegetters in the event.

**JUNIOR STUNT.**—The winner, H. Mackin, was quiet promising and again won because of a more

ordered pattern. Possibly the most skilful pilot was L. Follett. However, he was plagued by nervousness and thus was unable to capitalise on his ability. This event indicated a rather pathetic approach by the entrants, and it would seem that no one had really bothered to practice to any great extent. Provided a good junior was to approach realistically and practice thoroughly, there

No. 1. Nats. F/F Scale Champion, Bob Greenhill and his huge 6ft. span "Gloucester Gladiator" powered by the Frog 500.

Unknown modeller in Picture No. 2 prepares his ("Model News" plan) "Snoopy" for the Power Scramble. Believe it or not this 40in. wing span model is hauled up by the mighty Cox Pee Wee. In No. 3 Mrs. Monty Tyrrell proudly displays two of her husband's Stunters, both Merco .35 powered. On the left is the "Ramrod" and on the right Hearn's latest Kit, the "All Australian".

The 9ft. span monster was towed in the special crate all the way from Tasmania. As you can see in Picture No. 4 this model was quite huge and was powered by four O.S. .35's and won second place for the owner-builder, Len Quinn.

In a letter from Gnowangerup, W.A., S. Eastwood claims the local club has only three enthusiasts and a battery. Judging by his models in Picture No. 5 they must be really keen. The stunter is the "Coy Lady" from "Aeromodeller" plan and the scale Radio job is the "Mercury Aronca" with Taipan 2.5, Wright gear. In Mr. Eastwood's own words... "his better" holds the nicely finished "Ladybird" in No. 6.

No Nationals would be complete without Bert Halmshaw's fascinating indoor models as seen here at the Nats. dinner in No. 7.

Anthony Walsham, Vic., proudly displays his "Waveguide" in No. 8. Although only 15 I believe he handles the model very well.

Another model that can be handled very well is the huge "All Australian" of Monty Tyrrell's in No. 9. Power is supplied by the latest Merco .35. It would not be a Nats. without Basil Healy of N.S.W. and in No. 10 shows him with his well-used "Stomper".

In No. 11 Aeromodelling's Who Who (at least they like to think so) from left to right, Jim Palmer of the North Coast Hobby Centre, Lismore, noted for his radio modelling. Next Russell Hammond (less said the better), strongly supporting Basil Healy, the man with the Bandi Bandi shirt, Ray Fairfield, of Queensland, while John Marquette of N.S.W. looks on.

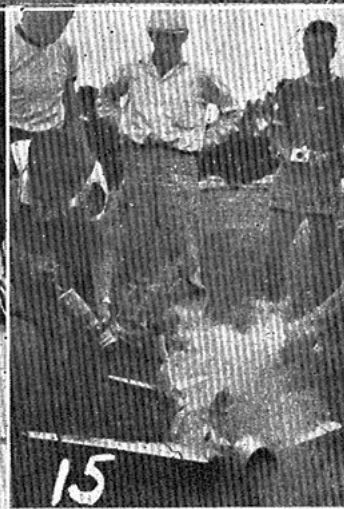
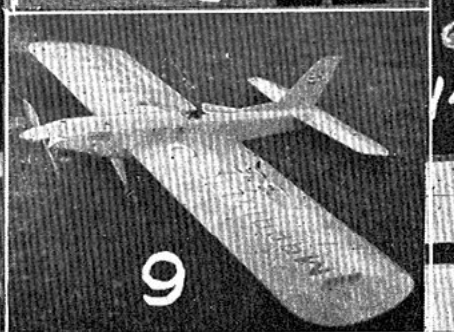
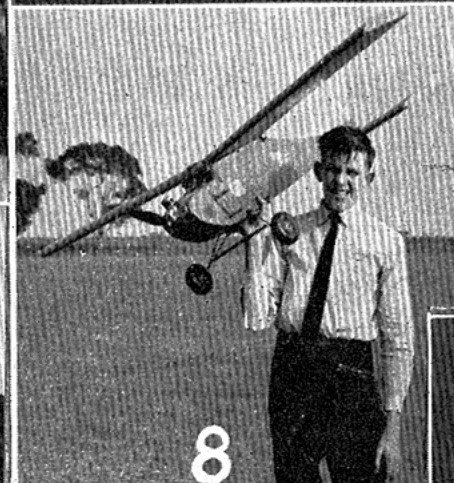
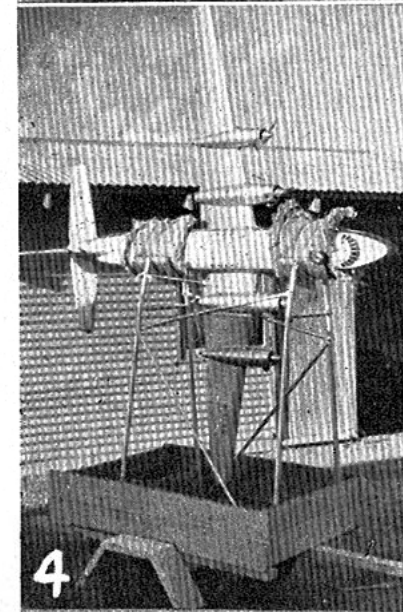
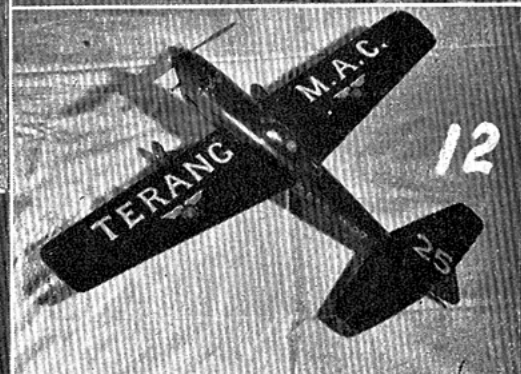
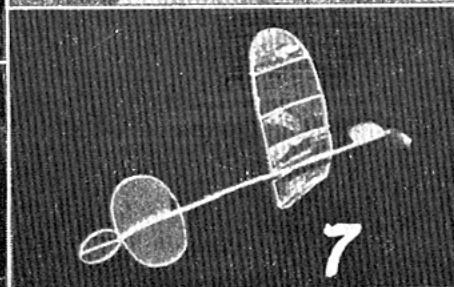
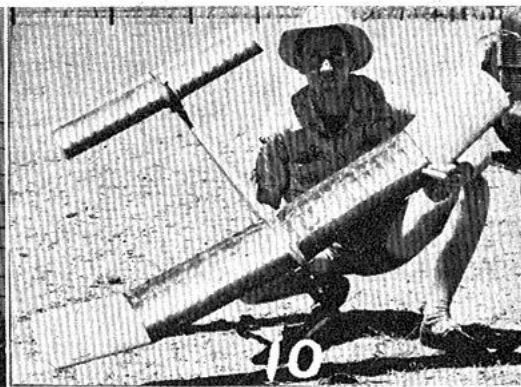
In No. 12 we have Australia's greatest Class 2 Team Racer, Les Squires, with his famous "Grass Fire III".

No. 13. All the way from Marble Bar is the little Radio job with the O.S. Pet. This model performed very well for Roy Farren. The plans have been promised so let's hear from you, Roy.

No. 14. It's our Champion of Champions, Wesley Penfold, after receiving the coveted trophy.

No. 15. Remember that beautiful O.S. powered Sabre Jet. This is what happens when they are not properly insulated. Remember fibre glass resin is not fire-proof.



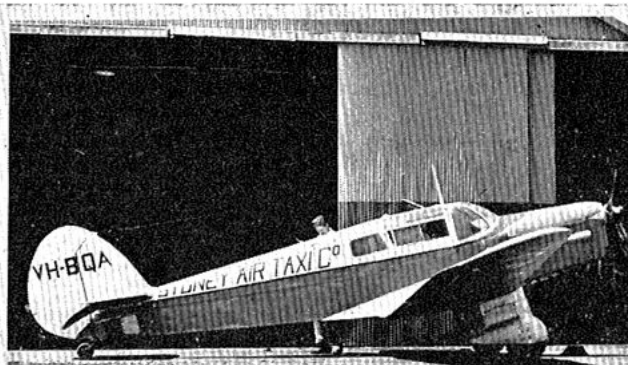




# Scrapbook

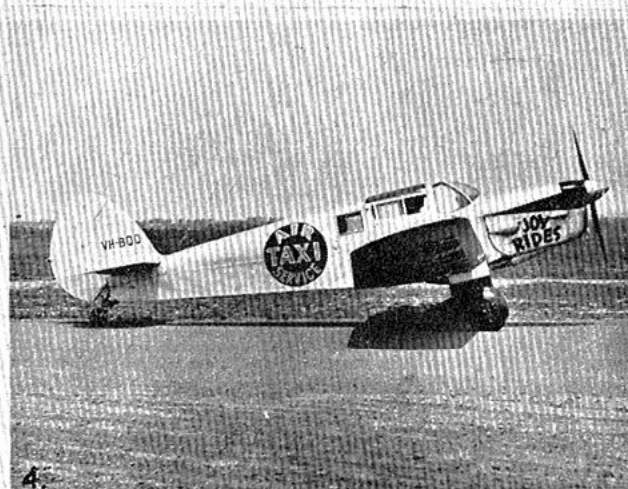
Collectors page of interesting and unusual full-size aircraft. We invite your contributions. Write to Noel Shennan, 3 Grandview Drive, Campbelltown, N.S.W.

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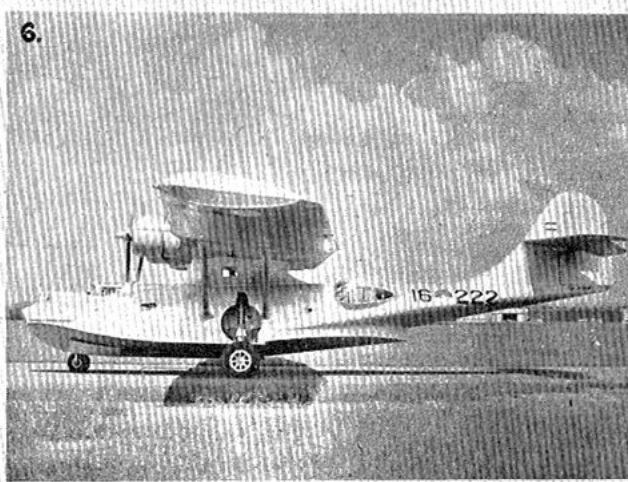


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seems to be no reason why he could not be as proficient as the senior flyers. One or two of the entrants showed the ability and it is to be hoped they may consider this thought.

#### FRIDAY—

Most outstanding performance on this day was Kevin Green's 11.8-1 Ratio Class III Power using an Enya .29. This was a good performance considering the appalling conditions of gale force winds and dust storms. W. Penfold placed 2nd and well known Victorian Donny Boughton third.

**WAKEFIELD.**—To our overseas readers times may seem very low in this event. Yet can you imagine what was happening to rubber motors in temperatures of over 100 degrees in the shade, not to mention the sand and the dust. Donny Boughton of Vic. won this event from Kevin Green, South Australian all-rounder, and Victorian Barry Winter took third place.

**F.A.I. SAILPLANE.**—Times in this event were a little better and a newcomer took top honours, namely L. O'Reilly from South Australia, with C. Squires of Victoria second. Once again our friend Kevin Green took third place.

#### SATURDAY—

**ADVERTISER TROPHY.**—This special Team Race Final for top point scorers from each State, saw Les Squires competing for Vic., Darcy Peck, N.S.W., and Thomson/Meyers for S.A. Although flown two days after the record breaking National Title, this event was expected to provide a fast time and the spectators were not disappointed, as the Thompson/Meyers team won in the new Race Record Time of 8 mins. 13 secs. Les Squires, the favourite, struck a blockage at one pit stop to completely change the settings, and cause him to come a slow third. Such difficulties are usually not experienced by Squires as his models all use fuel filters. However, the frequent dust storms and ever present grit must have penetrated the needle assembly.

1st, Thomson/Meyers, S.A., 8 mins. 13 secs (new race record) O.S. Max 111 .29.

**No. 1. NORDUYN "Norseman" UC 64A** Gibbes Sepik Airways, Goroka, New Guinea, Serial 249. Tail chequers, bright green and silver. Aircraft is all silver.

**No. 2. PERCIVAL "Vega Gull" with Gipsy VI** Series 2 motor. Serial K 98, now owned by Rural Finance Ltd., Mudgee, N.S.W. Colour scheme is blue and white.

**No. 3. JUNKERS A-50** owned by R. J. Herps, Windsor, N.S.W. Engine, Genet MK2, Airframe Serial 3517. Finish is natural silver and with registration in black. Name on nose is "Rena" — "Junkers Junior" appears on fin.

**No. 4. PROCTOR 1.** With Gipsy Queen II. Aircraft is silver, trim is blue with red "AIR TAXI SERVICE" on fuselage. Other lettering is blue.

**No. 5. RYAN ST-M** owned by B. Folwell, Rockdale, N.S.W. Serial 475 and powered by MENASCO "Pirate" C4S.

**No. 6. CATALINA PBY-5A** reworked by "Bristol" at Bankstown for the Dutch patrol services in Dutch New Guinea. Lettering under rudder base is "KON MARINE".

2nd, D. Peck, N.S.W., Moir Fox.

**CLASS III TEAM RACE.**—This event was the one in which most enthusiasts thought the Australian record must be broken. However, a surprisingly poor number of entries were received and only 10 models actually flew. Firm favourites for the title were the Lloyd brothers of N.S.W. who with this O.S. Max .35 powered racer, had recently won the final of the N.S.W. Metropolitan C. Class Team Race in the staggering time of 7 mins. 50 secs. This has been disallowed as an Australian record for although the model had been reprocessed after the event, the rules state that Australian records must be established in State or National Championships. The winner, W. Penfold, of S.A., won this event from Kenny Lloyd, of N.S.W., Wesley Penfold will be remembered for winning Class 11 Team Race at the 12th Nats. at Camden using an Enya .29 and this year won the Class III Team Race with an Enya .35.

**COMBAT.**—Quite a large roll-up of entrants fought this event in a temperature of 107 degrees in the shade, and had to bear with several drifting dust storms which settled on the field at intervals. Some of the early heats provided fiery clashes, and Trevor Potter of S.A. was unlucky to be eliminated after really turning on a high class display. A head-on collision between "Chicken" Pfeifer and Darcy Peck proved as they had promised earlier, that neither was prepared to give way! A heated moment later between Peck and Rex Meyers of S.A. helped to keep the crowd on its feet, and whilst Peck was disqualified, Meyers' "Firestreak" was wrecked, and he decided to withdraw. The final was between T. Farnan also flying a Firestreak, and Andy Kerr of N.S.W. using an original design with flaps. The final, deciding the third placegetter was fast and rugged between Vic. combat expert Doug. Harlow and nimble Bob Thompson, of S.A. After a number of really fast exchanges, Thompson and his Max III .29 Firestreak came out on top, although in one tangle he did a complete backward somersault only to regain his feet and fly on!

Once again Chicken Hopper Palmer Tanks were popular, and nearly all the competitors used O.S. Max engines. 10" x 6" and 9" x 7" nylon props were favoured for obvious reasons. Most popular combat ship was the Aero Flyte "Firestreak" which gained first and third placings.

#### SATURDAY NIGHT—

The Presentation Dinner was held at the Institute at Gawler. There was quite a good roll-up, although the boys claimed not enough girls to go around. I think everyone had sufficient crab and certainly sufficient of the orchestra who became a little enthusiastic at times and most of us needed ear muffs.

The whole weekend and each night was crowded with social activities the biggest highlights being the showing of previous Nationals by our one and only Merto-Goldwyn-Munro known to all and sundry as Mac. Unfortunately his wife couldn't accompany him this year but still Mac came and put on a very excellent show for the crowd. Thanks Mac, it wouldn't be a Nats without you.

A very important item was the Rule Conference. The main change was in Radio Control where we have adopted the F.A.I. Rules. Briefly,

it means we now fly to a set pattern (as in C/L Stunt) having two classes. Single function, which means rudder, or any single control you choose to name, but you can only have one. Then Multi Channel. The sky is the limit in this class and you will be limited only by your ingenuity and the size of your pocket.

Various parties held during the Nats. were a colossal success and socially I would say the best Nats. yet. The New Year's Eve party and the party after the dinner (midnight to dawn) I think all will remember for a long time.

Wakey! Wakey! Let's drink to the Red Knight of Germany, and all that Jazz.

—RUSS.

## FINAL RESULTS 13th AUSTRALIAN NATIONALS, GAWLER, S.A.

**F.A.I. POWER:** 1st K. Green, 811 secs., S.A.; 2nd, R. Lloyd, 705 secs., N.S.W.; 3rd, R. Howie, 600 sec., S.A.

**WAKEFIELD:** 1st, D. Boughton, 617 sec., Vic.; 2nd, K. Green, 551 sec., S.A.; 3rd, B. Winter, 470 sec., Vic.

**OPEN F.A.I. SAILPLANE:** 1st, L. O'Reilly, 788 sec., S.A.; 2nd, C. Squires, 772 sec., Vic.; 3rd, K. Green, 754 sec., S.A.

**A2 SAILPLANE:** 1st, M. Tucker, 529 sec., Vic.; 2nd, C. Squires, 494 sec., Vic.; 3rd, W. Penfold, 346 sec., S.A.

**CHUCK GLIDER:** 1st, R. Beckett, 191.2 sec., Vic.; 2nd, W. Penfold, 189.5 sec., S.A.; 3rd, K. Green, 16.2 sec., S.A.

**POWER RATIO CLASS 1:** 1st, C. Stones, ratio 12.6, Vic.; 2nd, A. Pedashenko, ratio 7.7, N.S.W.; 3rd, B. Healey, ratio 7.5, N.S.W.

**POWER RATIO CLASS 2:** 1st, S. O'Connor, ratio 22.4, Vic.; 2nd, C. Stones, ratio 18.3, Vic.; 3rd, K. Faley, ratio 12.6, Vic.

**POWER RATIO CLASS 3:** 1st, K. Green, ratio 11.81, S.A.; 2nd, K. Penfold, ratio 9.51, S.A.; 3rd, D. Boughton, ratio 7.32, Vic.

**RADIO:** 1st, G. Tuck, O.S.A., 186½ pts., Vic.; 2nd, J. Sumsion, O.S.A., 134½ pts., Vic.; 3rd, S. Vranj, Wright, 117½ pts., N.S.W.

**F.F. SCALE:** 1st, R. Greenhill, 548 pts., Vic.; 2nd, C. Stones, 519 pts., Vic.; 3rd, M. Patterson, 424 pts., Vic.

**JETEX:** 1st, G. Sinclair, 254.5 sec., Vic.; 2nd, W. Penfold, 139 sec., S.A.; 3rd, K. Green, 110.6 sec., S.A.

**POWER SCRAMBLE:** 1st, R. Duance, 581 sec., S.A.; 2nd, A. Bettens, 486 sec., Q'ld.; 3rd, N. Harding, 442 sec., Vic.

**JUNIOR STUNT:** 1st, H. T. Makin, 209 sec., Vic.; 2nd, F. H. Gurney, 195 sec., Vic.; 3rd, L. K. Follett, 194 sec., Vic.

**COMBAT:** 1st, T. Farnan, Vic.; 2nd, A. Kerr, N.S.W.; 3rd, R. Thompson, S.A.

**F.A.I. SPEED, CLASS 1:** 1st, T. Farnan and G. Rice, 105 m.p.h., Vic.; 2nd, L. Buck, 90.5 m.p.h., S.A.; 3rd, B. Dawe, 83 m.p.h., S.A.

**F.A.I. SPEED, CLASS 2:** 1st, D. Ellis, 129.9 m.p.h., Vic.; 2nd, T. Farnan, G. Rice, 125.5 m.p.h., Vic.; 3rd, B. Dawe, 118.3 m.p.h., S.A.

**F.A.I. SPEED, CLASS 3:** 1st, tie, R. Ellis and L. Buck, 144.2 m.p.h., S.A. & Vic.; 3rd, B. Dawe, 128 m.p.h., S.A.

**TEAM RACE, CLASS 1:** 1st, Thompson and Meyers, 9 min. 36.2 sec., S.A.; 2nd, W. Penfold, 11 min. 16 sec., S.A.; 3rd, T. Cox, 15 min. 10 sec., Tas.

**TEAM RACE, CLASS 2:** 1st, L. Squires, 7 min. 5.5 sec., Vic.; 2nd, T. Farnan, G. Rice, 8 min. 16 sec., Vic.; 3rd, Thompson and Meyers, 8 min. 54.8 sec., S.A.

**TEAM RACE, CLASS 3:** 1st, W. Penfold, 9 min. 56 sec., S.A.; 2nd, K. Lloyd, 10 min. 3 sec., N.S.W.; 3rd, A. Coggins, 12 min. 27 sec., N.S.W.

## Gadgets . . .

This month we have some more clever contributions from our readers.

**No. 1** is from R. McFarlane and is a handy storage tidy for spare glow-plugs. Tubing is clear plastic, slightly smaller than ¼" I.D. This is wired on to the lid of one of the many small boxes or tins found in most model boxes. (I use a cigar box with several balsa divisions for small spares, bolts, nuts, pins, etc.). Use ¼" balsa for spacer. Plugs are easily identified and elements are protected from dirt and shock. No plug gaskets lost either.

**No. 2.** Again from R. McFarlane is a sturdy hinge for C/L. Can be made strong enough for .35 powered models. Been tested and is reliable. Strength depends on number of "turns" of strong thread, number of hinges and amount of thread cut off. If the turns of thread are too close together, it can cause tightening of control movement.

**No. 3.** Is a simple shock absorbing U/carriage for stunt, sport of team speed. Idea is based on design by Max Feltham of Newcastle. Note that U/C is free to shock forward or backward. Use aluminum or brass for hinge "bearings" and bolt to ply with 6 BA bolts. Rubber should be threaded through smooth edged holes to resist chafing. Wind as tight as you want it to be.

**No. 4.** Idea from Metropolitan Free Flight Club, Sydney, for keeping fuel handy while water flying. Drawing is self explanatory (with apologies for heavily nitrated flying fish!) Tin can is nailed to stout stake with pointed end. Use deep can as collision with can could cause fuel bottle to be dislodged if can is shallow.

**No. 5.** Also from M.F.F.C. is a simple free flight graduated tank made from doctor's disposable hypodermic needle. (John Tuckett uses one for squirting cement into inaccessible places such as under tissue for emergency repairs, or into cracks in balsa to give added strength). These are usually thrown out when charge has been used. (Ask your doctor to keep them for you). Cut away unwanted parts, and cement celluloid top on. Scribe divisions with hack-saw. Reinforce end tube with cement and attach tube to engine.

**ADVERTISER TEAM RACE:** 1st, Thompson and Meyers, 8 min. 77 sec., S.A.; 2nd, L. Squires, 3rd, D. Peck.

**C.L. SCALE:** 1st, T. Shennan, 547 pts., N.S.W.; 2nd, L. Quinn, 489 pts., Tas.; 3rd, L. Edward, 461 pts., Vic.

**OPEN STUNT:** 1st, T. Farnan, 329 pts., Vic.; 2nd, K. Taylor, 312 pts., Vic.; 3rd, T. Prosser, 307 pts., N.S.W.; 4th, D. Harlow, 290 pts., Vic.; 5th, M. Wise, 290 pts., Vic.

**F.A.I. UNOFFICIAL TEAM RACE:** 1st, R. Thompson-R. Meyers, 5 min. 37 sec., S.A.; 2nd, K. Green, 6 min. 23.5 sec., S.A.

**NIGHT SCRAMBLE:** (Russel 'And all that Jazz' Hammond Trophy): 1st, R. Duance, 319 sec., S.A.; 2nd, G. Williams, 150 sec., Vic.; 3rd, T. Matthews, 109 sec., S.A.

**CHAMPION OF CHAMPIONS:** 1st, W. Penfold, 12 pts., S.A.; 2nd, K. Green, 11 pts.; 3rd, T. Farnan, 10 pts.

**SHIELD:** 1st VICTORIA, 65½ points.

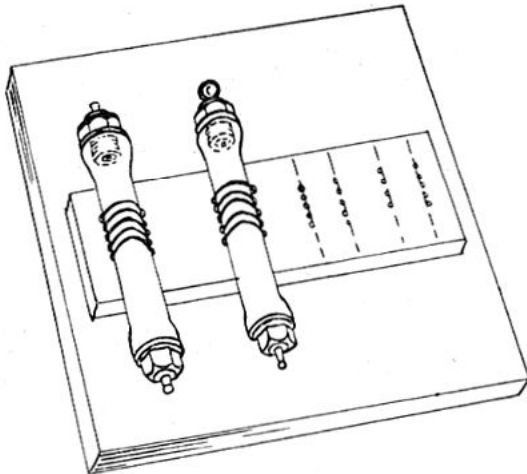
**JUNIOR CHAMPION OF CHAMPIONS:** H. T. Makin.



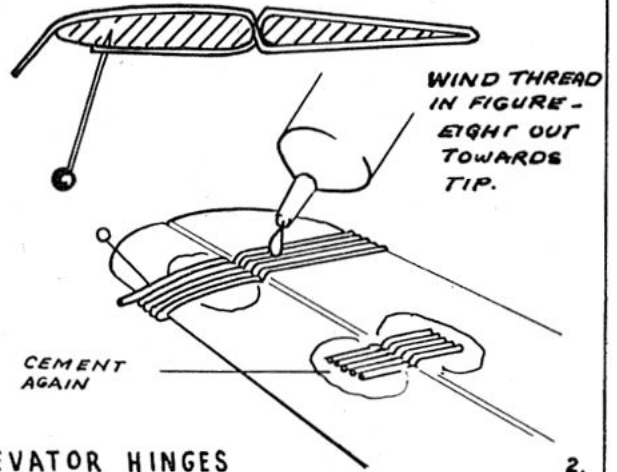


# Gadgets

GLOW-PLUG TIDY



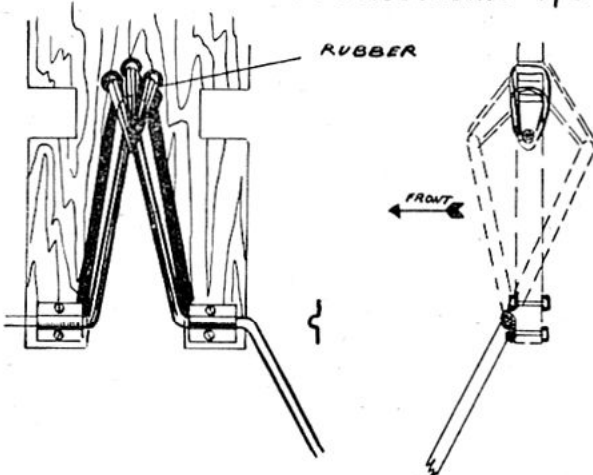
1.



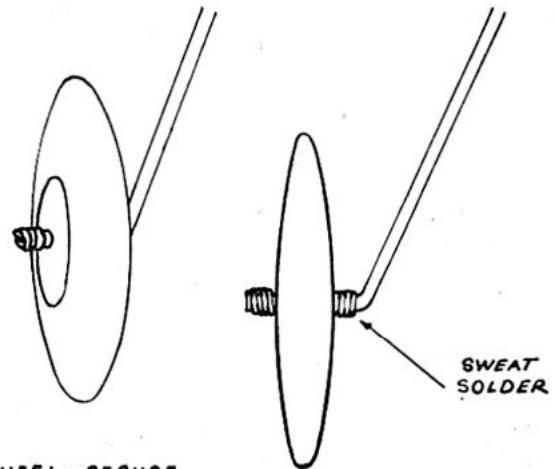
ELEVATOR HINGES

2.

SHOCK ABSORBING U/C



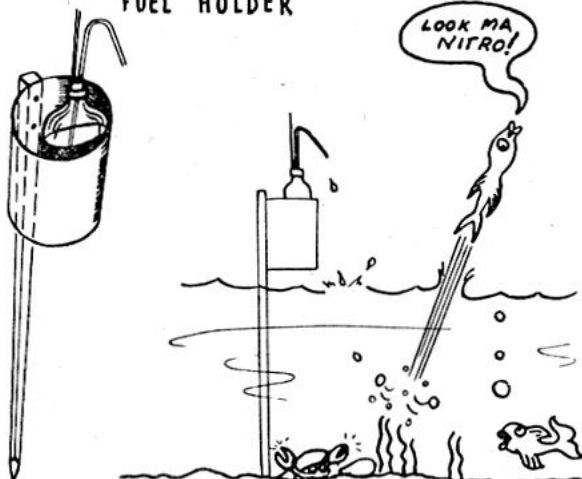
3.



WHEEL SECURE

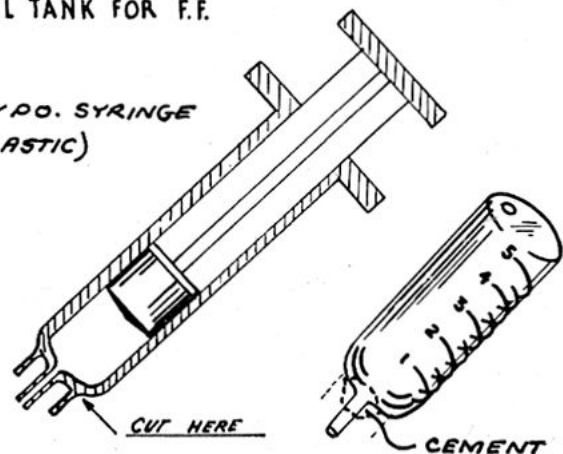
4.

FUEL HOLDER



5.

FUEL TANK FOR F.E.

HYPO. SYRINGE  
(PLASTIC)

6.

Continued from Page 18)

single engine models which are noted for these characteristics.

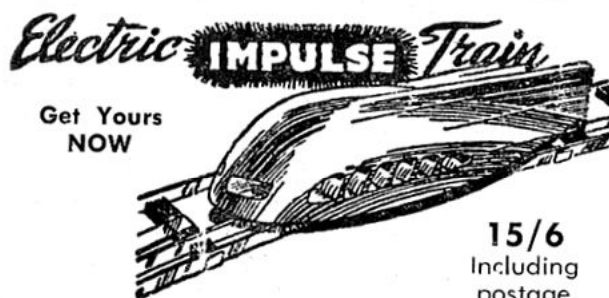
Company officials said the high performance 210 handles very similar to other Cessna single engine models and should be an easy "transition" for business pilots who have been flying lower performance aircraft with fixed landing gear. Exteriors of the 210 are available in multiple choice of colours in a three-colour vinyl paint design. Wings are striped in a two-colour combination providing a simulated swept wing design. Wheel covers of brightly polished aluminium are included on both the main and nose gear wheels.

Eight exterior colour combinations are available with Pearl White as a common colour. They include Cinnabar Red with Deep Mahogany, Cadet Blue with Shadow Blue, Cedar with Light Orange, Bamboo with Shadow Blue, Cedar with Deep Mahogany, Bamboo with Trinidad Gold, Cinnabar Red with Festival Red and Bud Green with Leaf Green.

### Our Apologies

In the December, 1959, issue of "Model News" on Page 21 a small paragraph was inadvertently printed from a Club report regarding the various merits of O.S. and Enya engines. This report has no basis in fact and "Model News" would like to apologise to the manufacturers and wholesalers concerned.

### WONDER MODEL OF THE AGE



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NOW

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#### MOTORLESS PROPULSION

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- 1 60" "Southener" F/F

Particulars from: MR. N. CAMPBELL,  
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## Codling Moth

BY NOEL SHENNAN

Here is a delightful semi-scale Free Flight model for those who like something different. Span is only 36in. so transport is no problem. This one can be powered by any motor from the Cox Pee Wee to 1 c.c. If you don't feel like scaling up the plan, send a postal note for 10/6 to the North Coast Hobby Centre, Keen Street, Lismore, and a full size copy will be sent by return post.

Building instructions are not included (who reads them anyway) as the construction is simple and can be confidently tackled by anyone who has built one or two successful models.

Here are a few hints. Be careful with the wing mounts and make sure this is accurate or it will alter the incidence.

## O.S. Wins Again

(See results)

O.S. Pet. 1.6 Glow .....	£3/7/6
O.S. 15 2.5 Glow .....	£5/12/6
O.S. 15 2.5 Ball Race Diesel .....	£9/17/6
O.S. 29 5cc Glow .....	£7/14/6
O.S. 35 6cc Glow .....	£7/14/6

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(Use the Best)

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(See Illustrations)

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MUSTANG TRAINER 1.5 .....	25/9
TAIPAN TRAINER 2.5 .....	30/-

COX OLYMPIC .15 .....	£9/15/- plus post
COX PEE WEE .020 .....	£3/15/- plus post
COX BA WEE .049 .....	£3/15/- plus post

(Buy your spare head when you order)

TAIPAN 1.5cc .....	£3/19/6
TAIPAN 2.5cc .....	£4/19/6
TAIPAN 2.5 (w.c.) .....	£6/-/-
GLOWCHIEF .35 .....	£5/19/6
GLOWCHIEF .29 .....	£5/19/6
GLOWCHIEF .49 .....	£7/7/6

O.S. RADIO GEAR (early February 1960)

## GORRIE'S

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AEROMODELLER ANNUAL 15/6 plus post

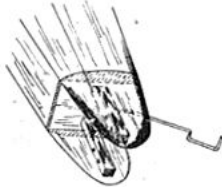


# A MODEL NEWS PLAN

## CODLING MOTH A FREE FLIGHT FOR .75 TO 1.0 cc

BY NOEL SHENNAN

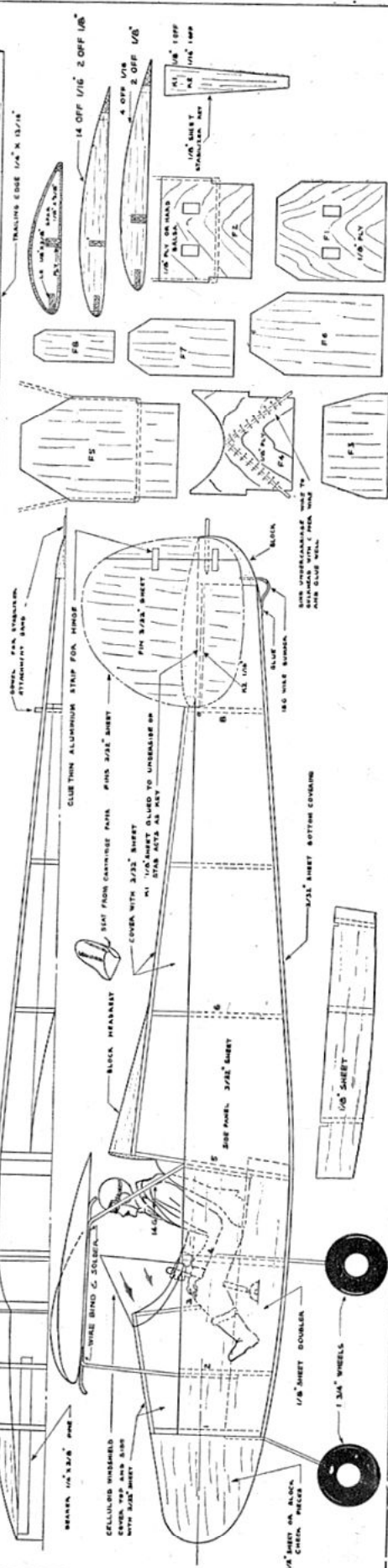
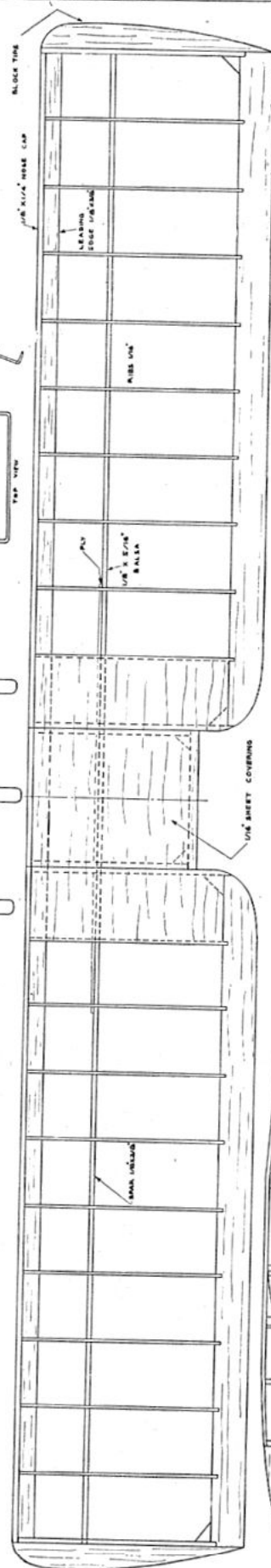
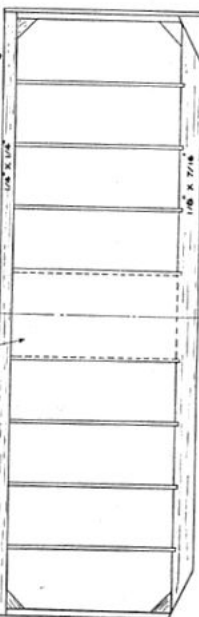
**TAMING**  
INSERT PACKING UNDER LEADING OR TRAILING EDGE OF WING TO GET A SLIGHTLY NOSE HEAVY GLIDER. ADJUST RUBBER FOR A WIDE RIGHT TURN. GIVE ENGINE RIGHT SIDEWIND AND MOUNTAIN WINDMILL UNDER EACH REAR. DO INITIAL FLIGHTS ON LOW POWER. ALLOWING THE MODEL TO TURN WITH THE TONGUE - TO THE LEFT - BUT NOT TIGHTLY. FINAL TURN IS - DOWN LEFT.



FRONT AND BACK, 1/8" WIRE  
CROSS PIECES FOR WING MOUNT



1/8" PLANKING TOP & BOTTOM





# RADIO ROUNDABOUT

CONDUCTED BY  
JOHN MARQUETTE

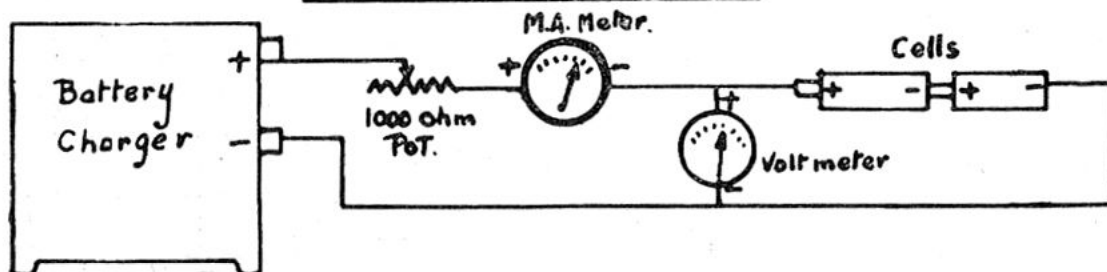
In this issue I thought I'd go all technical on you and give you a couple of very simple, but most useful circuits. First of all, though, perhaps a short run through on what's been going on in the R.C.M.C. during the last couple of months.

On 22nd November we had a really bumper attendance, practically every member was present. The reason for this was that Dr. Fraser of A.T.N. came out to take some shots of us in action for a T.V. series. The boys really put on a show and gave the Doc. some terrific material. Some very nice precision take-offs were filmed. Richard Shaw, Keith Hollingworth and myself recorded a very spectacular prang each (not intentional, of course) but by far the best display of flying was by Harry Mortlock with his Varicomp-Live Wire Trainer. This man sure can handle this machine, which is no mean feat, for it flies I would estimate at about mach. 1 and has terrific control response. Harry did the book and I still wonder how he got away

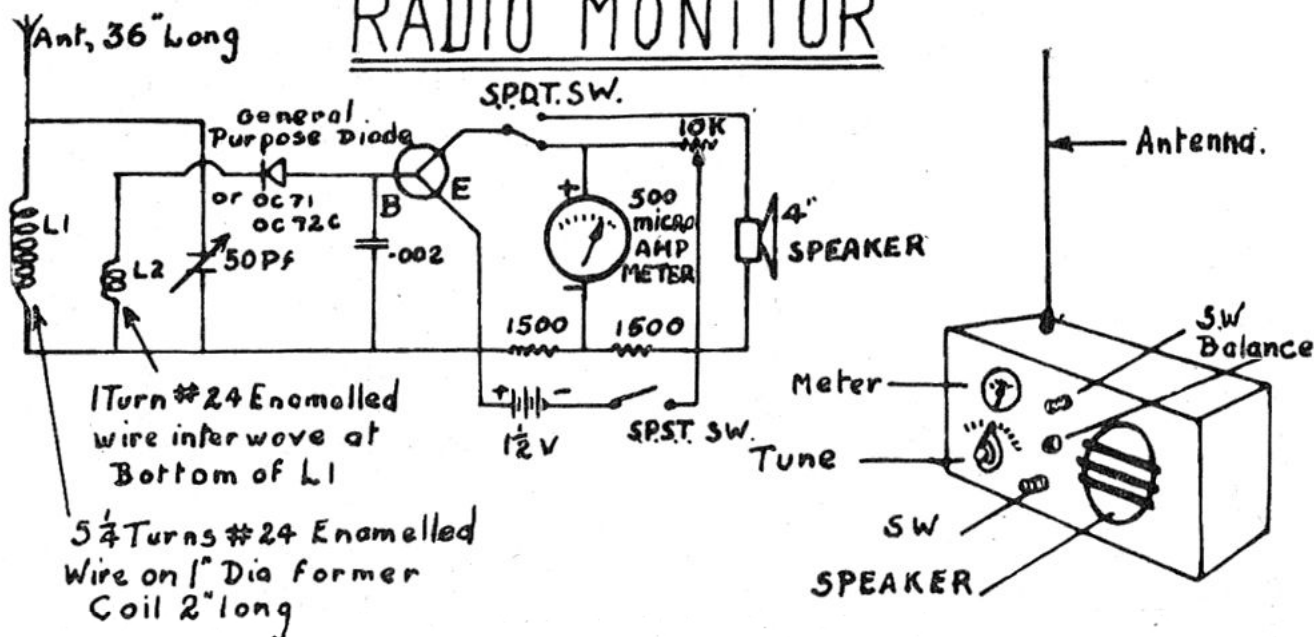
with it, for at no time was his altitude greater than 50 feet and mostly the pull-outs from his loops were around 3 feet; a few times he looked like flying straight down the lens of the camera.

December-January are always bad months for attendance at model flying clubs and ours is no exception. This is due to the fact that most folks go off on their annual holidays and as well with the hot, windy weather at this time of year, flying conditions are usually pretty bad. Consequently, nothing of a very spectacular nature has happened within the Club, although a couple of Sundays ago we did have four very nice new models to get airborne for the first time. Three of these were Cicadas, the first by Bill Eyre, this with an O.S. 4a Rx., Kato Servo and O.S. 15 M/S. Next by Johnny Eyre, with Wright Rx, Kato Servo and Enya 19 with own design throttle, and finally Richard Shaw, with Dual Proportional rig and powered by an O.S. 29 M/S. All these models flew off very nicely, with no bugs to be trimmed out. The fourth model by Tom Hingerty was a modified L.W. Trainer, with a Wright Rx and O.S. Compound Escapement. The motor, a Sabre 19. Tom calls this Locust and I'm still trying to decide whether I should sue him or not. Perhaps I won't

## NICAD CHARGER.



## RADIO MONITOR





for it flew very well and he didn't disgrace the name of the particular breed of insect.

Now for the technical gen. With the increasing use of Nickel Cadmium Accumulators in R/C models, lots of chaps have been asking just how to recharge them. These cells, of which there are two sizes available in Australia, the 225 ma/hour and the 450 ma/hour, have to be charged at a very low rate, namely 22 ma and 45 ma respectively. A special charger can be purchased from the distributors, but for those who already have an ordinary car type charger in the garage, here is a circuit you can add to it, that will do the job very nicely. Of course, if yours is a 6-volt charger you will only be able to charge up to four cells at one time, if a 12-volt up to eight cells can be charged.

The other circuit I had in mind for you was that of a Field Strength Meter and Audio Monitor. Now that tone is here, the idea of having a device whereby the tone or tones of your transmitter could be checked by other means than that of switching on your receiver seemed a pretty good one. Also on the field if you have your monitor switched on, you will know immediately if you lose contact with your model, whether the trouble is in your airborne or ground equipment.

The lay-out of this instrument is not critical and as long as you use a bit of common sense, make good solder joints, have your wiring as rigid and as short as possible, you won't have any trouble to get it working. Phones can be substituted for the speaker if you want to get right on top of the tone. It must be realised that volume from the speaker in a circuit of this type, without the addition and also complications of an audio amplifier is not terrific, but on the one we built it was sufficient.

In the next issue of "Model News", provided, of course, the Ed. gives us his blessing, I plan on giving the circuit and constructional data on a really very excellent Single Channel Tone Receiver, which a few of us R.C.M.Cers have developed.

## RADIO CONTROL IN VICTORIA

The M.A.R.C.S. Group conducted a further of their series of contests on Sunday, 7th February, by contesting another slope soaring event on the steep slopes of Mount Frazer.

This time the wind was from the north and the boys were looking forward to some good flying. However, strange as it may seem, the breeze gradually dropped during the afternoon to an extent which prevented good times. Early in the day, several of the pilots made the fatal turn down wind into the slope, and Jim Sumsion, John Douglas, Ron Snell, Jim Kofoed and several others all bent their models with varying degrees of severity. Even the famous Bertha suffered when Geoff Tuck tried to shift the mountain with the monster. Anthony Walsham broke the wing on his little Gasser after a short flight, although his heavier Waveguide flew quite well and came out in one piece.

Several gliders were present on this occasion, and showed excellent potential, but were damaged before the owners could get them safely trimmed. Tony Farnan won the Contest with his all black "Tranquillizer", which handled the conditions quite well, although later in the day the wind was not sufficient to keep the symmetrical section afloat. Gear used in this and most of the planes was the O.S. Transistorised 4A Receiver and 3AP Tone Transmitter, with the latest 3PN Electric Servo. Farnan, like several of the enthusiasts, visited the Hearn's Trophy early in the day, and then proceeded to the Radio Contest.

Highlight of the day's flying was a visit by the farmer to the summit in his jeep, demanding that all cars which he had previously allowed crawl up to the top, be driven down and back to the Highway immediately. Not wishing to cause a new eruption on the extinct volcano, the boys carried out his wishes, and having parked their vehicles, proceeded to stagger up the slope back to their abandoned equipment. When you find a spot like Mount Frazer, you don't argue!

# Technical Topics . . .

## *Fail-Safe and Motor Control*

(By GEOFF WOOD, Samsonvale Road,  
Samsonvale, Queensland)

For radio bods who experience qualms on letting go a kite with a full tank, here's a fail-safe device from Geoff Wood, of Samsonvale, Q'ld., which should set your minds at ease. It also functions as an engine cut-out.

We'll quote Geoff: "In this fail-safe device, airtight joints are made from the motor, through the tank, to the brass tube at the end of the tank vent. Normally, the brass strip rests against the end of the tube, cutting off the tank air supply. This is 'signal off' condition.

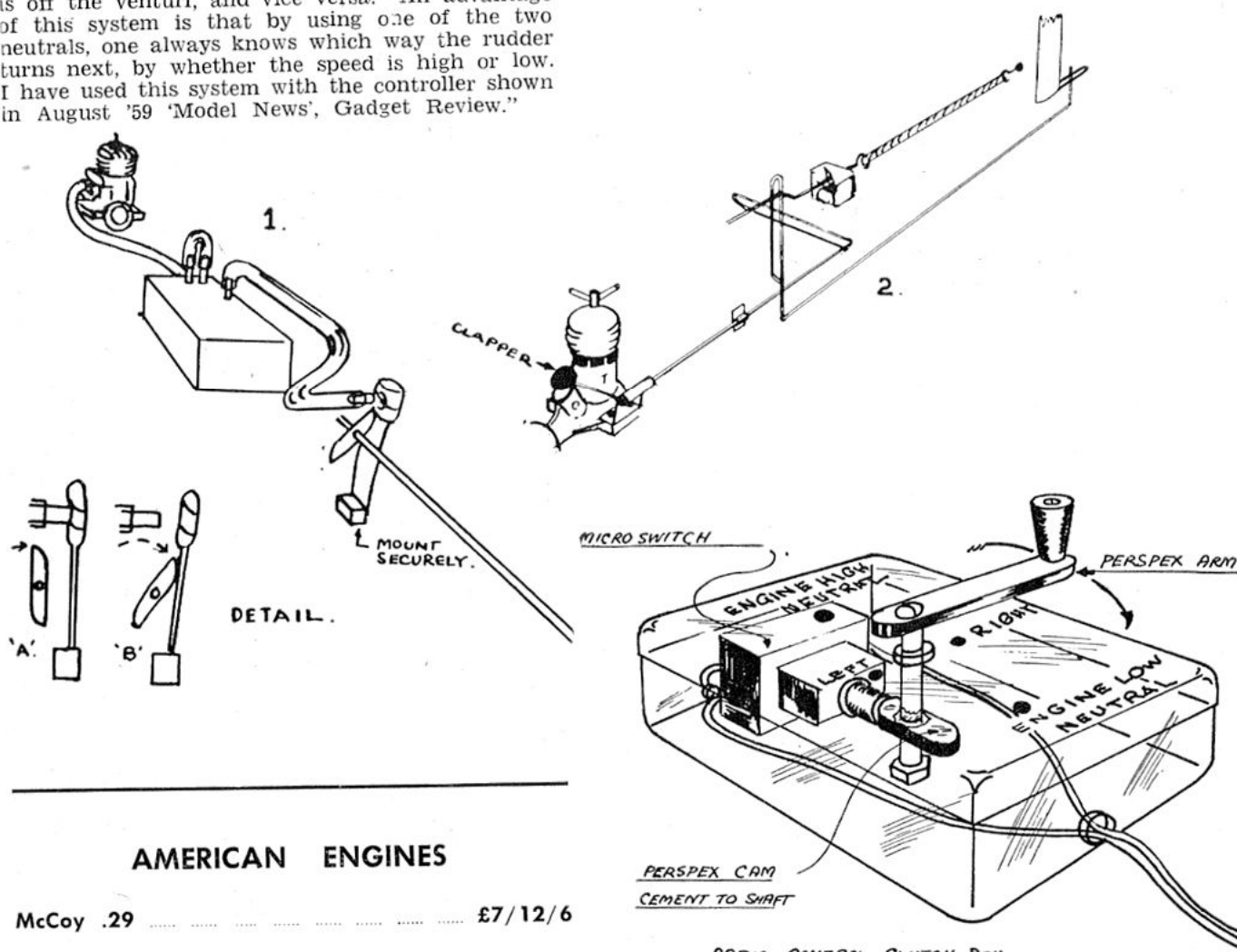
"Make the brass flap an airtight fit here, by wrapping a piece of foam rubber with cellotape on the brass strip.

"When signal is given, the cam rotates 1/4 turn, pushing the brass strip off the end of the tank vent and admitting air to the tank. If a signal is not received, e.g. due to radio failure, no air is admitted to the tank, a vacuum forms, and the engine stops.

"The cam is fixed to the rudder torque rod, could be made of celluloid or plastic and cemented in place.

"The second device is a motor control operated from the rocking crank rudder linkage, and when the escapement arm is in the top position, the

motor is on high speed, because the clapper valve is off the venturi, and vice versa. An advantage of this system is that by using one of the two neutrals, one always knows which way the rudder turns next, by whether the speed is high or low. I have used this system with the controller shown in August '59 'Model News', Gadget Review."



### AMERICAN ENGINES

McCoy .29	£7/12/6
McCoy .35	£8/12/6
K. & B. Torp. .35	£9/12/6
Fox .29	£10/5/-
Veco .35	£10/12/6
Veco .35	£11/17/6
(With exhaust and choke control).	



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(L. L. Griffiths)

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# Twelfth N. Zealand Nationals

BY LINC VINCENT

High winds and occasional rain marred many of the free flight events at the 12th New Zealand Nationals, held at R.N.Z.A.F. Station, Weedons, Christchurch.

About 200 people attended the Nats. and were housed in a hut lent by the U.S. Navy who erected them for the Deepfreeze boys.

The Auckland M.A.C. again cleaned up the honours for champion club, collecting 592 points against runner-up Kaiapoi's 194. The club also provided champ. of champs. and control line champ. Johnny Winn and junior champ. Peter Levet.

Flying started early on the morning of December 28. The weather was perfect for the opening event, Nordic A2, and junior Peter Levet soon had his Nebula raking in the maxes, returning a perfect score, the only one of the Nats.

The free flight events were run in large paddocks lent by the local farmers. The station itself is a stores depot and has no airstrip. Control line was flown on the station sports ground.

John Malkin, of Upper Hutt, tipped to be a possible champ. of champs., took second spot in A2. His towline technique was interesting. When the model was on top of the line he turned his back on it, slung the line over one shoulder, and wandered around thermal seeking.

The other free flight events flown later in the week were not so lucky with the weather. During F.A.I. gas, wind and rain took a heavy toll of models. Harry Winn looked as if he had the contest in the bag when his model was lost in a cornfield. Son John kept the comp. in the family, however. John and second place man Noel Hewitson (Auckland) together with John Sheppard (currently polishing Rolls Royces in London) are the N.Z. team for the world gas champs.

Wakefield, flown in strong winds that had the fetchermutts running long distances, was won by John Malkin with Peter Levet second, and Bill Cook (a world champs. rep. last year) taking third for Upper Hutt.

Payload, won by Wellington's Peter Grahame, had most of the entries in trouble. Winds much too strong. Same with A1 where 90% of the entries pranged, mainly with wings folding on tow. Rodney Lewis (Ak) won with his Hatchetman, one of the few designs to stand up to the weather.

Auckland Reg Fleet and his faithful Cessna 170 took F/F scale for the third year running. Model not overburdened with detail and flies well, unlike most local scale ships.

This Nats. a new system was introduced where Team Race heats and finals were run over 160 laps. Gave everyone a good run with four fastest times being picked for the final.

Class A was dominated by Norm Ferguson, of Kaiapoi, with a very neat veteran racer, Oliver powered, of course. The final was moderately fast with Ferguson leading Welly Choy (Wellington) in by nearly two minutes. Welly's big fibre glass

model with olly in alloy pan, headed me by 12 secs. Was lucky to be there, my mod olly playing up in practice. Slapped just run-in stock one into model and crossed fingers.

Class A, flown on Tuesday afternoon, had about 45 entries in 15 heats. Class B had fewer entries but they were generally of a higher standard. After an afternoon of howling 29's had ended Stott of Christchurch with a Sabre 29 found he had to dispute the final with three Auckland racers, Noel Hewitson (Veco 100), Bruce Keegan (Lapped ETA), and John Winn (Veco 100). The final was a classic with some of the cleanest flying seen here for years. The Sabre was getting 40 laps with 6 sec. pit stops. The Aucklanders, though faster in the air, had thirstier motors and spent more time on the ground. Even without the few minor mishaps they suffered they could not have caught Stott, who finished a mere 10 secs. outside the New Zealand record.

Speed day saw three of the piston engine records shattered. Allan Carmine (Masterton) started the ball rolling by beating the Class I record by 1 m.p.h. with his Super Tigre G 20 S. His speed was 102.27. Harvey Westland (Kaiapoi) then boosted the Class 2 record 6 m.p.h. to 126.7. He used a home brewed motor, based on the Super Tigre case and head and an ETA backplate, turning a 7 x 8 Tornado prop.

Class 3 was the highlight of the day with Dooling 61's doing shaft runs all over the place. Ian Henry (Christchurch) won using a McCoy 60, pressure fed from the backplate. His time of 142.8 m.p.h. set a new record.

It did not last long, Merv. McCrorie, also of Christchurch, had been mistimed on his official run while travelling very fast. In a record attempt in the evening he sent his Pepperell-Dooling up to record 146 m.p.h. In further attempts that evening Henry could not improve on his previous time.

Harvey Westland, whose special blew a big end and piston seconds after breaking the Class 2 record, was airborne next day in further attempts but pen bladder trouble foiled him.

Control line scale was taken by the superb Spad built by Pete Carter (Kaiapoi) but the honour of putting up the most impressive flight went to third place man Jim Fougere (Palmerston North) with a scale Super Sabre plus dynajet. After dragging Jim around the circle for a while it ploughed in on fire, wiped the outboard u/c leg and slewed to a stop covered with dry ice from a hastily wielded extinguisher.

## NEW ZEALAND NATIONAL RESULTS,

**TOW-LINE GLIDER-NORDIC A.2:** 1st, P. Levett, 900 sec.; 2nd, J. Malkin, 821.8 sec.; 3rd, N. Hopley, 748.1 sec.

**HAND LAUNCHED GLIDER:** 1st, J. Malkin, 276.1 sec.; 2nd, J. Hearne, 222.6 sec.; 3rd, B. Ramsay, 209.3 sec. and B. Coleman, 209.3 sec.

**WAKEFIELD:** 1st, J. Malkin, 781.6 sec.; 2nd, P. Levett, 734.0 sec.; 3rd, W. Cook, 684.2 sec.; 4th, B. Stannish, 642.4 sec.

**CLASS A TEAM RACE:** 1st, N. Ferguson, Oliver Tiger, 8 min. 33.8 sec.; 2nd, W. Choy, Oliver Tiger, 9 min. 43.4 sec.; 3rd, L. Vincent, Oliver Tiger, 10 min. 10.4 sec.

**FREE FLIGHT POWER F.A.I.:** 1st, J. Winn, 681.4 sec.; 2nd, N. Hewitson, 629.8 sec.; 3rd, B. Keegan, 512.7 sec.

**RADIO CONTROL:** 1st, P. Lagan; 2nd, L. Sharland; 3rd, B. Shakeil.

**B CLASS TEAM RACE:** 1st, W. Stott, Sabre .29, 9 min. 28.3 sec.; 2nd, N. Hewitson, Veepo .29, 9 min. 49.7 sec.; 3rd, B. Keegan, Eta .29, 10 min. 27.3 (Hybrid).

**FREE FLIGHT SCALE-POWER:** 1st, R. Fleet, 39½ pts.; 2nd, A. Stace, 56 pts.; 3rd, B. Shakell, 55½ pts.

**CONTROL LINE-STUNT:** 1st, T. Fenwick, 351 pts.; 2nd, D. MacPherson, 335 pts.

**CONTROL LINE-SPEED:** 1st, A. Carmine, 102.27; 2nd, G. Westland, 126.7; 3rd, I. Henry, 146.8; 4th, J. Winn 110.4.

**CONTROL LINE-SCALE:** 1st, P. Carter, 84 pts.; 2nd, W. Briggs, 77 pts.; 3rd, R. Johnson, 71 pts.; J. Fougere, 71 pts.

**PAYLOAD FREE FLIGHT POWER:** 1st, P. Graham, 553.7 sec.; 2nd, N. Hewitson, 531.8 sec. 3rd, B. Stannish, 514.1 sec.

**TOWLINE GLIDER — NORDIC A/1:** 1st, R. Lewis, 412.1 sec.; 2nd, N. Hopley, 395.3 sec.; 3rd B. Keegan, 345.7 sec.

**FREE FLIGHT CHAM.:** 1st, P. Levett, 73 pts.; 2nd, J. Malkin, 70 pts.

**CONTROL LINE CHAMP.:** 1st, J. Winn, 69 pts.; 2nd, B. Deakin, 59½ pts.

**JUNIOR CHAMP.:** 1st, P. Levett, 113½ pts.; 2nd, A. Woodfield, 54½ pts.

**CHAMPION OF CHAMPIONS:** 1st, J. Winn, 111 pts.; 2nd, N. Hewitson, 95 pts.

**CHAMPION CLUB:** 1st, Auckland, 529 pts.; 2nd, Kaiapoi, 190 pts.

## Book Review . . .

**"POWER MODEL BOATS"**, compiled by Vic. Smead; also

**"POWER DRIVEN SHIP MODELS"**, by Arthur D. Trollope.

Reviewed by Ron Whaites

My interest in model boat building commenced during the early part of High School with hobby classes. My first attempt was Columbus' sailing ship the "Santa Maria", and this boat took me three years on and off to complete. Although only a mantel shelf model 20in. long, I still receive much pleasure from seeing the completed ship.

Recently I purchased a kit designed and manufactured by "Model Aircraft Ltd." The model is the "Dolphin", a cabin cruiser of 24in. length and powered by a 9 volt electric motor. Power for this motor has been my greatest problem and after reading the books listed above I feel that success is now assured.

Current consumption is an important part of electric installation when dry batteries are used as in most cases for boats up to the 24in. length. The life of these is very short owing to the high amperage which is drawn from them. The only way to obtain higher amperage from dry batteries is to have a larger battery, the larger the battery of same voltage the higher the amperage. But this is a problem as space for these batteries is usually limited and so to the ordinary person dry batteries are not very economical.

The solution to this problem of amperage may be overcome by using rechargeable accumulators, the cost of which is only 3/- per cell. This is the magnetic cell and each cell weighs only .8 oz. for dimensions of ¾in. x 1in. x 1½in. Voltage per cell is 2.0. For a 9 volt motor 4 cells would be needed to obtain sufficient voltage and space and weight taken up by these cells can be easily accommodated in the smallest of boats. The beauty of these cells is that they can be charged on an ordinary trickle charger. Batteries when thoroughly flat can be stored away until needed again.

## Newcastle District Aero Modellers

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Newcastle

A. JENSEN (Prop.) MA 2992.

More information can be learned, however, by reading the full chapter 9 on Electric motors from "Powel Model Boats" and also from Chapter 4 "Power Driven Ship Models".

Both of these books are well compiled commencing with the main problem of all modellers . . . "which type of boat will I build?" Also, "what will I build it of?" and what type of construction. Both books deal fully with these problems right up to the most modern "glassfibre" construction.

Next we have the problem, "What will I drive it with?" Each method of propulsion is dealt with fully right from the rubber band up to the most modern jet-propulsion.

Methods of shaft, couplings and propeller fittings. Other chapters cover "Superstructure and Fittings", "Painting and Finishing", "Hydroplanes", "Unorthodox Models" and also "Radio Controlled Models". Both of these books give the "Do's and Don'ts for Beginners". They are well bound and covered, printed on top quality paper with first quality illustrations, both photos and drawn. I can recommend either one as a necessity to any model boat builder.

### Our copy from—

The Technical Book Co. of 295-299 Swanston Street, Melbourne. 'Phone FB3951.

### Prices :—

"Power Model Boats" by Vic. Smead, published by Model Aeronautical Press Ltd., 38 Clarendon Road, Watford, Herts., England. 20/9 plus 1/6 postage.

"Power Driven Ship Models" by Arthur D. Trollope, published by Percival Marshall & Co. Ltd., 19-20 Noel Street, London, W.1. 25/-, plus 1/6 postage.

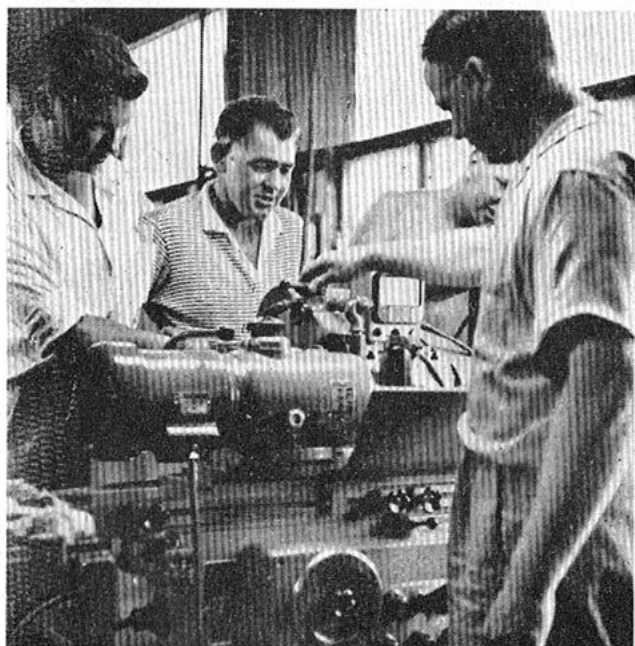


(Continued from Page 7)

£78 and Howard £70. Congratulations! Scientifics also advise that the new "Enya" .06 Diesel will soon be available at approx. 80/- and the throttle control version at approx. 86/6.

A very pleasant surprise arrived via Air Mail a while back from Bill Winter, editor of "Model Airplane News". This was a copy of "Model Airplane News Annual", the first ever published and a very noble effort, I must admit. Here is a brief outline of articles covered in its 100 pages. "This Model Airplane Hobby" describes every type so you can understand it. "Fokker DVIII" Scale Radio, "High Lights of 1959", "Stuka!" near scale stunt. "The Models They Build", best collection yet of unusual pics. "A.B.C.'s of R.C." This covers all the usual gear and test equipment, installations, linkages, checking out, how to fly, "GAWN" hot F.A.I. design. "Gramps was a Wiz" kits and characters from 1912. "Tuf Nut" full size plan for beginners rubber model. "The Top Ten". Ten best selling M.A.N. plans with reproductions. "Take Care of That Engine" full of clues. "Scorpion" full size beginners' C/L trainer. "How to Make a Fuselage". How to Build a Wing. "How to Cover". "How to Paint and Trim". Profusely illustrated, this is a must for every modeller and only 50 cents. About 8/- Australian should cover cost and postage. Send International Money Order to "Model Airplane News Annual", 551 5th Ave., New York 17, N.Y., U.S.A.

While in Adelaide we had the pleasure of calling on Gordon Burford and Co. Ltd. Gordon has certainly progressed since I was there five years ago. He now turns motors out by the thousand in every size from the 1.5 cc. diesel to 8.2 c.c. glow. The factory is quite large, modern and well equipped with some of the most accurate machines in the country. The most intriguing of all (see photo) is a machine which by grinding matches the piston to the bore of a tolerance of



Left to right: Alex Padashenko, Tom Prosser, Ray Fairfield and Gordon Burford operating the matching grinder.

less than one hundred thousandth of an inch. This gives you some idea of the workmanship in the motor you buy. Just prior to Christmas Gordon made a few thousand nylon C/L handles. These are beauties and are selling like hot cakes at only 8/11 each. Also saw parts of two new motors, secret till next issue. Gordon then showed us the way to our kit making friends, "Southern Model Supplies" of 63 Boothby St., Springbank, S.A. This bright new brick factory gives a very good first impression which is added to on entering the spotlessly clean and tidy interior. Fixtures are all neatly stacked with thousands of kits of every type.

The latest kit off the line is the highly successful Nats. winning combat model, "Firestreak". This has been such a good seller that only one kit remained and was given to me to build. Unfortunately time hasn't permitted this, but I have checked the kit thoroughly. All parts are die cut and simplicity and fast building is the keynote. The full size plan is worthy of note, printed on excellent paper, it will last for those who wish to build a stable of "Firestreaks" for combat. This model wouldn't take any more than a few nights and reward its builder with some really fast manoeuvres with a good .29 or .35 up front.

On the return trip from the recent Nats. Jim Palmer and I called at all Hobby shops and distributors we could visit. Walter A. Cox of 49 Stephen Road, Botany, N.S.W., 'Phone MU9331, give quite an impressive array of new items. Here is a brief summary.

A full range of all the latest American "Sterling" kits, including boats. Some of the smaller models for the Cox Pee Wee came complete with plastic cowls. All balsa is die cut and the retail price will only be about 30/- complete with "Auto Magic Pilot". I was fortunate enough to score the "Piper" J3 kit. This is a 54in. span scale model for radio. Kit is really complete with everything die cut. Balsa is good quality and hard. Plan is full size with instructions for Radio, F.F. or C/L versions. Retail price will be about £5/5/-. Dealers, this one will go! The next kit that caught my eye was "Sterlings" Piper Tri Pacer. This huge box is crammed with parts shaped, moulded and die cut, prefabbing in the extreme. It builds into a model of 59½" span that would make your mouth water and retails for about £10/10/-. A point I forgot to mention: ALL their scale kits come complete with scale transfers. The scale C/L kits are every bit as good. If you're interested, write for lists available about March. Walter A. Cox are also Australian agents for E.D. and here is some really good news that will be appreciated by every radio modeller. After exhaustive tests in England, the new transistorised "Black Prince" and "Black Knight" radio gear will be released here in March. The "Black Knight" carrier transmitter sells at £14/8/-. No price as yet for the Receiver. By far the most interesting are the "Black Prince" Tone Transmitters and "Black Arrow" Tone Receivers. The single channel tone transmitter is hand held (all the new transmitters are hand held) and sell for £22/19/6. This may seem a little on the dear side but it has many advantages. It employs one of the most reliable circuits in the world today and features very low battery drain, only

10 M.A. carrier and 12 M.A. tone. This is well worth considering as batteries are over £2 per set. You think that's good. If you want to go multi there's even better news for you. The "Black Prince" 4 channel tone transmitter and receiver is only £59/15/-. The six channel only £67/9/- with the eight only about 80-odd pounds. This is the cheapest multi equipment on the Australian market today and looks like being one of the best.

Jim Palmer of the North Coast Hobby Centre, Keen Street, Lismore, N.S.W., has just received his first new shipment of O.S. radio gear. Tom Prosser of Parkes has purchased an eight channel set so we expect to really see something in the near future. Jim rigged up the 5 channel set to do a bit of testing and reports it's every bit as easy to tune as the single channel 4A and once tuned doesn't vary on any channel. Next shipment is due in March. This includes the latest O.S. range. E.D. "Black Prince", Bonner Vari Comps, Babcock, Wright, etc. Order early. In stock, Cox Olympic, only £9/15/-. Post Free.

Need a new motor? Who doesn't? Send that clapped out donk to the Doonside Model Supplies, Kildare Rd., Blacktown, N.S.W., and they will give you £3 for it if it runs at all (less if it doesn't) as a trade-in allowance on a new E.D. 2.46 or 3.46 Diesel. This offer won't be repeated, so don't delay.

Gorrie's report tremendous reception to the new models of O.S. December "Model Aircraft" sums it up in a nutshell. Who ever thought O.S. motors needed improving and yet the makers can still make improvements and are prepared to do so. It is a tribute to the makers, who, although so far ahead, still spend money on improvements. Only complaint is that in Queensland a shipment of motors lasts no time. O.S. radio gear as a result of popularity and almost universal acceptance is scarce on some lines which should be rectified early in 1960. We owe people gear all over the State. Christmas issue of the "Model News", "Aeromodeller" and "Aeromodeller Annual" are all available at Gorrie's.

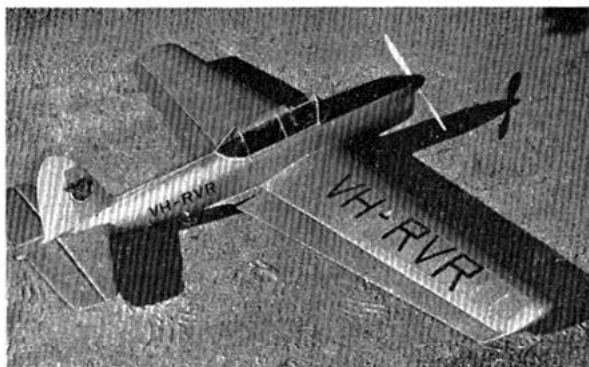
Gorrie Mi-T props are having an unprecedented run and most are going to New South Wales at the moment. Although available in all States, New South Wales, Queensland and Great Britain are our best avenues.

The V.M.A.A. modellers returning from the Nationals were shocked to learn on arrival of the death of Harry Forrest. Harry passed away on 2nd January, 1960, the last day of the 13th Nats. For many years Harry has been a well-known modeller in Victorian circles, particularly in free flight events and his death at the comparatively early age of 38, will be deeply felt "Model News" on behalf of the members of the

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- 36" Messerschmitt 109 (2.5 stunt).
- Spook (2.5 combat wing).
- Sabre (16" beginners' catapult glider).

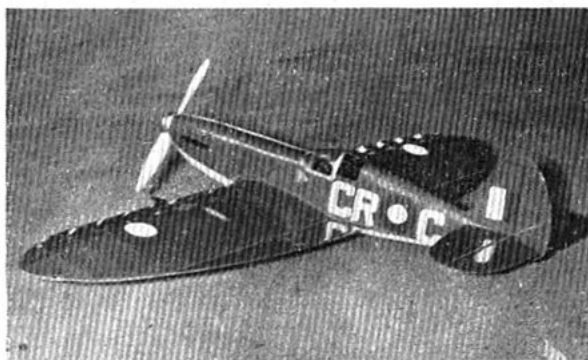
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**54" SPITFIRE**

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JOYCE ST., SPRINGVALE, VICTORIA).



Model Aeronautical Association of Australia extend to his widow and two children, the deepest sympathy.

Keith Hearn, co-proprietor of Hearn's Hobbies in Melbourne, has succumbed to the current craze in Victoria of speedboats. We pass on the news as well-known modellers of yesteryear are connected with the whole project. The hull, a Clinker runabout, was built by Max Shepherd who for many years was a well-known U-Control speed merchant. He set many records and won his share of pots particularly in Class 3 with a Dooling 61. The motor installation was done by Johnnie Brehaut and John Elliott. Brehaut will be remembered as one of the best Team Speed exponents this country has ever produced and many of today's hot shots are in many instances utilising some of his ideas. Though not as well known as the rest of the crew, John Elliott has been in the game for many years and still keeps his hand in with the occasional stunter. At the Victorian Combat Championships he was seen demo. flying a pretty scale Mustang with a K & B.35 in the snout. We hear the boat is quite a craft. The way things are shaping down in Victoria a Nationals will have to be run in the middle of Port Phillip Bay to get a good roll up of Victorians. A R.O.W. radio event would be the clue and the locals could run a fast retrieving service.

Heard recently that Jack Hearn has built himself a Hobby Shop on the famous Queensland Gold Coast at Surfers' Paradise. Certainly a better climate than Melbourne. Wish you luck Jack, let's hear from you.

One of the latest large stunt kits to hit the market is the Hearn's Hobbies "All-Australian". On opening the box one can't help being impressed by the large quantities of balsa. In fact, it's one of the few kits that leaves some in the box when the plane is finished. Any part worth mentioning is expertly band sawn to shape which makes the building exceptionally easy as the fits are as good as the cutting. A touch we liked was the pre-cut planking for the fuselage top which is more than ample for the plane. The wood in our particular sample seems fairly well selected and we assume that the same would apply to the production run as ours came from a dealer's shelf at random. The design is functional as it is basically a non-flapped Barndoor type stunter which has been given a modern touch with a swept back rudder, etc. The wing is huge, over 600 square inches, with a 12 inch chord. It has no sheeting except on the centre section and has four stout spars, a leading edge (all solid) and built-up trailing edge. A touch we liked was the taper in thickness towards the tip.

The fuselage is quite standard in constructional practice and saves weight by utilising the planking on the top in lieu of block. A short landing gear to stop too much bounce completes the design. It was primarily produced for the Glo-Chief .49 motor though any powerful .35 or .29 motor will put it through its paces in no uncertain manner. Summing up, it is an easily constructed ship that will put the up-and-comings on their feet and give the experts a new kick out of life with the challenge of no flaps. At the Nationals stunt experts Bob Hyde and Ken

Taylor put Monty Tyrrell's Merco .35 powered version through a strenuous test and reported favourably on its handling in flight. This would without doubt be due to the very light wing loading, as the Merco was on a four-stroke for all exhibitions. This particular plane was a standard kit.

Word has been received that the Maitland Field Day will be held on the Queen's Birthday weekend in June. This is one of the best annual contests in N.S.W. so roll up and make it a good show.

The North Coast Championships are normally held at Lismore over the Easter holidays. However, this year there is to be a change as many of the locals wish to attend the State Champs. in Sydney over this period and many Sydneyites want to go to Lismore. This is how the State calendar stands at the moment. N.S.W.A.A. State Champs. to be held at Camden on 16th and 17th of April, with processing on Friday. Queen's Birthday weekend, the Maitland Field Day and the North Coast Champs. possibly in October.

As promised in the Christmas issue for the first picture of the "Binatang" or "Ringtail" there would be a prize of 10/-. The first "Binatang" was built by Andrew Kenny of 57 Melrose Street, Box Hill, Victoria, and as yet we haven't received one picture of "Ringtail". So now we still leave it open for 10/- for the best picture by the end of April.

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- 1 2.5cc Taipan Diesel. New liner and piston fitted ..... £3
- 1 Not yet run in Enya .35 ..... £5
- 1 Glo Chief .29 ..... £2/10/-

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59 McDonald Street,  
GNOWANGERUP, W.A.

# NEWS OF CLUBS AND MODELLERS

## MODEL FLYING CLUB OF AUSTRALIA AND EAST COAST SPEED CLUB

At a meeting held on 11th December, 1959, a New South Wales branch of the club was formed and a committee elected. Mr. J. B. Scott, Federal Secretary, encouraged the move and acted as returning officer. Committee members are Messrs. J. May (President), M. Prince (Secretary), J. Booth (Treasurer), A. Butler, H. Stevenson, J. McFall, M. Nolan and R. Redding.

Club activities remain the same, control line being flown every Sunday at Centennial Park, from 10 a.m. to 5 p.m. and Free Flight at H.M.A.S. Nirimba (Schofields) on the third Sunday of every month. Indoor flying looks like catching on when our meeting hall is ready in the near future.

A point of interest is that our President and Secretary are both members and fathers of members, John May Jnr., being active in Free Flight, radio, and control line, and Wayne Prince being a control line fan.

Harold Stevenson (M.S. and H.S.S.) has been concentrating on radio for some years, and recently visited Centennial and renewed his acquaintance with C/L, for a few terrifying minutes.

Of interest to C/L beginners is that new members of the club are taught on club trainers before risking their own models. These trainers are slightly larger than team racers, very solid, powered by Enya .19 and weak Sabre .35 respectively. They fly on 60ft. lines, and great fun to combat and almost indestructible in mid-air collisions. (What about a stronger nose section, Mike?). Most popular aircraft are Kits, followed by well-known plans, with a minority of own designs. These modellers have no originality nowadays!

Apart from Peter Lindsay's thunderous jets and Jack Booth's spectacular prangs (inverted pullouts at ground level can be tricky) there hasn't been much excitement in the club, but everyone is building something at the moment so I hope to have more news in the future.

J. P. McFARLANE

\* \* \* \*

## VICTORIAN NEWS

Activities for 1960 in this State got away to a flying start, when the Hearn's Hobbies Stunt Trophy was held at Albert Park on Sunday, 7th February.

A new feature of this popular event, which is held every six months, was the addition of the Hearn's/Harlow Junior Stunt Trophy. The idea is to promote enthusiasm amongst the younger fliers by giving them a chance to place in a precision stunt event. Over recent years the Open Hearn's Trophy has been dominated by National and former National Champions, thereby making the chance of any beginner extremely difficult. It has been proved that any flier who manages to break even with this company, was a potential Australian Stunt Champion.

The roll-up this time was particularly good for so early in the year, with the standard of models and flying being first class. Athol Holtham, flying his magnificent Thunderbird, scored the very high total of 399 points to record a well-deserved victory. His formerly white model has been repainted black over the past months, with blue and white patterns. Most of the experts on the

field agreed that Athol's plane has perhaps the best finish ever seen on a model in Australia. Using a 10 x 5 Tornado wooden propeller, and a Chicken Hopper Palmer Tank feeding the O.S. Max. II .35, he flew a comparatively slow pattern with the motor forestroking slightly. Monty Tyrrell, who was judging, said that Athol's square eight was the best he had ever seen, and whilst he is not always right, we agreed with him this time. Interstate fliers who were at the Nationals will remember seeing Athol's white model in practice flights several days after the stunt event was over. The common remark heard then was "Who is flying that?" Both Victorian and interstate stunt exponents will have to beware of Holtham this year. Second place went to Tony Farnan with 382 points, flying his well worn O.S. Max. II .29 powered "Blackbird". As reported by stunt judges at the last two Nationals, this plane has the most consistent motor runs of any competition stunter in Australia, provided the motor is not leaned in too much turning the flight into something more resembling a Combat pattern.

Quick reflexes and natural flying ability gave young Bob Melville third place with 329 points, flying an extremely fast O.S. Max. II .35 powered English "Thunderbolt" design. Bob, who is left handed, is mainly noted for his Combat prowess, although it is perfectly obvious that he can make his presence felt in the stunt circle. He even had to ask a friend the night before the contest the correct method of doing an overhead eight, and then promptly did the best one for the entire contest according to Monty, who even laid on his back to make sure the overhead manoeuvres were in position. This was quite a good idea although he was almost trampled on occasionally by the pilots. Special mention must go to Derry Brown who came fourth with 321 points, particularly as he flew his battered O.S. Max III .35 "Centaur", which hardly scored any appearance points. Derry will be remembered for his magnificent "Chipmunk" (two minutes silence, please) flown and deceased at the Nationals. Derry is another who will be collecting hardware later in the year, and it will be interesting to check the design of his new model. Doug Harlow came fifth with an O.S. Max. II .35 powered "Nobler", which sported the new Palmer differential flap controls. These appeared to be working well until they broke loose and caused some confusion. Mark Wise, also using a "Nobler" powered by an O.S. Max. III .29, was well up with the leaders until he crashed, but Mark is another who is capable of winning any stunt contest, and helps to keep the standard so high in Victoria. Ken Taylor, who had won the Trophy on the last two successive occasions, was set for the hat trick with his Max. II .35 powered "Kismet". Unfortunately his "up" line broke and the crash probably knocked a few old kit boxes off Arthur Gorrie's shelves! Ken used an O.S. Max. III .35 powered "All Australian" for his second flight and performed according to the judges, the fastest stunt pattern ever seen in this country.

## Results (Senior)

1st A. Holtham 399 points, O.S. Max. II .35  
2nd T. Farnan, 382 points, O.S. Max. II .29  
3rd R. Melville, 329 points, O.S. Max II .35

The Hearn's/Harlow Junior Trophy attracted a number of young fliers all of whom are now improving rapidly. The three place-getters were actually those who scored at the Nationals, however, their positions were reversed somewhat as the Nat. winner, H. Makin, was well beaten into third place by L. Follett and B. Gurney. Len Follett



scored 308½ points with his O.S. Max. II .35 original design, and managed to perform most of the manoeuvres at the right height, although a few of them are naturally still a bit shaky. He is gaining confidence with every flight, and is really practising hard to improve his technique. Bob Gurney, second with 301½ points, flew a heavy but quite well finished "Thunderbird" powered by O.S. Max 11 .35. Bob also is not only flying well but shows the potential of building and finishing a good model. Howard Makin, third, with 287 points, flew an Enya .35 powered stunter painted in the same colours as Athol Holtham's model. Howard, unlike the other two juniors, is confident about his ability, but will need to practice more to catch them in future events.

Considering that the Hearn's Trophy has been flown twice a year since 1947, it is particularly pleasing to see the active and keen interest shown by appreciative enthusiasts everytime this event is flown, and the Trophy has perhaps been the most important reason why there are so many evenly matched top stunt fliers in Victoria.

#### Results (Junior)

- 1st L. Follett, 308½ points, O.S. Max II .35  
 2nd B. Gurney, 301½ points, O.S. Max II .35  
 3rd H. Makin, 287 points, Enya .35

\* \* \* \*

#### METROPOLITAN FREE FLIGHT CLUB FLYING DAY

On the 6th of December, the M.F.F.C. held a flying day at Narrabeen Lakes.

This is becoming an ever-increasingly popular event amongst the members of the club, for, with

the onset of the fierce summer heat, interest in free flight seems to wane.

However, flying water-planes has proved to be a very cooling means of indulging our avian urges, and besides being a very refreshing pastime, it has been shown time and again that water is far more forgiving of errors made in trimming a model and is also much gentler to propellers, not one being broken in the whole day's flying.

There were 10 models appearing, all of which have shown their water-logged wings before.

After a brief scouting to determine the best site for flying, a sheltered cove was chosen and everyone stripped for action. The water was found to be warm and shallow, at no time being over knee deep. However, a boat was hired (mainly to keep the kids occupied and out of the way) and engines warmed up.

Despite the high wind, flying continued throughout the day and despite numerous crashes, only three models were damaged and none of these seriously.

The most interesting model present was an A.P.S. Sea King, powered by a Taifun 1½ cc. Hurricane, finished in beautiful red, yellow and black.

From a hand launch this model looked most spectacular but it lacked the power to lift off the water, and persisted in circling back to send modellers scattering in all directions.

It also proved to be a little unstable in holding its trim, possibly because of its frequent dunkings in the salt water, the model being inclined to bury its nose deeply in the water and then popping out like a cork.

Ken Napier had a modified A.P.S. pay-load model, fully weighted, which he called PAAGE-BUOY. Only once did it R.O.W. for the two front

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floats were too flexible and dug into the waves, causing the model to slew around and tip over.

Ken wants to claim to be the first man in Australia to fly a pay-load model from water. Anyone care to dispute this? Ken is now working on a helicopter sea-plane powered by two Mills .75's mounted on each end of a beam attached to the rotors with the fuselage and sponsons slung underneath.

There were two other converted sports jobs, each having three floats, a Cherub, and one of Brian Allcock's all balsa profile model. Both of these took off and flew well.

John Tuckett's scale Walrus has been refitted with an E.D. Fury, replacing the E.D. Bee, and with the additional power, made some beautiful take-offs, and demonstrated a perfect powered flight with a steady spiral climb that made everyone gaze with delight. However, inevitably, when the motor cut, the model whipped into a vertical spiral dive which must have nearly dented the mud at the bottom of the lake. No damage was done to the model.

Another model, cursed with the same spiral trouble, was Merv. Nelson's Miranda. This model takes off well either up or down-wind and drops a wing and spins in very frequently. Merv. has just finished the structure of a Loerning Biplane, but he is finding little time for building with a new baby and a new house to keep him busy.

The only twin float arrangement present was Joe Wallace's Mills .75 Karoro, but no amount of

urging could lift it off the water, and eventually the wing broke in a heavy landing.

Three flying boats completed the list of models. Brian Allcock's Elfin 2½ in. O.D. Cha Cha lived up to its name and cavorted all over the water in trying to take off. Brian is going to make the flat-bottomed hull into a "V" section to try to give it directional stability on the water. A later version with lighter wings is also to be tried as the all balsa wings set up too much inertia to be corrected quickly enough for stable flight.

The other two flying boats were my own modified A.P.S. Aquarius, one powered with a Taifun 2½ and the other with an old E.R. Comp. Special which still runs well after 12 years of usage.

The Taifun powered model flies well, taking off in any conditions in any direction but is very sensitive to rudder trim. To satisfy popular demand, once again this job showed its ability to take off and maintain level flight without wings.

The second Aquarius has yet to fly but will be ready to fly in the M.F.F.C.'s annual water-plane comp. to be held in March.

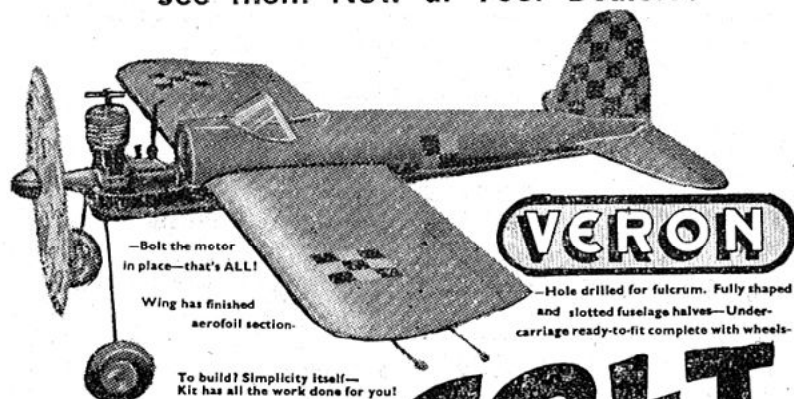
The day was a most enjoyable one for all. One modeller even came close to securing his tea when he saw a flounder slumbering peacefully on the lake bed. He hopefully tried to spear it with a blunt stick but only gave it a severe fright and slightly bent its finny tail.

DAVE HEGARTY

Hon. Secretary/Treasurer

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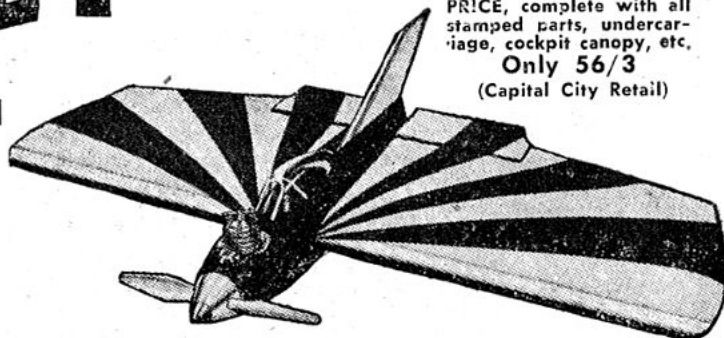
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## QUEENSLAND NEWS

(By Arthur Gorrie, P.R.O. M.A.A.Q.)

Things are humming in Queensland and a number of fliers are just back from the Nats.

Toowoomba Model Aero Club—recently formed—has 30 members and Toowoomba looks like being a voice in the land again. Once a pretty strong area.

Moreton Bay Hi-Flyers with Nev. Lind as secretary and Jack Richter as president. They have 18 members and are pretty active.

Redcliffe Club is going strong and so is Dalby. Joe Sims still keen on radio using the ever popular O.S. radio accessories when they are available.

Mackay has a good club under way and regular flying is quite the thing. Good to hear of these towns coming back again.

Ayr Club very active. Had a member down in Brisbane a few weeks ago.

Ron de Chastel and Tom Browning each won a return trip by air to Cairns as a result of recent competitions.

Arthur Gorrie reports that he is keen to put on a Scramble Trophy for the N.M.A.A. in the new year. Scramble is one of Arthur's favourite events and he reckons that three months in hospital is not going to keep him out of the Scramble. Since his five-year-old Scramble model fell to pieces in the top of a tall gum tree after three months, it is hard to know what he will fly. Probably has a 10-year-old model under the shop.

Jack and Darryl Jorgensen are probably two of the busiest aeromodellers around Brisbane this time of the year. With just about every horse in the O.S. stable with which they have had remarkable success, they are nibbling at the Cox range and Darryl has a BaBee powered "Flying Tiger" P.40 and a new Cox Olympic. Jack is no slouch when it comes to building a model and to working on motors. One of these clueful characters. When you see the poky little workshop you'd wonder how he worked.

Allan Bettens is another man with the whole stable of O.S. almost. One thing I have against Allan is that his Pet goes like my .15 and it goes. Allan has the new B.R. Diesel O.S. .15 in his FAI model.

Since my own O.S. .15 and Mallard are still around Camden (quite likely still up!) I shall have to build another model. It was only three years old, too. (A.G.).

F.A.I. team racing looks like taking a boom in 1960. Jack Black, Jack Jorgensen, John Brennan, Allan Bettens, are preparing and no doubt Peter Hiddings will arrive a few days before entries close to put his entry in.

The Eberhardts, Ron Wilson, Jim Mulcahy are still actively radio-ing successfully.

Frank Blades creeping away onto boats. We will have to get him back.

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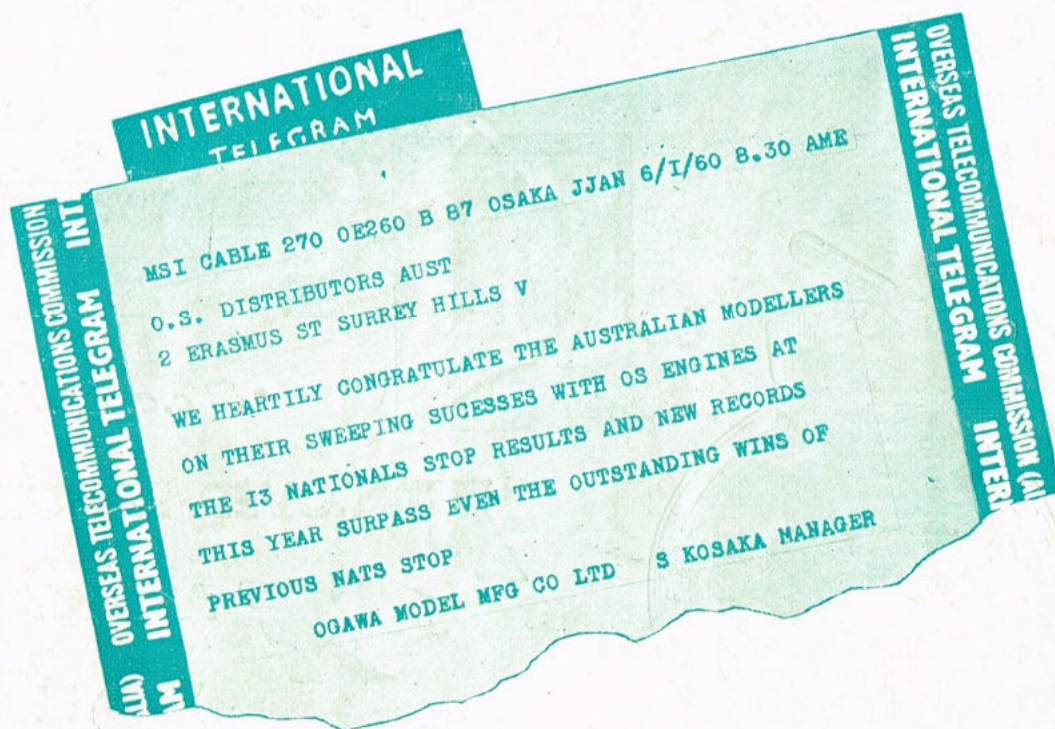
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