Model News

2/-

DECEMBER, 1956 — JANUARY, 1957

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CARIOCA

5 c.c. STUNTER

HOT ROD

42in. POWER SCRAMBLE

TERRITORIAN

FULL SIZE CHUCK GLIDER

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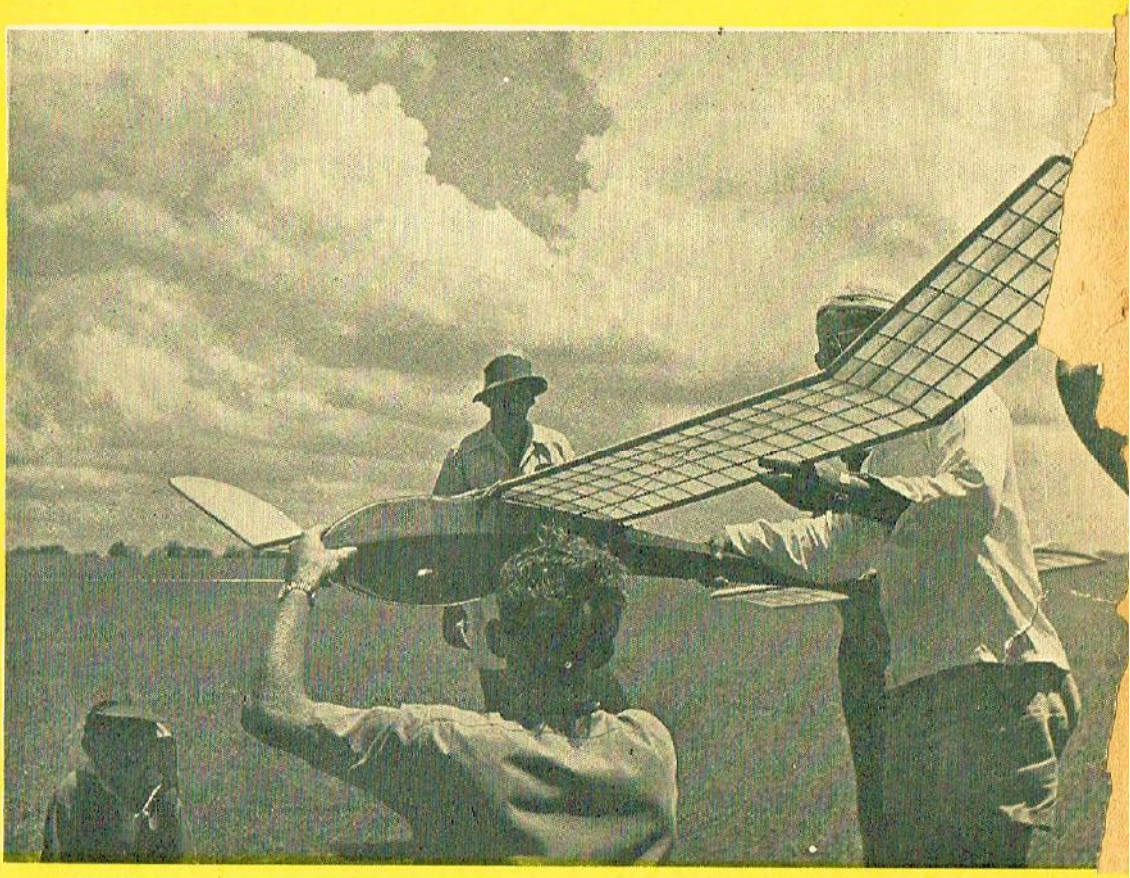

N.S.W., VICTORIAN & QUEENSLAND CHAMPIONSHIPS, NATS. PREVIEW

MODEL NEWS

Volume 1. No. 1 **December, January 1957**

Edited by Adrian Bryant and Russell Hammond

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COVER STORY

One of Australia's leading sailplanes about to be towed aloft by the owner-builder, Basil Healy, of Sydney. Assisting, back to camera, Tex Hammond, in white cap, Fluence Cooper. Just after the photo was taken Basil received a terrific electric shock due to using a steel tow line with a storm brewing. Model flew away and was returned just in time for the last round; it was brought back by a fellow in an A30. How did he get it in?

Editorial . . .

MODEL NEWS, came into being to fill an obvious gap missing in the aeromodelling setup of Australia and New Zealand, namely, an aeromodelling magazine of our own. Until MODEL NEWS came into being, we had to wait and rely on model aeromagazines from the other side of the world to find out what was going on in our own countries

It has always seemed strange to us to hear local aeromodellers talk of Bob Copland or Bob Palmer or some other overseas stars; yet, know nothing of our champs.

They know when the American Nationals start, they know the date of the Gold Trophy. But ask them when the West Australian champs. are on and they wouldn't know. Why? No magazine to keep us informed and up to date with what is going on here.

That is the aim of MODEL NEWS, to keep the aeromodellers of Australia and New Zealand informed as to what the other body is up to. But to do this successfully we need your help. If you want a magazine of your own, help us.

We need your photos, your news, your plans, etc. Support our advertisers, for without them there would be no MODEL NEWS.

MODEL NEWS is a bi-monthly, so watch for it every two months.

Address all correspondence to The Editors,
381 Casino Road, Kyogle, N.S.W.

THIS SEASON IN VICTORIA

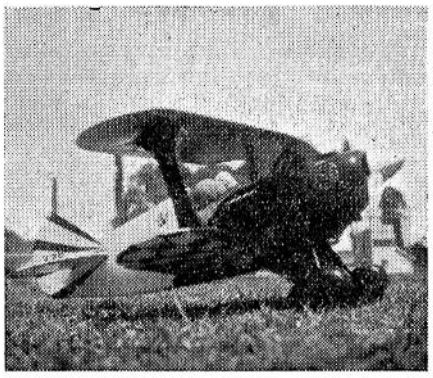
(By Monty Tyrrell)

Since the last Nats the modelling movement has been very progressive in Victoria. Admittedly, no sensational records have been set in any sphere and many of the familiar faces have gradually disappeared from the scene. But to supplement the good side there has been many newcomers and real old-timers taking a more active interest thus swelling the VMAA ranks.

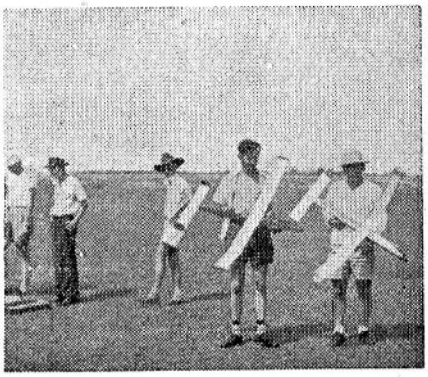
Among the old timers is Tony Farnan who through business and personal reasons did not do much for some considerable time. Now he has returned with a vengeance and has this year proved he can keep up with the new fry in no uncertain manner. He should be among the hot favourites for the Nationals stunt and combat events. On October 7th he scored a very convincing win in the Hearns' Hobbies Trophy against Rick Ellis who, by the way, is making rapid strides as an all round U-Control exponent. This was a real top off to his recent wins in both the stunt and combat events in the recent State Championship series.

Jack Black, formerly of South Australia, returned again after a year's absence to win the C Class Team Speed which had nine entries, who actually flew off. In point of fact Jack's plane was the only one to finish the course, as every other contestant pranged. The event was held in a 68 m.p.h. gale and that's a fact. Perhaps being the only 10 c.c. motor in the event was a significant factor. All others were using .35 and .49's and they gradually came to grief in the wind.

Top free flight boy and National Champion, Ron Bird, is, at this time of writing, doing his term in the R.A.A.F. and doesn't have as much time for models as a builder of his calibre should have. He should nevertheless still be a force to be reckoned with at the forthcoming Nats. We haven't seen too much of Max Haysom and Noel Harding lately so would suggest they use the new toys they run around in to transport models to the Nats to help uphold their home State's honour.



Stitts' Special, or the little stinker, as it is more commonly known... This beautifully built model was flown by a Victorian at the Toowoomba Nats. Anyone know the builder.



Two of Australia's leading Wakefield builders. On the left, Ron Bird, winner of the last Australian Wakefield Championship and Australian Champion of Champions. Arthur Cooper, flying his reserve model finished second.

After a very successful season's team racing Dave Martin retired to build boats, so with that and John Brehaut's inactivity the Class 2 Team Speed events haven't been so one sided.

The Class I boys are Oliver Tiger happy so some real good racing should be seen in Traralgon. Controline scale has shown an interest in multi-motored ships being entered though nothing to frighten Max Newham, of Queensland, has put in an appearance yet. However, the scale contest in Victoria this year had a good roll up of keen modellers with planes of a fairly high standard.

Various clubs have, this year, taken a turn at running free flight days at Reservoir and in all instances a fine day's flying was had by all. Though nothing outstanding was seen, things were of a good standard and everything was run in a fine sporting spirit which heralds the meets as being ones of success.

With regard to the forthcoming Nationals, we in Victoria believe they will be an outstanding success. No effort has been spared by the VMAA organising committee and the sub-committees allocated to various items of the agenda. The meet will follow in pattern the Adelaide Show of 1951 with programmes containing points of interest for spectators and contestants, a really superb trophy line up to supplement the perpetual ones allotted for each event, billeting and caravan facilities on the site etc. On the flying side the flying sites will fill the bill satisfactorily and the well distributed rule book should clarify many discrepancies that arose in the past. The State Championships have shown the ability to run a contest exists among our officials. We know there are sure to be a few arguments but what Nationals has been free of them? Arrangements for entertainment are in hand with movies, concerts and a car trial. So what more? A good time should be had by all.

Finally, congratulations to the editors for their enterprise. An Aussie modelling mag. has been sorely needed to link the game up on a better footing. It can only grow and continue with the modellers' support, so I would personally like to ask thru this column for all modellers' wholehearted support with the news, views and clues. We can all learn something from each other and, besides, we all like to know what the other guy is up to.

GET INTO POWER SCRAMBLING WITH THIS RED HOT SCRAMBLER.

HOT ROD

(By Russ Hammond)

This job has been one of the most outstanding scramblers in Australia over the past few years.

Winner of Australian, interstate, and state championships, the original has up over 600 flights and is still going strong. Just read through the instructions and you'll be reaching for balsa and glue.

My introduction to power scrambling was at the '52 QLD. State champs. For this event I used a modified HELLS BELL, Elfin 1.49 powered. Fifty of us were lined up, and organised for the panic. After an hour of running, flying, running, I came out on top.

The model isn't light and it will take a GRAND-DADDY a thermal to carry it away. No searching for this one.

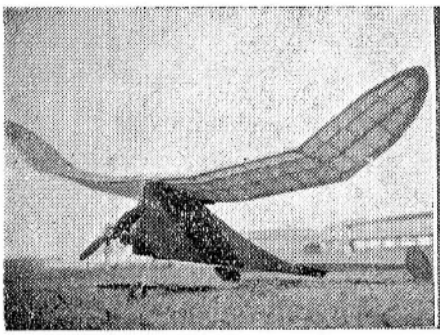
It isn't large, a big model is hard to run with, and easier for other planes to collide with in mid air.

The fuselage is strong and should out live the motor.

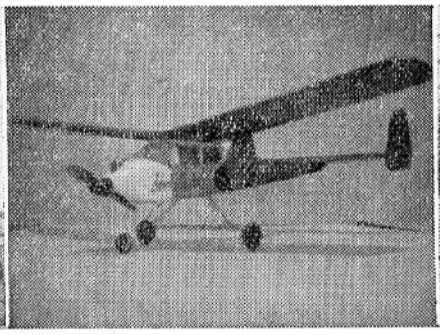
The sheeted leading edge on the wing will hold its own in arguments with power lines and fences.

The fin is fixed.

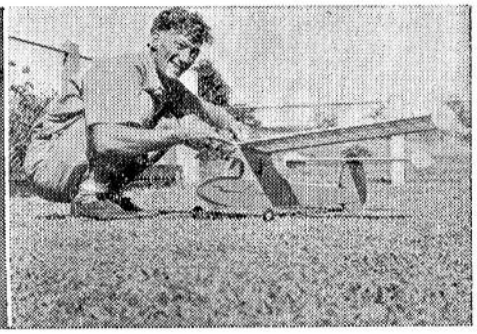
On the first Hot Rod, twin fins were used, but were too easily knocked out of line, wasting time and causing mysterious prangs.



Hell's Belle, winner of the Queensland power scramble championship in '52. Elfin 1.49 powered



The original Hot Rod, winner of the '54 Australian Power Scramble Championship. Power Amco .87. New Hot Rod Mk II., has many improvements.



The latest addition to the Hammond scramble stable. Tex is 54 inch span, 26 oz all up, and Mills 1.3 powered. A bit on the large side, but you will see it at the Nats.

I learnt a lot from that win, and really had the model in fine trim for the '53 Australian Nats.

But an odd bod, the night before the Championship, dropped a bed on it and bent it.

I repaired it, only to have it break in two on its first flight when the motor cut on take off.

About two sheets of balsa, half a gross of pins, a coathanger swiped off Bond Baker and several yards of thread, later—I was back in the contest. The model went well after this operation and I finished up 5th.

On the way home from the Nats. I decided to incorporate what clues I had picked up, into a model designed especially for Scrambling. The result—HOT ROD.

The trike under carriage is AI for R.O.G. and gives 100 per cent. protection for the nose area in the event of a hard landing. It's a real prop. saver.

The motor I used was an AMCO .87. A very easy starter. The main thing with your motor is to get to know it. BE ABLE TO START IT. Keep the power down. Stay near the ground. The drift isn't so great down low and there is less chance of a flyaway.

I always use a plastic prop, and have been using the same flexible Frog plastic prop for over three years and 600 flights.

Construction

FUSELAGE: Start by cutting the two 3/16in. sheet balsa sides and formers No. 1, 2 and 3.

Lay the 3/16 in. sheet on the plan and build two sides from 3/16in. medium balsa, one on top of the other.

Don't forget to cover the plan with grease proof paper or you will end up with the basic fuselage side stuck to the plan.

When dry, remove the plan and separate the two sides with a razor blade.

Bend the undercarriage to shape and afix the wheels by soldering washers on each side.

If you prefer a two wheel undercarriage to the trike, just leave out the front wheel and move the rear two wheels forward and sew to former No. 1. Use strong thread for sewing the undercarriage to the former and rub glue well into the binding.

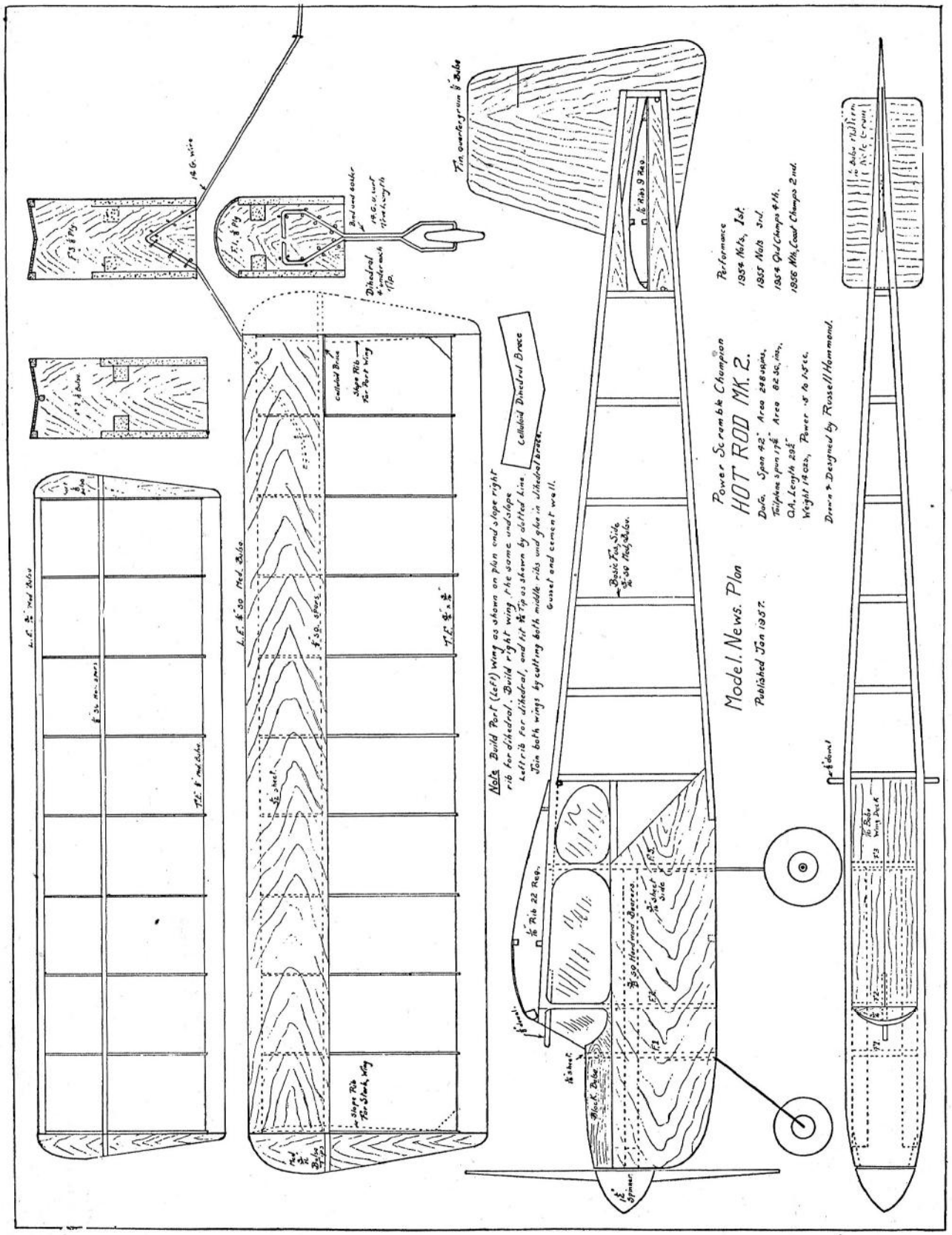
Mark the position of formers 1 and 2 and glue them to the engine bearers. Butt engine bearers against former 3 at the position shown. Cement and gusset well.

Cement basic fuselage sides to the formers and engine bearers. Cement well, 3/16in. balsa to each side of all formers.

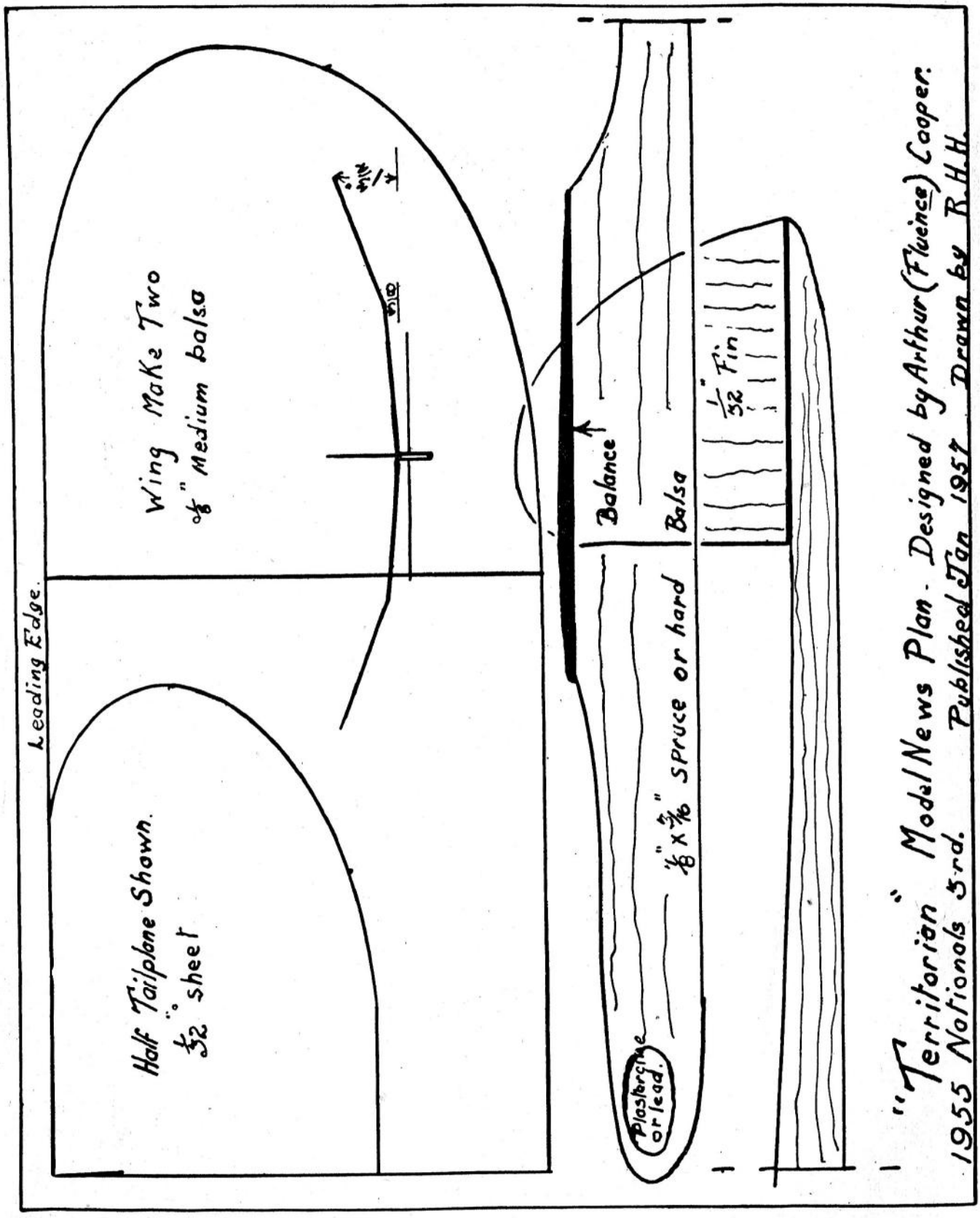
Taper the fuselage sides towards the tail, till the total width is 1/8 in. and cement together.

Cement in all remaining cross pieces, tail plane platform, wing

(Continued on Page 18)



FULL SIZE PLANS OF THIS QUARTER SCALE REPROD UCTION ARE AVAILABLE PRICE 7/6 POST FREE.


Leading Edge.
Wing Make Two
1/8" Medium balsa
Half Tailplane Shown.
1/32" sheet
Balance
Balsa
1/32" Fin
Plasticine or lead.
1/8" x 3/16" SPRUCE or hard
"Territorian" Model News Plan. Designed by Arthur (Fluence) Cooper.
1955 Nationals 3rd. Published Jan 1957 Drawn by R.H.H.

Although intended mainly for the younger builder, we feel sure that many experts will adopt for their contest model . . .

TERRITORIAN

A contest winning Hurl Glider by A. (Fluence, Coop.) Cooper

TERRITORIAN, easy to build, simple to adjust and fly, is the ideal model for a beginner, yet has a contest winning performance.

The model in the photograph. placed third in the Australian championships last year. Disappointed with the performance, the model was abandoned in Brisbane.

Later the model was entered in the Queensland State championships and it was beaten by a few seconds.

The model was next heard of back in N.S.W. flying in the North Coast championships. Better luck this time and a cup for first place.

The construction is rugged. The end came when it glided into a combat circle. But it took a Sabre .35 to do it.

Construction

FUSELAGE: Using the measurements on the plan, draw the fuselage profile on a piece of straight grained hard 3/16in. balsa or spruce.

Be sure that you get the position of the wing and stabilizer exactly straight and parallel.

The rigging angles are zero, zero.

Cut out fuselage with a sharp knife, sand smooth and round off all edges, except where the wing and stabilizer are to be mounted.

Dope and sand the fuselage till a smooth glass like surface is obtained.

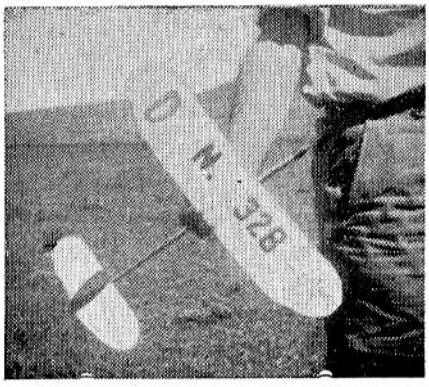
WINGS: Select a sheet of soft, quarter grained 1/8in. balsa. Use a 4in. sheet to save joining. Draw the wing out full size on the balsa and trim almost down to size with a knife. Finish down to line with sand paper. Sand the wings down from 1/8in. at the root to 1/32in. at the tips.

Sand in the airfoil section by slightly rounding off the leading edge and tapering off to a feather edge at the trailing edge.

Follow as closely as possible the airfoil section shown on plan. Sand the wing down smooth with 00 sand paper.

Across the upper surface of the wing, cut fine "V" slots at a position of dihederal and pollyhederal.

Pack in both wings to the dihederal and pollyhederal shown on the plan. Rub great quantities of cement into the "V" slots and leave overnight to dry.



TERRITORIAN— Picture shows the method of hooking fingers over trailing and position of launching. Model was third in last Nats.

STABILIZER AND FIN: Sand smooth a piece of light straight grained 1/16in. sheet balsa.
Trace onto this, the fin and stabilizer shape. Cut out and sand to shape. Pin down stabilizer and cement on fin, dead centre and vertical. Do this operation carefully.

ASSEMBLY: Give the wing mount on the fuselage a heavy coat of glue. Pin on wing making sure that it is quite square and upright. Leave overnight to dry.

Finally, mount the tail unit in place making sure that it is in line fore and aft.

Turn the model upside down, resting it on the wing tips and fin. Measure the distance under each tip of the tail, they should be the same. If they are not, twist around till they measure the same amount.

Add a couple of drops of caster oil to your dope and brush on a number of coats, sanding lightly between each coat till you have a small, glass finish. The castor oil prevents the dope from going brittle.

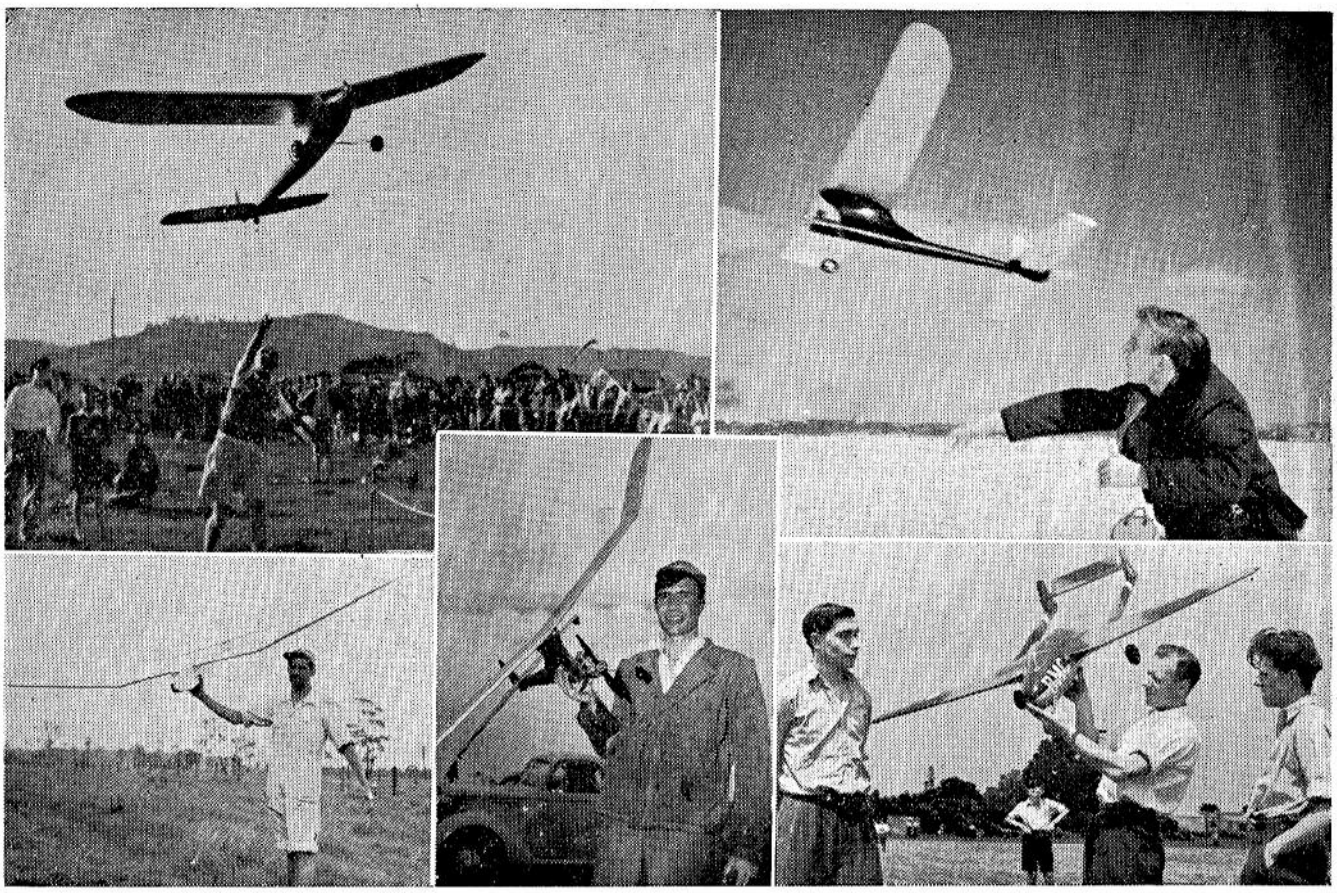
TESTING AND FLYING: Bend on a small amount of left rudder. Launch the model gently forward and downwards, the model should circle slowly to the left.

When the model is circling correctly, trim out any stall by adding clay to the nose. The centre of gravity position should come out about a third of the chord back from the leading edge of the wing.

The best method of getting your glider upstairs for long duration flights is to hook your finger over the trailing edge of the wing, tilt model over into a 45 deg. bank, nose pointing slightly up, and launch with a side arm whipping motion.

The model should now spiral up going into a left hand turn off the top of the throw, and glide down in wide left hand circles.

With a little practice you'll send them whistling up like Art. (the arm) Lonergan.



TOP LEFT: Built in Lismore in 1937 by pre-war Australian champion, Joe Habib, and still going strong, is the ten foot monster Star of Lismore. The picture was taken at a contest since the war. Model uses an old Brown Junior.
BOTTOM LEFT: A 10ft sailplane built by Adrian Bryant 7 years ago, and winner of the 1950 Senior Sailplane Championship of Queensland.
TOP RIGHT: Flying over ice in Finland, an Attwood .49 powered Flamingo. Terrific climb. We have heard of fellows who couldn't trim out this English design using a 2.46.
CENTRE BOTTOM: Well known Queens'and contest flyer, Peter Weaver, with his Flamingo powered by a Frog 500. Model was capable of better than 22 to 1 ratio. Peter was responsible for the introduction of the Squaw to Australia.
BOTTOM RIGHT: This picture, taken in England, shows Canadian Jonny Nunn with his jet powered Vampire. This model was the outstanding entry at many English contest and its end came when it caught fire in the air and crashed.

Jim Palmer sums up this year's . . .

NORTH COAST CHAMPS

One of the best supported events on the contest calendar, The North Coast Champs. attracted Modellers from all over N.S.W. and Queensland.

Gusty, windy conditions prevailed throughout the day, but when the results were finally announced well known and experienced names headed all lists.

THE STUNT CHAMPIONSHIP was won by young Brisbane stunter R. Newitt, from Brian Gander of Lismore and Kit Hacking of Coff's.

The stunt pattern as flown by Newitt (in a 50 m.p.h. wind) was one of the best performances seen on the North Coast for years.

THE TEAM RACE CHAMPIONSHIP was a beauty. The first heat of the day went to A. Gorrie in 4 minutes 23 seconds and the pace remained on all day. In the final, the Brisbane father and son team of Dotty lapping at 100.8 m.p.h. and home in 8 minutes 46 seconds, proved too good for Gorrie and L. Flanagan of Coffs Harbour.

THE COMBAT CHAMPIONSHIP was the real crowd pleaser and when the wreckage was finally cleared Queensland flier, A. Gorrie, came out the winner. This was a hotly contested event and only one plane out of 16 survived.

THE CHUCK GLIDER CHAMPIONSHIP didn't attract a big field. Russ Hammond avenged his recent defeat in the Queensland Champs when he won this one from K. Johnson of Lismore and G. Pickers of Brisbane.

THE F.A.I. FREE FLIGHT CHAMPIONSHIP consisted of all F.A.I. models competing together in the one event.

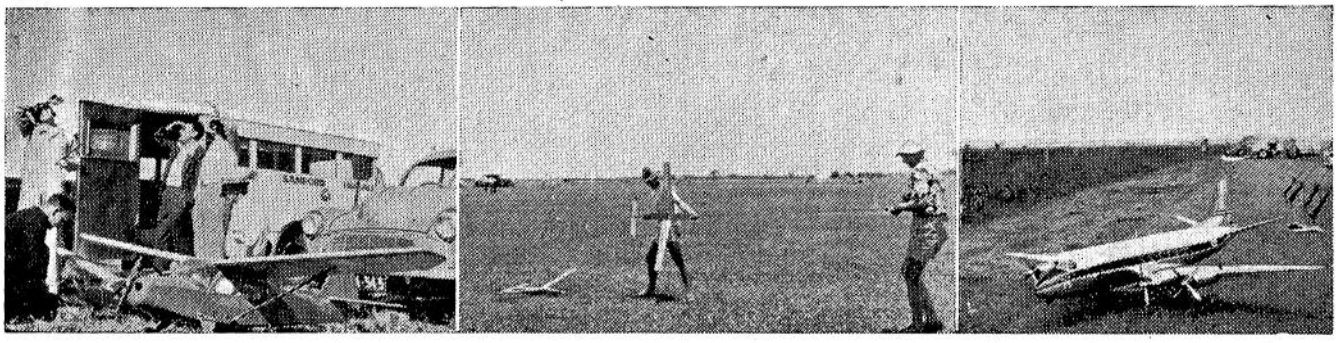
Great interest was shown in the event as the argument for rubber, or power or sailplane had been tossed around and torn to pieces for months previously. The final placings were close and interesting.

Adrian Bryant flying a Wakefield, came home four seconds in front of Jim Palmer with a power job, another power job filled third place and George Pickers with a sailplane in fourth place.

A 5ft. 6in. black snake, neatly killed by Hec. Thompson earned him the prize for the best snake of the day.

QUEENSLAND NOTES

(A round up of Qld. news, by Gorrie, Crisp and others)



Large model on the left is a 10ft. span radio controlled Aeronca. Built by a Queenslander and flown to perfection, this model naturally enough stole the show.

Centre shot is of leading Queensland Wakefield flier, Allan Thomas, packing on the turns at the last Nat. Six times Wakefield champ. of Queensland, Allan will take some beating at the Nats. in Victoria at Xmas.

Max Newham's beautifully built Vickers Viscount, powered by four sabre .29 motors. Max has won the Flying Scale at the last three Australian Nats. What has he got for this year ?

The main topic of conversation, here in Queensland at present is the Olympic Nats. in Victoria, and how to get there.

Two car loads from Stanthorpe are going down, and building in this town is being pushed through at a frantic pace.

STAN BARLOW'S new scale "SUPER CONSTELLATION" powered by four Sabre 29's is occupying four hours building time each day and should prove to be one of the best in the country.

RON MORRISON, twice Australian Champion of Champions is ready for the Nats and has a hot little Class A team racer which is cruising around at 95 m.p.h.

RON NEWITT, third in the Queensland stunt championships and winner of the Northern N.S.W. (Hurricane) stunt championships, may squeeze in the car with Ron Morrison.

Newitt is doing well in stunt and an entry in the Nationals will be aluable

THE OTHER MORRISON FAMILY will no doubt arrive via car and caravan. Outside bad luck, and they get plenty of it, they should make a few marks on the result slips. They did all right last year in the F.A.I. power championship.

JIM MULCAHY, winner last year in the R/C event and winner of every R/C event since then is getting ready for the drive down.

His new radio job, with D.C.350 and all the gadgets in the world, flies like a dream.

MIKE WARE, champion stunter of the N.M.A.A., is another who may make the trip down. All hope that he can make it.

Plans of Mike's winning stunter appear in this issue.

ARTHUR GORRIE. Well I don't know if I can make it at this stage, but I feel sure the show will function just the same.

DICK RENDELL will be flying, complete with LOCKHEED LIGHTNING and numerous Team Racers.

DOUG CHRISTERSON, contest director of the last Nats. can't make it this year. Doug is back in the model trade as boss of Scientific's new Valley branch.

The challenge day between Stanthorpe and Newtown clubs is to be held on a neutral field—at Warwick.

The combat event should be outstanding, Stanthorpe is throwing seven of their best combat fliers into the event to try and halt the Newtown aces, Ces Lea and Arthur Gorrie.

ALLAN THOMAS: Six times winner of the Queensland Wakefield Championships is preparing for the Wakefield event at the Nats. and all the free flight F.A.I. events.

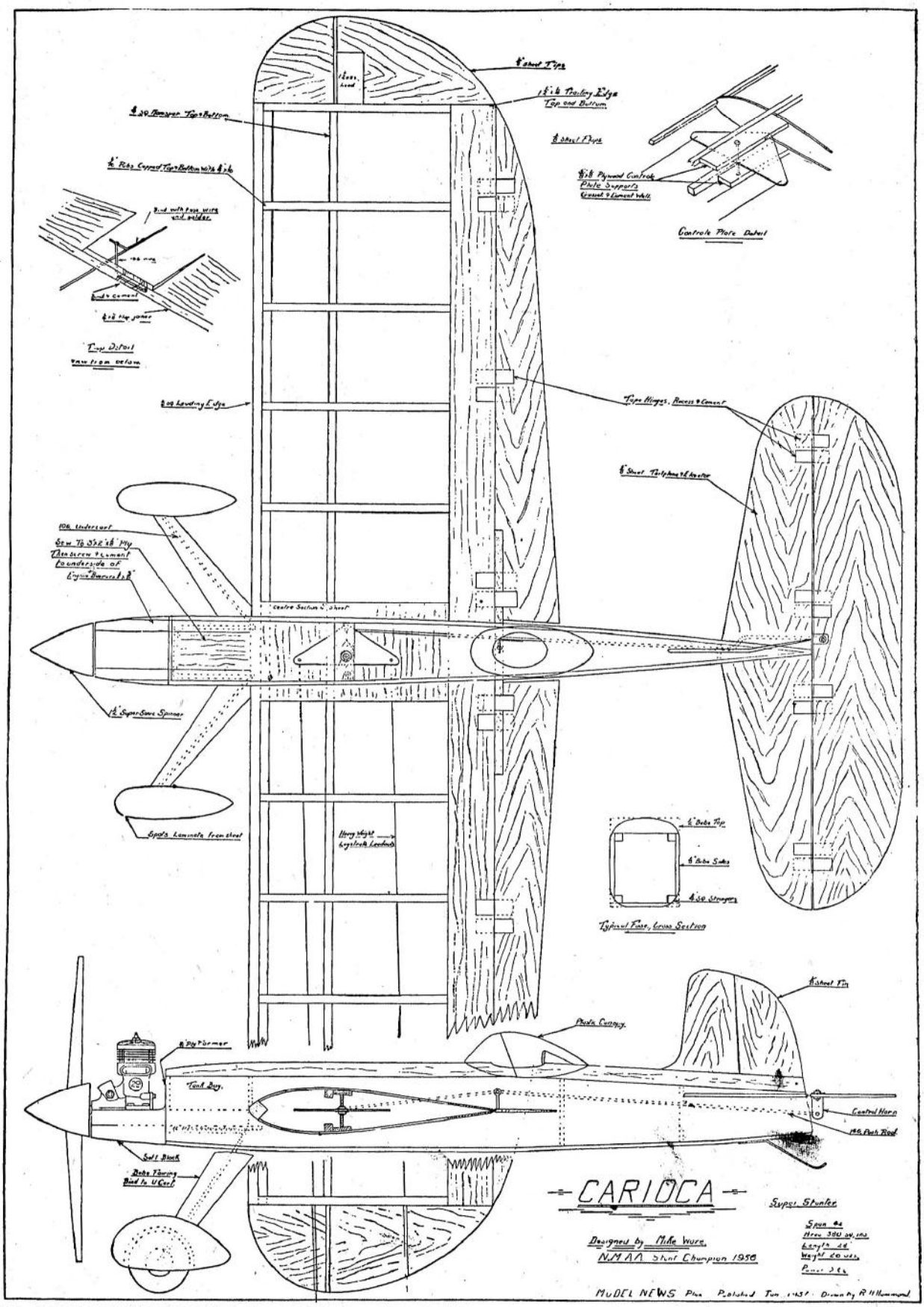
WELCOME HOME Bond Baker

1954 Australian Wakefield champion and our representative at the 1955 World Champs. in Germany and the '56 World Champs. in Sweden is home again. Bond, who was over in Europe for the last 15 months blew into Brisbane last week and is trying to make arrangements to compete in this years Australian Nationals. We hope to have Bond write up some of his experiences for us in the next issue.

QLD. CHAMPIONSHIPS RESULTS

2.5 c.c. POWER: N. Molloy (Ips.), 750 sec. 1; F. Parrish, 567 sec. 2; R. Morrison 563 sec. 3; J. Latham (Ips.), 554 secs. 4. 3.5 c.c. POWER: A. Waldron (Ips.), 664 sec. 1; K. Molloy (Ips), 595 sec. 2; G. Wilson (Ips.), 330 sec. 3. RADIO CONTROL: J. Mulcahy 146 pts. 1; S. Holmes, 64 pts. 2. CHUCK GLIDER: J. Morrison, 104 sec. 1; B. Dent, 103 sec. 2; R. Morrison, 101.6 sec. 3. SAILPLANE: M. Newnham (Tba.) 810 sec. 1; R. Morrison 584 sec. 2; P. Gibbons 569 sec. 3; JETEX: N. Clarke 203 sec. 1; C. Somers 143 sec 2; H. Brooks (Twba.) 121.4 sec 3. WAKEFIELD RUBBER: A. Bryant (Lismore) 484.5 sec. SCALE: A. Waldron (Ips.) 175 pts. POWER SCRAMBLE: B. Byrnes (18 min.) 1, R. Jull 2, M. Fraser 3, R. Hammond 4, J. Latham (Ips.) 5, J. Hooper 6.

All contestants other than noted were from three Brisbane clubs.



FULL SCALE PLANS OF THIS FIFTH SCALE REPRODUCTION ARE AVAILABLE. PRICE 10/-, POST FREE.

.29 TO .35 STUNTER BY LEADING BRISBANE FLIER, MIKE WARE . . .

CARIOCA

Qld. has for a number of years past been a strong State in the stunt circle. Stunting really got under way in this State when the SQUAW, a stunt ship by Bob Palmer, caught on. Most stunt ships in this State bear some resemblance to Palmer's ships, and the Carioca is no exception.

Construction

FUSELAGE: Cut out sides from 1/8in. sheet balsa to the shape shown on the plan. Cut out for wing position.

Cut engine bearers to size and cement and gusset to the fuselage sides. Cement a strip of ¼in. sq. balsa to the inside bottom edge of both fuselage sides.

Cut to size the 1/8in. ply fire wall and all 1/8in. hard balsa formers. Mark the position of these formers on the fuselage sides, cement into position and bring both fuselage sides together at the rear. Add 1/8in. sheet bottom and cowl block.

Cement the cowl block securely to the underside of the engine bearers and the front of the fire-wall.

WINGS: Cut 12 ribs to the airfoil section shown, from 1/16in. medium balsa. Slot to make ¼in. sq. spars and ½in. leading edge.

The trailing edge is built up from 1 1/16in. by 1½in. sheet balsa.

Mark the position of the ribs on the trailing edge and leading edge from the plan. Cement all ribs into place, then add the ¼in. spars.

When dry turn the wing over and add the underneath side of the built-up trailing edge.

Study the plan for the method of building in the control platform to take the control plate. Use a standard 3in. bell crank.

The tips are cut from 1/8in. sheet balsa and cemented to the centre line of the end ribs.

They are strengthened by cementing 1/8in. sheet triangles from the end of the main spars to the edge of the tips.

Cement and bind leadout tubes in position.

About 1½ ozs. of lead is added to the outside tip.

Add the leadouts and give all joints around the control system another coat of cement.

Attach one end of a piece of 14 swg. wire to one end of the control plate for the pull-push rod.

Cover the centre section of the wing top and bottom with 1/16in. sheet leaving a hole in the top for free movement of the pull-push rod. Cap strip all remaining ribs top and bottom with ¼in. by 1/16in. strips.

Sand wing and recement all joints.

Slide wing into place through fuselage and check for alignment. Secure in place with several coats of glue.

FLAPS: Cut flaps from 1/8in. sheet, quarter grained medium sheet. Sand paper to a slight taper and check out for the flap joiner. Cut a hole in the fuselage side at the trailing edge of the wing to take take the ¼in. by 1/8in. flap joiner.

Bend and glue flap horn in position and bind with thread.

Cement both flaps to the flap joiner.

The flaps are joined to the trailing edge of the wings by the use of tape hinges.

TAIL PLANE: Cut the stabilizer and elevator from 1/8in. sheet. Sand smooth and taper out to all edges, slightly.

Screw elevator horn in place.

Hinge elevators and stabiliser together with tape hinges in the same manner as used on the flaps.

FIN: The fin is in two parts cut to the shape shown on plan. Sand smooth and slightly round all edges.

Join the two parts of the fin together, cementing in the amount of fin offset as shown on the plan.

ASSEMBLY: Pin elevators and flaps in the natural position. Slot the rear of the fuselage to take the tail plane unit. Slide into position and check the pull-bush rod for length.

Bend at right angles and thread through the elevator horn, solder on a retaining washer.

Bend the "pickup" between the flap horn and the pull-push rod to shape, bind with fuse wire to the pull-push rod and solder.

Thread through the hole in the flap horn and solder a retaining washer on the free end.

Form loops on the lead outs and test the control set up for freedom of movement.

Be sure that the control set up is one hundred per cent. as after the fuselage top goes on the control set up is inaccessible.

Cement all joins on the inside of the fuselage and fuelproof the inside of the tank bay.

(Continued Page 14)

THE AEROMODELLERS' LAMENT

Some folks say that youth today
Has gone from bad to worse,
But if in search of facts you go
I'm sure you ll find that that's not so.

With tummies full and time on hands—
With energy to burn
The youth today is ready—
To work, to play, to learn.

But unless he has an interest
To use up all this time,
He is very often tempted
To do things that lead to crime.

But what has got us bushed today,
Those of us who try to help,
Is that when we get youth occupied
The supporters seem to melt.

We keep their minds off unsound things
And keep them off the "hops",
But we're blowed if we can understand
Why some folks call the "cops".

Now since we are not law men,
We surely cannot tell
If, when flying model aircraft in a 20 acre lot
We are juvenile deliquents, or criminals, or what.

To help the law and youth as well
Are some of our objectives,
And rather than be one-eyed,
We'd like to have suggestions.

Some lads have said, the policemen were
Such jolly decent blokes,
Who must have thought that the complaints
Were distorted sorts of jokes.

But, alas, they had to roll their lines,
And restore the park to "peace",
And tell their folks when they got home
"We've been 'chased' by the police."

We make some noise, we can't deny,
But for long it doesn't last,
And then it isn't half as bad
As a noisy race broadcast.

It would be good, if in this land,
Come Saturday afternoons,
The neighbours said, "These lads we'll give
A kindly helping hand."

For a couple of hours we'll stand the noise
And then we' l safely say,
We've done a bit to save the land
From some wild colonial boys."

Then we wouldn't have the papers full
Of youth's latest crop of "doin's"
I their thoughts were on construction
Instead of on the "ruins".

It is a shame, but not too late,
For some folk to see the light.
"The vandal might not make a noise
And he mostly works at night."

ARTHUR GORRIE.

● **CARIOCA—Continued from Page 13.**

Fit tank in position. Along the top inside edge of both fuselage sides cement a strip of ¼in. balsa, as for the bottom.

Shape the top of the fuselage roughly to size from ½in. sheet (soft) and cement in place.

Sand the fuselage down smooth, rounding off all edges as shown.

Shape the cowling block to suit the type and size of spinner used.

Slot the rear of the top of the fuselage to take the fin, and cement in place.

Go over the completed frame work and sand off all rough spots and dobs of cement, etc.

Recement all joins rubbing the cement well in all round.

COVERING: Cover the fuselage with modelspan, cutting it to the shape of the area to be covered. Dope the modelspan onto the wood by brushing the dope through the tissue and smooth out any wrinkles by rubbing with hand.

Before covering the tailplane and wing put a few drops of castor oil on all hinges to prevent the dope from getting into them, making them stiff and brittle.

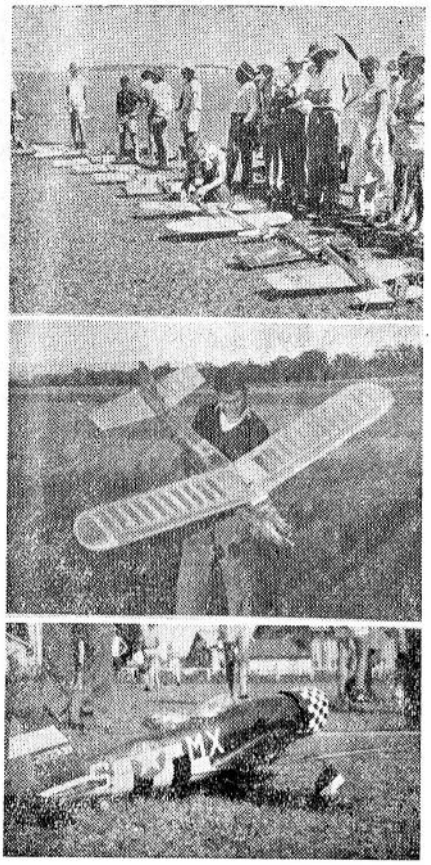
Cover the wing in the usual manner and give the completed model three coats of dope.

When dry, fuelproof or paint the model with synthetic enamel of the desired colour.

CARIOCA can be powered by a Sabre 29 or any other good 5 c.c. motor.

GOOD STUNTING.

N.S.W. NOTES



TOP: Part of the line up of the Stunters at the last Australian championships. Bending over and attending to his model is Dave Martin, of Vic. Later Dave won the interstate team race.

MIDDLE: Ray Erwinshaw, from Delungra, N.S.W., with his E.D. 3.46 powered Radio Queen. Ray, in from the bush, where he flies Radio Control by himself, had a model at the last Nats. that the experts said couldn't fly. It did, into second place.

BOTTOM: Another of Seaweed Wilds wasterpieces. This beautifully built Thunderbolt was entered in the flying scale control line section at the Toowoomba Nats. Motor cut on take off and the model is no more.

COMING NEXT MONTH

Complete coverage of 10th Australian championships. Full round-up of New Zealand News and Views.

N.S.W. NOT BARRED

How the rumour that N.S.W. was barred from competing in the Nat. started has us beat. But we do know a number of N.S.W. aeromodellers understanding it to be correct failed to enter.

We wrote the Federal secretary, Bill Grabowsky to confirm or deny the rumour. We publish his letter as received:

With regard to N.S.W. being barred from the Nats. This is incorrect. Anybody in Australia is permitted to attend and compete, providing they pay the fees applicable. The executive of the M.A.A.A. issued an ultimatum to N.S.W., that unless they honoured their outstanding debts their members would be disallowed the privilege of competing in the 10th Nats. as financial members. For your information N.S.W. owe the following amounts: ,

213 members at 4/- each (1954-55), £42/12/-; 20 Code Sportifs at 2/- each (1954-55), £2; Outstanding Insurance Premium re 1953-54, £8/12/-; Outstanding amount re R. B. Gorman (World Title Entry Fee 1955, £2/3/9; Levy account overseas fund as adopted at Brisbane 1955 that 25 per cent. of the membership fee be levied on all States (1955-56), £10/13/-; Affiliation Fee for 1956-57 season, £2/2/-—£68/2/9. Less 68 members paid by J. Dunkerton £13/12/- — Amount owing £54/10/9.

In addition to this, N.S.W. have not registered any members for this year. I ask you chaps, are we in order, or are we expected to carry N.S.W. whilst all other States are financial.

Well that's the position as it stands now. Roll up and fly.

Internally, this has been one of the best years on record for the M.A.A.N. The State championships were the best organised contest the writer has ever attended in this country.

Good organisation, good weather, good sports, good show.

Most of the modellers in the country are familiar with the set up in N.S.W. and will be glad to hear that these rough spots are gradually being smoothed out. The following information was taken from the M.A.A.N.S.W. Bulletin No. 9.

ABOUT "BREAKAWAYS"

Forget the rumours, we will keep giving you the facts. M.A.A. is the only organisation during the last 12 months to make continued attempts to find a formula for unification of effort in N.S.W. We have called meetings with non-affiliated clubs. We have offered to make changes in our method of operation to accommodate all viewpoints. No one else has done this. Inevitably, these operations, considered to be for the good of all aeromodelling in N.S.W., have taken valuable time of your committeemen. We have now ended these negotiations, but last week came to an agreement with the M.F.C. that will ensure complete co-operation with that body in this State from now on. Remember that the M.F.C. is a Federal organisation. The M.A.A. N.S.W. is the only organisation organised on a State basis. The scheme agreed between officials of the M.A.A. and M.F.C. is that a central committee be formed consisting of three from the M.A.A. and three from the M.F.C. which will co-ordinate all activities in this State and evolve programmes and a Contest calendar which will avoid clashing of dates and make a tremendous difference to overal. working efficiency. We are extremely happy about this development and would like you to know how much we appreciate the courtesy and desire to co-operate in frank discussion shown by Mr. J. B. Scott and Mr. Laurie Cantwell. The Central Committee will have a title of something like "Co-Ordinating Committee for Model Flying in N.S.W." and will mean that there is general knowledge between the bodies concerned of all activities, and a combined effort to produce a better result for everyone. It is expected that the first meeting of the Committee will take place shortly.

Gone with the Wind

(By Monty Tyrrell)

For better or worse the VMAA has flatly stated that all contests shall definitely take place on the day appointed. This rule has been strictly enforced this year with some horrible and amusing results. One good thing is that the boys know where they stand and flying is not compulsory. The combat and Class 3 Team Speed events were the Daddy of the lot.

The contests were held at Moorabbin Airport and everything was flatly grounded because the Control Tower's devices that remain a mystery to most of us recorded gusts up to 68 m.p.h. Nevertheless the contest director solemnly decreed that the contest shall be held as stipulated by law. The Class 2 Race was held first and all contestants had to make a qualifying flight. Nine tried and two succeeded. The unlucky seven either did a flight of wildly careering uncontrolled wingovers or a futile John Landy effort by the pilots before the inevitable.

The remaining two then started the race. Each lap flown was at two speeds. On one half the models were doing approximately 10 m.p.h. and on the other half approximately 130 m.p.h. After the first few minutes one remained and on his first pit stop asked to be declared the winner.

With a sadistic leer the contest director declared he could not be the winner without finishing the course. Thereupon the model arose once more and in due course after a few pit stops got the chequered flag. Never was a win so richly deserved.

The combat was remarkable. With the sudden manoeuvring peculiar to this event, many models left the lines due to breakages of same and not cutting of aforesaid. One in particular did a skyrocket climb that would have left Bond Baker wondering and after disappearing from sight appeared once more going in the opposite direction. To see a stunter crash you really must see it hurtle down at full bore from somewhere in the stratosphere and hit vertically on a barbed wire fence.

The best turn of the day must be credited to Dizzy (Black Denim Trousers and Motor Cycle Boots) Bolwell. He was flying a large Fox 29 ship that ran out of engine exhilirator. Undaunted by the dead engine Dizzy flew on for five minutes doing overhead, vertical and horizontal eights and inside and outside loops on a dead engine. Sure, it's been seen before but not like Dizzy did with his dead motored dodo.

The moral of this story is why buy motors. Just always hold the contest on the day appointed. What the traders lose in motor sales they will more than make up in balsa bartering.

N.S.W. CHAMPIONSHIPS

A Team Speed : Jackson Bros., 10.15.2 (Oliver Tiger) 1; M. Burrows (A.M.25) 2.

B Team Speed : Leo Peck, 13.49 (K. & B. 29) 1; A. D. Brown (Eta 29) 2; R. Copley (K. & B. 29) 3.

C Team Speed : Leo Jeck, 12.30 (K. & B. 32) 1; C. Cannon (Veco 31) 2; S. Lane (Fox 35) 3.

Class I Speed : I. Stowe, 105.8 k.p.h., 1; Davies/Brown, 2; L. Peck, 3.

Class 2 Speed : R. T. Taylor, 101.123 k.p.h., 1; L. Peck, 2.

Class 3 Speed : L. Peck (time not recorded), 1.

Open Stunt : N. Sutcliffe, 284 pts., 1; C. R. McDonald, 273 pts., 2; B. McIntyre, 268 pts., 3.

Stunt (best junior) : D. Percival, 137½ pts., 1; T. Blanch, 88 pts., 2; A. Meadows, 62 pts., 3.

Combat : J. Lovick.

Control Line Scale : Conroy/Blair, 1; A. Ronke, 2; F. Barcantie, 3.

FREE FLIGHT

Class I Power : B. Healy (6.26 ratio) 1; B. I. Young (4.4) 2; B. T. Potter (3.2) 3.

F.A.I. Power : G. Carroll (572.5) 1; J. Jameson (241.3) 2; A. R. Butler (371) 3.

Class 2 Power : B. Healy (7.8 ratio) 1; A. Bryant (4.4) 2; W. L. Palmer (1.2) 3.

Wakefield : J. Fullarton (841.8) 1; J. Corby (700.7) 2; A. Bryant (556.7) 3.

Wakefield Trophy : J. Corby.

A2 Nordic : B. Gorman (572.1) 1; P. Matthews (566.4) 2; G. Robb (545.3) 3.

F.A.I. Sailplane : B. Gorman (580.4) 1; A. D. Brown (460.2) 2; B. Healy (401.8) 3.

Jetex : B. Healy (130.2) 1; G. Carroll (128.1) 2; L. Fahey (78.4) 3.

Hurl Glider : J. Jameson (141.5) 1; I. Stowe (88) 2; K. Cass (55.1) 3.

Flying Scale : J. Corby (205 pts.) 1; L. Fahey (152 pts.) 2; A. Butler (118 pts.) 3.

Radio Control : W. Marcin (50 pts.) 1; J. Blinman (39 pts.) 2.

Open Rubber : A. Bryant (631.9) 1, C. K. Napier (201.3) 2; G. Carroll (162.11) 3.

Junior Rubber : G. Carroll 1.

Half Hour Scramble : L. Fahey (1.151 secs.) 1; B. Gorman (1,013) 2; I. Stowe (992) 3; A. Clayton (976) 4; J. Corby (968) 5; T. Houlahan (847) 6.

Contest Champion : L. Peck.

Ever since Morrison won the last Australian F.A.I. championships using a Jap O.S. motor, locals have wanted to know more about . . .

Japanese Equipment on the Australian Market

The winning of the 1956 World Power Championship by a Japanese Max .15 Glo Engine, came as quite a shock to English and Continental modellers, who regarded the latest types of diesels as almost invincible. Many of the fliers had not even heard of the O.S. Company which produced the power plant capable of out-performing the world's best.

The three Max motors available in Australia today are the .15, .29 and .35. For the benefit of readers yet to see these power plants, their outward appearance embodies features seen in several of the popular American engines. Actually that is where the comparison ends, as the man hours put in by the Japanese craftsmen have resulted in a standard of workmanship which cannot at the moment be equalled by the Western countries.

All Max engines are remarkably light for their size and deliver exceptionally high power for their capacity. The .29 and .35 have two additional by-pass holes in the piston and cylinder liner, additional to the normal transfer porting. This apart from anything else seems to be the reason for their extra power, as only top racing engines have previously employed this refinement. A standard feature in all three sizes is the bronze bush and oil hole in the big end of the quite large conrod. Similarly, the gudgeon pin end of the rod is quite large and offers very secure seating for the pin, which itself has brass end pads. A bronze insert in the cylinder head helps prevent the stripping of threads by over-enthusiastic modellers.

Outstanding workmanship can be well seen in the machining of the piston, which is extremely light. Its fit is usually so good that the motors take at least a genuine hour to run in. The close fitting crankshaft is made from hardened nickel steel, and judging on reports from modellers throughout Australia is virtually indestructable. It is housed in the bronze bearing crankcase. Highly polished in-takes are a standard feature on all Max's as well as rubber dust plugs which are inserted in the exhaust and in-take.

For control line enthusiasts interested in the performance figures, the following Victorian successes have been scored by O.S. motors over the past two years:

Gippsland Championships, 1955 Open Stunt, 1st place, Max .35.

Victorian State Championships, 1955, Open Stunt, 3rd place, Max .35.

Victorian State Championships, 1955, Senior Combat, 1st place, Max .29.

Hearn's Hobbies Trophy, 1955, Open Sunt, 2nd place, Max .35.

Gippsland Championships, 1956, Open Sunt, 2nd place, Max .35.

Victorian State Championships, 1956, Open Stunt, 1st place, Max .35.

Victorian State Championships, 1956, Junior Stunt, 1st place, Max .29.

Victorian State Championships, 1956, Senior Combat, 1st place, Max .29.

Victorian State Championships, 1956, Junior Combat, 1st place, Max .29.

Victorian State Championships, 1956, Class II Speed, 2nd place, Max .29.

Hearne's Hobbies Trophy, 1956, Senior Stunt, 1st, 2nd, 3rd, 4th, 5th and 6th.

Amongst their large range of accessories, O.S. propellers have been universally adopted by Australian contest fliers because of their superior finish and performance.

By far the best news from this rapidly expanding company, however, is the range of radio control equipment now available and also under production. It includes a hard valve receiver and transmitter, standard escapements, on/off switches, 2-pin shortring plugs, 7-pin plugs, polarized relays, and the latest addition, a compound escapement and motor control. The two last-mentioned items have been most useful to Australian radio control enthusiasts, who have with standard escapements. They can now obtain left or right, at will, and a third control simply with the use of a standard receiver. The O.S. compound escapement, unlike the American Bonner, has a yoke transforming the control into a push-pull operation.

In conclusion, it can be definitely stated that this Japanese equipment will be seen in large quantities throughout the world in the coming year, and it is good to see that Australian enthusiasts have been amongst the first to obtain and appreciate it.

RESULTS OF VIC. STATE CHAMPIONSHIPS

FA1 SAILPLANE: J. Lee 180, 180, 180; B. Northeast 174, 180, 180; R. Brown 174, 116, 180.

RADIO CONTROL: G. Tuck 70 points; R. Teychenne 65; B. Robinson 61.

POWER 0 to 2.5: W. Norton 18.3, R. Ellis 14.69, W. Dubber 13.

CHUCK GLIDER: C. Stones 123.5, T. Clarke 77.3, W. Norton 67.8.

OPEN RUBBER: R. Bird 516, R. Greenhill 395, N. Harding 385.

F. F. SCALE: R. Halstead 54, G. Pentland 45.5, F. Taylor 37.5.

FAI POWER: G. Pentland 718.5, R. Ellis 615.2, R. Halstead 574.5, W. Norton 564.

WAKEFIELD: R. Bird 684.4, D. Boughton 551.5, R. Greenhill 463.1, R. Halstead 327.5.

JETEX: G. Sinclair 477.4, R. Bird 410.6, R. Brown 298.2.

NORDIC: B. Amwy 463.5, R. Brown 537, J. Sinclair 529.

POWER 2.5 to 5: G. Sinclair 13.3, W. Norton 10, N. Harding 4.6.

SCRAMBLE: N. Harding 1679, C. Marsden 1596, R. Brown 1318.

CHUCK SCRAMBLE: B. Amey 1032, P. Mealmaker 974, J. Jameson 715.

CLASS 1 RACE: H. Costello, G. Sinclair, D. Whitford.

CLASS II RACE: W. Norton, V. Grayson, T. Tucker.

CLASS 3 RACE: J. C. Black.

CLASS 1 SPEED: C. Stones 133.3 m.p.h., G. Sinclair 124.13 m.p.h., J. Sinclair 112.5 m.p.h.

CLASS II SPEED: J. Merryfull 109.09 m.p.h., M. Cureton 108.1 m.p.h.

CLASS III SPEED: R. Ellis 211.77 m.p.h., M. Munday 128.5 m.p.h., J. Crockett 126.31 m.p.h.

SENIOR STUNT: T. Farnan, J. Crockett, R. Ellis.

JUNIOR STUNT: I. Wright, G. Stephenson, R. Brookes.

COMBAT: T. Farnan.

CONTROLINE SCALE: F. Taylor 152 Gipsy Moth, R. Daynes 145 Boeing B-29, E. Keggin 128 Republic P-47.

JUNIOR CHAMP OF CHAMPS: I. Wright.

SENIOR CHAMP OF CHAMPS: G. Sinclair.

(Continued from Page 6)

deck, and 1/8in. hardwood dowels.

Mount motor and finish off the cowl.

Cut fin from 1/8in. sheet balsa, sand to shape and glue in place.

WINGS AND TAIL PLANE: Cut out ribs for wing and tail as show on the plan. Notch trailing edge to take ribs, pin in position.

Pin down 1/8in. main spar. Cement ribs to main spar and trailing edge. Position 1/8in. top spar and leading edge, cement.

Cut the 1/32in. leading edge sheeting a little wider than required, cement and pin to 1/8in. top spar.

When dry, bend over and cement to top of the leading edge, after making sure that all ribs are flush with the leading edge.

Slope centre ribs for dihederal as shown on plan, then fit the wing tips.

Lift wings from plan and cement each rib to the sheeted leading edge from the back. Use acetone cement as this will not pull or warp the sheeting. Cut out the celluloid dihederal brace, cut right through the 2 centre ribs and glue into position, making sure that you have 4in. dihederal under each tip.

The tailplane is built in the above manner. Just omit the sheeted leading edge.

COVERING AND FINISHING: The tail plane is covered in light weight tissue and the rest of the model with heavyweight Modelspan. Give the model three coats of dope. Sand lightly between each coat. Add celluloid windows.

Paint the model, as you prefer, and fuelproof all over.

FLYING: Balance model as shown on plan.

Test glide: It is stalls, pack up trailing edge of wing, if it dives pack up leading edge. Keep adjusting incidences till a long flat glide results.

If the model stalls under power pack up the leading edge of the tailplane. No side thrust or down thrust was used on the original.

For those intending to use HOT ROD in competitions I have included the latest rules taken from the M.A.A. Rules Handbook.

FREE FLIGHT POWER SCRAMBLE

1. This event will be run over one hour and is open to all contestants using any model powered by a reciprocating internal combustion engine.

2. There is no restriction on motor run, but the minimum flight time will be 15 seconds and the maximum flight time will be two minutes.

3. Power scramble shall be permant hand launch.

4. Each competitor will be allowed one helper only, who may retrieve but not launch the model. One timer shall be allocated each contestant.

5. Where sufficient stop watches are not available, watches used shall be as sweep second hand watches.

6. Each flight shall commence from the original take off point. Any infringement of this rule brings automatic disqualification.

7. Entrants may use portions of other models such as wings, tails, airscrews etc., should the model crash, but the original fuselage, engine and undercarriage must be used throughout the contest.

8. The entrant having the greatest flight time within the hour shall be the winner.

9. No form of transport shall be used to retrieve the model.

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