

# Model 2/-

MAY, JUNE, 1957

# News



Nats. Wakefield Winner

**"SANTA MARIA II"**

Nats. Class I Team Race  
Winner

**"SHORTY"**

Topping the Score in  
Stunt by

**"MONTY TYRRELL"**



## NATIONALS -- TUNING FOR TEAM RACING





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MONTGOMERY

# RAMROD

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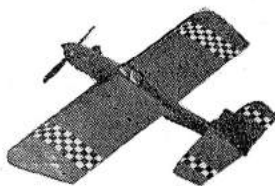
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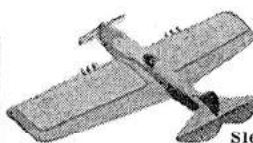
(2.46—5 c.c.)

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Span . . . 29 ins.



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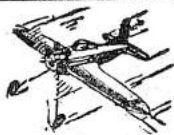
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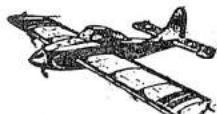
CONTROL LINE MODELS

"VERON" THE KITS THAT LEAD THE WAY



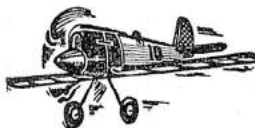
"NIPPER"  
Span 17in.

The Baby of the Bunch. Diesels of up to 1 c.c. capacity. Sorbo wheels, cockpit cover, etc.



"BEE-BUG"  
Span 22ins.

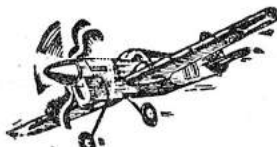
Snappy Stunter! Easy to build! Needs only small motor for BIG performance! On .75 c.c. motor will do all the tricks. For C/L and takes engines up to 1.5 c.c.



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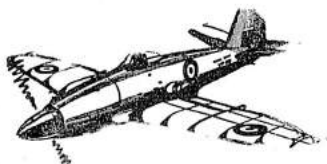
Class "A" Team Racer. Simple construction. Ready shaped leading and trailing spars, edges, tank, parts, etc. For beam-mount motors 1.5-2.5 c.c. 40-50 m.p.h. on 42 ft. lines.



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Span 28½ins. (2.46-5 c.c.)

Super "B" Class Team Racer! Takes all glo-plug and diesel from 2.46-5 c.c. (inverted).



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Span 25¼ins. (2.46-5 c.c.)

A graceful Control Line model of the Navy's only Turbo-jet Strike Fighter with combined flap and elevator. Moulded cockpit cover, spinner, Sorbo rubber wheels, etc. Length 25 ins.

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AERONCA  
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Tiger Moth  
Chipmunk  
Perfect Mk. 1 Sailplane  
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S.E. 5a.  
Seamen

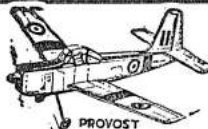
## THE SNAPPY VERON

### "PROVOST TRAINER"

Ideal for beginners' C/L job.

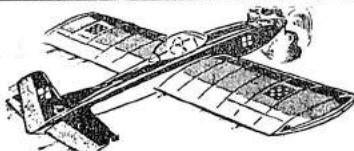
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A robust silhouette wire parts, plastic wheels, style, pre-decorated control-liner for training, stunt and combat flying. All parts ready cut out—assembly can be completed in an evening. Metal fulcrum, pre-bent



PROVOST

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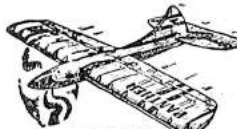
Pre-Fabbed! Cut to EXACT size!

## PANTHER

(2.46-5 c.c.)

Span 41 ins.

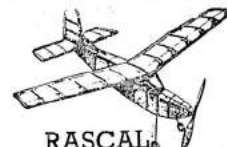
High-speed Control-liner with famous combined flap and elevator control. 2.5. Area 310 sq. ins. for all engines of 3.5 to 6.0 c.c. Completely Pre-Fabbed Kit.



"PANTHER"

## WORLD FAMED VERON

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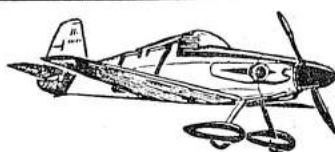
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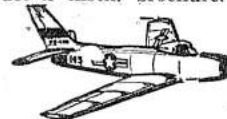
SPAN 52 ins.

1 to 1.5 c.c. Motor

This superb new VERON Kit is designed as larger multi-purpose development of successful "Cardinal". For Sport Free Flight, 1 c.c. "P.A.A. Load" or simple single channel Radio Control for rudder operation only.

Easy, straightforward construction by either "embryo" or "contest" modellers.

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## FREE-FLIGHT POWER! SABRE F. 86E

SPAN 34 ins.

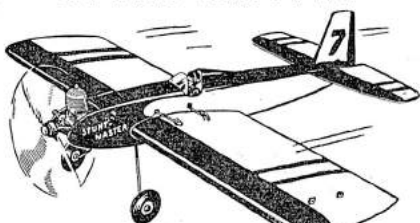
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ALSO: "IMP" POWERED!  
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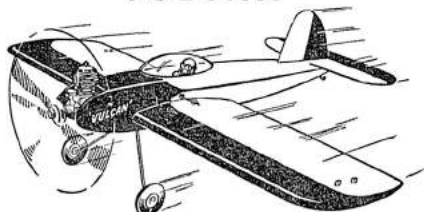
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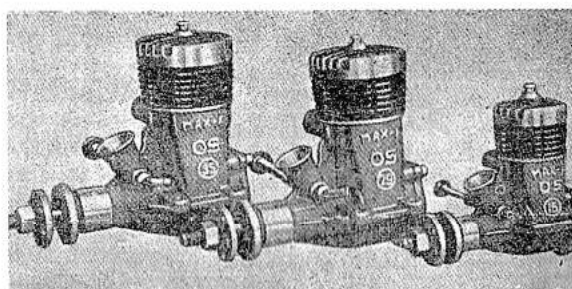
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# MODEL NEWS

Volume 1. No. 3

May-June, 1957

Edited by Adrian Bryant and Russell Hammond

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## COVER STORY

Cover photo for this month is Dizzy Bolwell's beautifully finished semi-scale Mustang stunter, powered by a Fox .29. The all-up weight is 49 ozs.—a little too heavy for competition work. Dizzy, one of the country's up and coming stunters, won the Hearn's Trophy last month. Photo by Leigh Hawke, from Tony Farnan.

## Editorial . . .

*With the third issue of Model News we find ourselves firmly established, and the favourite Model Magazine throughout Australia and New Zealand.*

*A Model Aeroplane Magazine could never be a paying proposition in Australia, and it is very gratifying, the help we get from Modellers who realise this, and share in our labour of love with the plans, articles, etc., they send in.*

*We are just a focal point for collecting news of aeromodelling activities in Australia and New Zealand, and Model News is our means of getting it across. You make Model News the type of magazine you want. Send in what you would like to see appear, tell us what you would like to read in it and get your local expert to write us articles on his pet subject.*

*This month we ask our readers to support our advertisers, for without them there would be no Model News.*

*The firms that advertise make Model News possible and by doing so are putting something back into the game.*

*The F.A.I. has changed the rules again, and a well known Victorian F.A.I. competitor gives his views on the latest change in the following poem:*

*We've been made to look a lot of fools  
Because the F.A.I. will change the rules;  
We toil and redesign and then  
They go and change them back again.  
We scrimp and screw and save to ship  
Team models on an ocean trip  
To represent us overseas.  
Then what happens if you please?  
Half the team will have to wait  
For the Championship in '58;  
And what is more—to make it worse—  
It really makes us swear and curse:  
They've gone and changed the rules once more  
Next year its trains for most for sure.*

**Address all correspondence to The Editors,  
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Official opening of the New Zealand Nationals by the Mayor of Blenheim, Mr. Meachen. The large radio-controlled delta on the left was built by W. Galpin, of Nelson. The B.25 Mitchell in the foreground was built by N. Dawson, of Wellington, and was the winner of the control-line flying scale championship.

Omaka came in for its full share of the high winds experienced throughout the country during Christmas-New Year. Although no contest class was abandoned, it made championship flying a sad tale to recount. Even though 5 a.m. starts were resorted to in an effort to secure better conditions, 30 m.p.h. velocity was the story, day after day. The free flight purists were even denied their annual jibe at the "wing-on-a-string" boys for New Year's Day—always devoted entirely to control-line, and consistently the calmest day of every contest—was blowing stronger than ever. So much so that only the 10 c.c. speed models could get safely airborne, and in this more crashes than official flights prevailed. Doug Kennedy, of Oamaru, was the only jet to put in a flight and although 120 m.p.h. was far below the N.Z. record of 147 m.p.h. it was an achievement even so. In 2.5 c.c. speed the places were filled by the more rugged team racers—any thought of hand-launching a Class 1 model was pipe-dream stuff. The team race finals, always a popular draw, were held in 35-40 m.p.h. gusts (and dust) and only one model completed the course. In Class "A" Norm Ferguson was first in 14 min. 58.2 secs, Arthur Priest (last year's Class "B" winner) second, 152 laps completed, and Bob Wilson, of Auckland, who had built

up a fine lead until his motor left the plane on 139th lap, third. In Class "B" the atrocious conditions took their toll—only one machine going more than a lap and this pilot disqualified on his first pit stop for leaving the centre of the circle! Judging was by fastest time in eliminations, which brought F. A. Macauley, R. N. Hewitson and N. Dalziel into leading places. Speed II (5 c.c.) resulted: J. Malkin 1st, R. V. Long 2nd. Speed III (10 c.c.): A. Carmine 1st, I. Henry 2nd. Stunt men Ben Williams (3.5 Amco P.B. powered "Blue Pants") and Barry Deakin (Frog .500, "Calamity Jane") came out on top. In C/L scale N. Dawson (B-25 Mitchell) was first, J. Pickford second with a Skyraider, and G. Menzies (Mustang) third. Happily, in this class, no prangs, despite the wind strength.

First Free Flight event to be decided was Nordic, and A. Priest, of Hamilton, with 489.6 secs. aggregate won, P. Carter 460.8 2nd, D. Lugg, 456, 3rd, and R. W. Hind, 446.6, 4th. This becomes N.Z.'s team for the world contest. Folded wings and broken towlines was the common story, and to illustrate the difficulties the contestants were facing, the large Auckland Club ended the competition with not one serviceable towline. Hand launch glider was held the same afternoon and not nearly so affected. (Rule

changes made this the first year 1½ min. max. imposed on each of six rounds.) Winner was M. Sexton, of New Plymouth, 222.5 secs., G. Westland 205.4, R. N. Hewitson 189.6, and D. Watson 188.9 secs. aggregate. Free flight scale was won by Champ of Champs last two years Laurie Ackroyd, with a small Bebe Jodel; Bruce Keegan second with a Cessna 170; and N. Maurice third with Nieuport II.

Payload event (using the formula 5 ozs. per c.c. engine displacement) was not greatly affected by the wind and good times recorded. John O'Brien, of Wanganui, won this event, which carried as prize a handsome stop watch with the compliments of Pan American Airways. His aggregate time for the five flights (3 min. maximums, 20 secs. engine run) was 423.4 secs. John Upton, of Wellington, 388.8, 2nd; J. Sheppard, of Auckland, proxy flown by Angus Macdonald, 384.1, third.

Radio Control, postponed from scheduled time in hope of better conditions, had rain as well as strong wind. Only Charlie Dann, of Christchurch, ROG'd successfully, gaining points in this section to place him third. Of the sixteen entries ten flew. With such a wind it only required one transmitting mistake to drift downwind and, although under control, unable to penetrate upwind to the contest



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area again. Operating skill was shown by the fact that there was no crashery despite arduous conditions. Mort. Glading, of Wellington, turned in an outstanding performance with a modified R6-B (Mills 1.3) well suited to the circumstances. W. Cook, of Wellington, was in second place, using a similar model and H.M.V. equipment.

Wakefield drew a large entry and the best spectator public of the meet (local paper had given good coverage and explained the idea of the first four places representing N.Z. at the World Championships). It was flown over two days, and with deferments and consequent shortage of time, only four rounds were flown. Peter Carter, of Hutt Valley, mastered the conditions (which, incidentally, saw the spectators seeking shelter from the wind in the lee of upturned take-off platforms) and turned in an aggregate score of 599.8 secs. His model was designed by clubmate John Upton, who, with 439.3, was placed third. Alan Barnes, of New Plymouth, was in second place (571.3) and John Malkin, Upper Hutt, 437.4, using an all-balsa laminated tube fuselage model, fourth.

Champion of Champions was R. Noel Hewitson, of Auckland, and Junior Champion was Derek Lugg, of the same club. Derek earned a

similar award last year. Champion Club was Kalapoi with 334 points, Auckland runner-up with 261½.

At the Annual General Meeting Nordic A1 glider replaces the old

Class 1 glider. Other rule changes were Class "A" Team Race line length increased to 52ft. 6in. An innovation this year of an aeromodellers' Church Service at the camp Sunday evening met with a great response. The "Nats". Liaison Officer, Flt. Lt. The Rev. P. D. Ramsay, R.N.Z.A.F., officiated.

## Helicopter Lands Amongst Model Aeroplanes

The Cambridge Model Aeroplane Club (N.Z.) was out having a field day on Leamington Domain, when a U.S.A. Navy helicopter landed in the centre of their control line circle.

"Where are we?" asked the pilot.

Bill Kelly, the club president, ascertained above the noise of the engine that they were on their way to Rotorua.

He gave them the right directions, checked with maps in their possession, and the Americans took off again.

Once in the air they headed off in the wrong direction, straight for Hamilton.

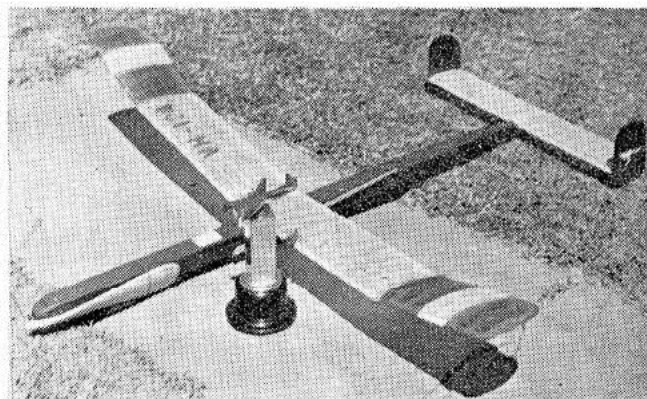
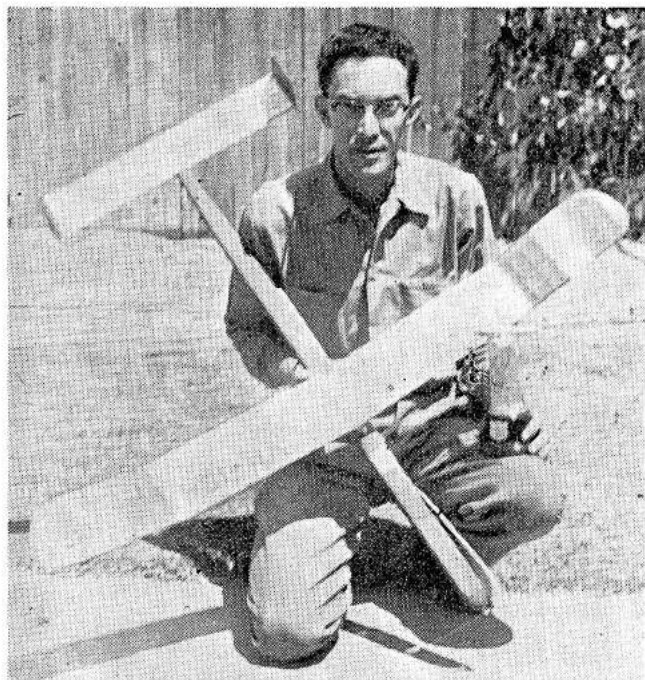
Sometime later after the contest had resumed the helicopter came into view again—proceeding towards ROTORUA.



N.Z.M.A.A. President Allan Rowe about to present the traditional bottle of champagne to the already overloaded Champion of Champions R. N. Hewitson, of Auckland. Allan Rowe is the designer of the R6-B radio-controlled model. The R6-B has been built all around the world, wherever aeromodellers fly Radio Control.

## SANTA MARIA II

Australia's Leading Wakefield Model, by Australian Wakefield Champion, PAUL VAN LEUVAN of Perth, Western Australia.



Paul Van Leuvan, of West Australia, with Santa Maria II. This model won the Australian Wakefield Championship at the last Nats. Model features an airfoil section of own design. Single blade folder is fitted with a turbulator, sheeted balsa fuselage, special nose block to save bent prop shafts. A lot of thought has gone into this model.

The aim of this model was to win the Wakefield at the Nationals, and it wasn't pure luck that placed it at the top of the Australian Wakefield team.

It is developed from the MK.I which was built for the 1.5 oz. rubber rules.

When the change in rules didn't come into effect, I had to build a new model to accommodate the old rubber weight of 2.8 ozs.

The MK.I had been fully tested and all the improvements were built into the MK.II.

Main features are an airfoil section of 6% chamber and 8% thickness which needed less incidence and thus has less drag than the M.V.A. 301 on the MK.I, a longer moment arm and a redesigned combination of the flying surface areas.

The model flew straight off the board and before Ray Halstead flew it at the Nats. it had never been tested on full turns.

Everything turned out as calculated and I had no doubts that it would be good. Follow the building instructions and you will have good

flights from your SANTA MARIA II.

**FUSELAGE:** Cut the 1/16in. balsa sides, top, and bottom. When gluing up for length make sure that none of the joins come opposite. Stagger the joints. Cement the 1/8in. sq. along the insides of both fuselage sides, add 1/16in. by 1/8in. uprights, and the rear rubber anchorage. When dry cement together at the tail and hold in place with a cramp. Fit the 1/8in. by 1/4in. cross braces at the nose and then add all the remaining 1/16in. by 1/8in. cross braces. Check the fuselage for square.

Cement the top planking in position and make the trap door. Add the 1/16in. by 1/8in. doubler at the rear, ply stab platform, cemented flush with the top of the fuselage.

The small ply bearings for the take off peg are fitted flush with the fuselage sides.

Give the inside of the fuselage and the inside of the bottom planking a couple of coats of dope, then cement the bottom planking in place. Fit the D/T hook and sew and cement in position.

Add the 1/8in. sq. at the nose. Sand smooth and round off all edges, position 1/8in. sq. skid.

Cover the fuselage with tissue and dope twice with a thin dope, to which has been added 2 or 3 drops of castor oil.

Mark out the balsa for the pylon and construct as shown in fig. 1.

Build up the top by laminating 2 layers of 1/16in. sheet balsa. Sand the top on a slight bevel so that the centre is thinner. The sides of the pylon are 1/16in. sheet and are cemented in place with the grain as indicated.

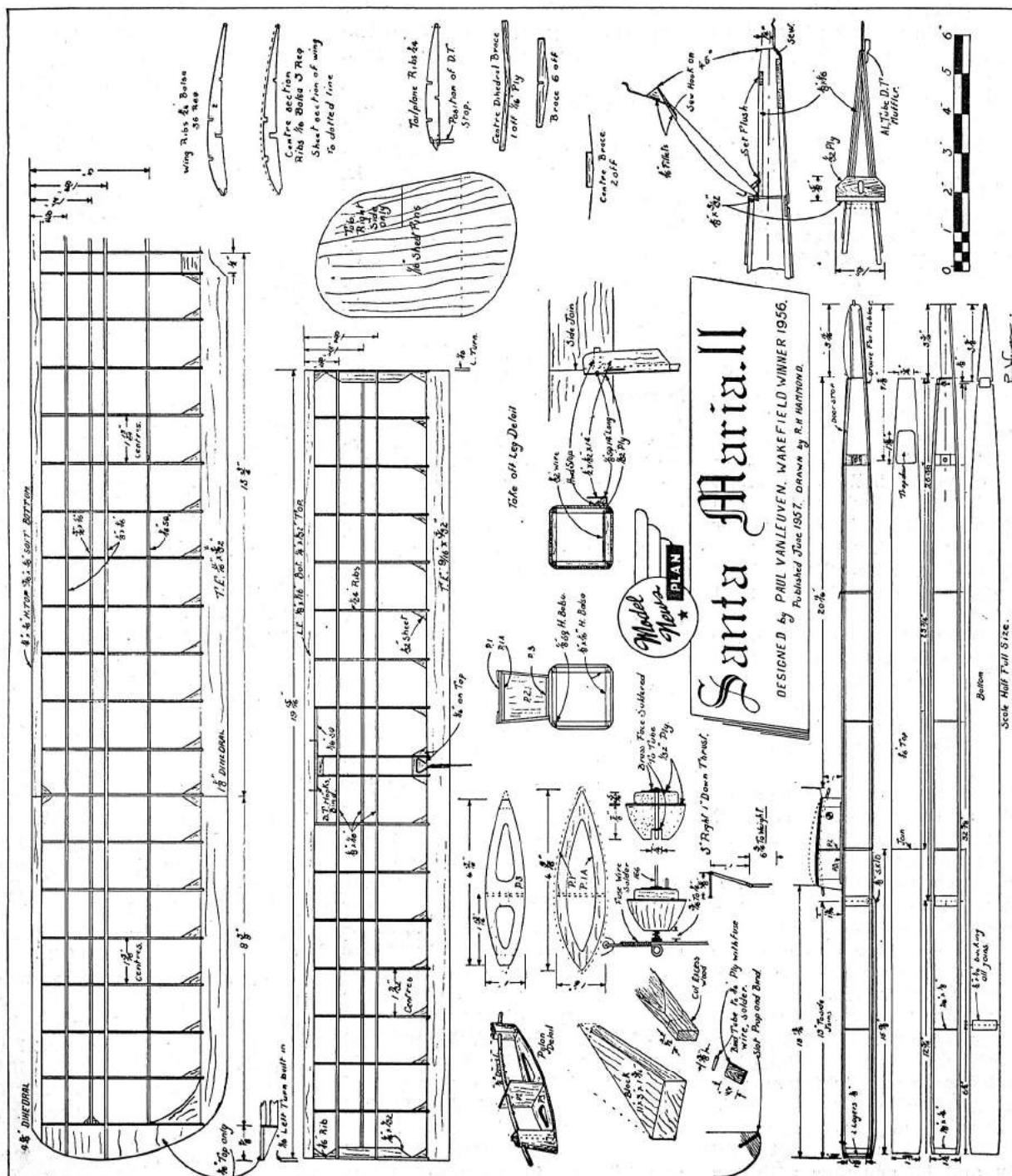
Cover the pylon with tissue, dope twice and put aside to dry.

**THE STABILIZER:** Build over plan. Cut out ribs using template. Pack up the T.E. to allow for the 1/16in. droop. Fit the stiffeners square to the face of the end rib to prevent buckling when doped.

Fit the centre section sheeting and all the D/T and mounting hooks. Sand lightly, cover with tissue, dope and pin out to dry.

**WING:** Prefab. the bottom main spar, making sure both sides have the same amount of polyhederal. Build wing over plan. The end ribs  
(Continued on Page 22.)





## TOPPING THE SCORE IN STUNT

(By Monty Tyrrell)

Over the past few years I have won and been placed in over 42 stunt contests against fliers of all standards and countless designs. Along with a few others I have often heard remarks passed at us about our superior American equipment and such. Well, along with the other top stunt men I take the view that a poor workman blames his tools. Having equipment that's good is one thing. Knowing how to use it is the other. Would moaners do better with the same equipment?

Due to the keen competition in the modelling trade there is next to nothing in what could be considered poor merchandise about. Most people that delve in such criticism could be beaten with their own tools by anyone that is prepared to put a little extra effort into things. Any hobby store can supply you with a kit and motor that will scoop the pool if used wisely and well. So let's start off with a kit you bought for that next stunt contest.

The fact that a firm went to the cost of printing the plans, making up the kits, arranging distribution and countless other items of expense indicates that the design is basically sound. The kit should be considered as a good start for the comparative beginner or a job for the expert who wants a model in a hurry. As the expert knows as a rule how to alter it to his own whims we shall disregard him. A kit is a compromise of good construction against cost.

You have a start but want to know how to go about it. Well, first of all, don't change the design unless you know what you are doing or get the right advice off a gent. who does. And how about being a bit more painstaking on this model than the last. Don't go to the ridiculous extreme of sacrificing strength to save weight, but build neatly and be generous with the sandpaper on heavy spots. Taken over a whole model the result will be surprising and is much better than slapping in lead to balance, besides giving a better finish. Re-

the finish, remember that three or four thinned down coats of paint sanded lightly are lighter than two slapped on with a trowel to save time.

If the model is an original design remember that most stunters explode in a violent crash. So go for performance while you have it. This can be done by getting rid of that rock hard balsa notion and great heavy spars, etc. Softer and lighter balsa will help the performance of a stunter a lot. Amazing results can be got by stressing some points in the plane with 1/16 or 3/32 balsa webbed suitably in the form of a ply. A man who knows what he's doing can build a fuselage out of 1/16 balsa that will be as strong as some of the heavier jobs that are about utilising 1/8 and even 3/16 balsa. I have seen models of the same design and characteristics that varied as much as 12 ounces in weight. The lighter one flew faster, neither fell apart in the air. Both disintegrated in crashes of a similar nature. I owned them. But which one had the best performance? 'Nuff said as it taught me and I've done my best since to build in the potential performance and am still learning. The trouble is some guys won't try. They have the same design but prefer to sit and wonder or moan.

Good stunt motors are like kits. They are developed, very rarely just happen. Your pal has a motor the same make as you. His goes good while you specialise in landing inverted and silly things like that. But you are using the same fuel! So what. No two engines are the same and unless you are prepared to play with fuel tanks and glo-plugs you had better go on to gliders now. While playing around with tanks, fuels and plugs in that old bomb remember two things that are very important. It mightn't go in your new Dream Ship due to a slight difference in weight, flying speed and tank position. Test it in your good plane but be painstaking like a top free flight man arriving at his adjustments.



**ZILCH TYRRELL**, one of Australia's best known competition fliers. In 5 Nationals, 7 firsts and 5 places in Stunt, Team speed and Scale. Eight firsts and five places in State contests championships in four different States. Age 29, Commercial Traveller. Other hobbies: Customised cars. When playing around with such... is known as **ZEPHYR TYRRELL**.

If the potential is in the motor you will be rewarded. Secondly, on the plug score. You don't convert a long reach plug into a short reach by bunging in a few more gaskets. You only lower the compression ratio and it's magnified as the motor gets smaller. There is also the factor that a long reach plug has a longer element but when converting to a "short reach" this is usually forgotten.

We hope you finally arrive at a sweet-running stunt motor. If you are reasonably proficient leave well alone and don't keep taking it out of the plane and putting it back in again. Some motors are critical to a new length of fuel line or the gradual sinking into the mounts through numerous takings-out. If you are unfortunate enough to get dirt in your motor it can usually be cleaned out whilst still in the model. I personally never, if possible, remove a motor till the plane falls apart around it or I build a new stunter for that engine. I will mention at this juncture that if the plane falls apart it is usually due to a sudden landing not using the wheels.

One model in particular I had never had the motor out in thirteen months. I flew it almost every weekend. gave the motor several de cokes, etc., and never touched the tank system. In all that time

(Continued on Page 22)



## FLYING TRIP TO PORT LINCOLN

(By Bob Howie)

Recently the Port Lincoln M.A.C. put on a flying day to try and whip up a bit of interest amongst the locals.

The 900 mile round trip was a bit much for the Adelaide boys to drive and still take part in the weekend flying.

The Pt. Lincoln M.A.C. offered a subsidy of £5 per bod towards the air fare of £7/14/- if the Adelaide boys would fly down.

The rush was on.

At 8 a.m. on the Saturday morning the Guinea Airways Dakota took off from Adelaide airport with a full complement of passengers and 30 models stacked to the roof. Wally Miller and Neil Trudgen met us at Pt. Lincoln and drove us to inspect the oval.

The oval it without a peer in this State and would have made the speed boys green with envy—there is no truth in the rumour that Len Buck and Mal. Sharpe have gone there to live.

Had lunch and the show was on.

The flying was done mainly by the visitors, with the exception of Marion Trudgen, who put on an impressive display of stunting for the boys, and Neil Bailey, who should develop into a top notch stunter.

The afternoon's display of team racing, stunt and combat was climaxed by balloon bursting, which proved anything but easy.

The oohs and ahs of the crowd was brought to a climax when Ray Silva, getting closer and closer, finally removed the pole and all—which rather detracted from the appearance of his model.

Brian Horrocks and Bob Thompson got a bit close in combat.

In the team racing Wesley Penfold gave a most impressive display with his O.S. 29 powered racer, hiking around at 87 m.p.h.

Saturday night the mob descended on Brian Nottles's shack for a barbecue with shark fishing as a sideline.

Rex Meyers joined the ranks of the world famous sportsmen who fish this area when he landed a

MAN EATER.

Sunday morning a crowd gathered at the aerodrome to witness a demonstration of radio controlled flying by Doug Saxby.

Despite high winds, his first flight was most successful. However, on the second flight the rudder bug got out of range down wind, picked up a bit of lift and landed 4 miles away. It was picked up on a bit of beach 30ft. wide

—scrub on one side and the gulf on the other.

I flew my A/2. The wind gave me overhead launches, but lift was absent and the times were low.

At 5 p.m. we were all aboard the Dakota bound for Adelaide—a happy mob of bods who all voted the trip a really good show.

The success of the weekend was due to the committee of the Pt. Lincoln M.A.C. They co-operated with the local band and their takings for the weekend were over £100.

A really fine effort.

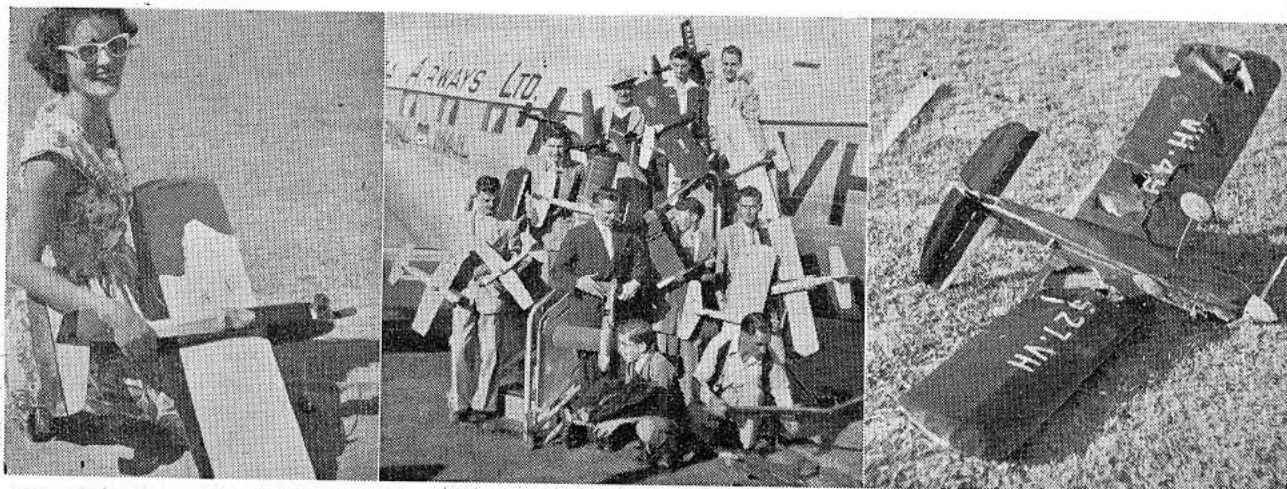
## Free Flight is NOT DEAD in Sth. Australia

The Editor :

Dear Sirs,

Your last issue contained a letter written by W. G. Fitch. The text of which gave the impression that South Australian modellers are devoted only to that form of flying known as "Control Line." This gentlemen is well-known in modelling circles in Adelaide and it is indeed unfortunate that his outlook is as limited in its extent as that of his form of modelling.

Yours faithfully,  
R. HOWIE, S.A.

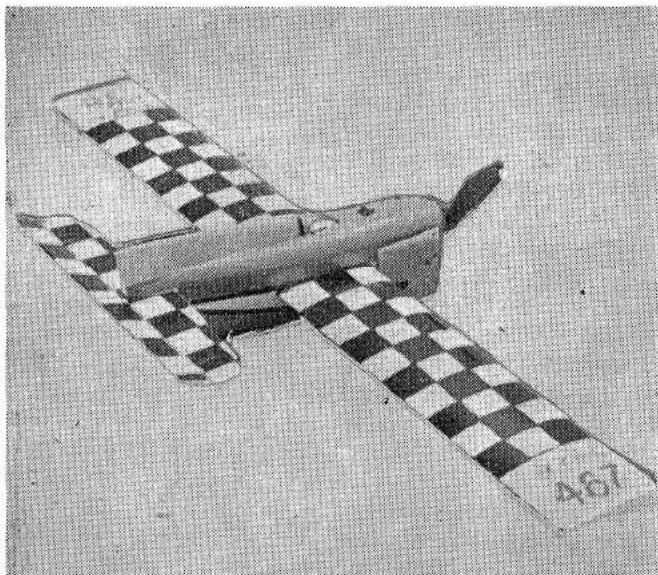


L. to R.: Marion Trudgen, of Pt. Lincoln, with her Sabre .29 powered Flapjack. Marion put on a display at the Pt. Lincoln demonstration that left the boys gasping. The Adelaide boys about to enter the Guinea Airways Dakota for their flying trip down to Pt. Lincoln. Dakota was packed to the roof with models. Neil Bailey's Veron Combateer, powered with a Sabre .29. Motor cut in an overhead eight. Neil is one of South Australia's up and coming stunters.

## SHORTY

(By Brian Deason)

### Winner of the Australian Class A. Team Race Championship



Shorty is typical of the type of A Class Racer flown in Victoria. However ungainly these models may appear to the aeromodelers of other States, they come within the rules and take a lot of beating.

Although the fuselage of SHORTY is exceptionally short its flying characteristics are excellent. The model will leave the ground in a very short space.

This is very handy under racing conditions.

The model is very stable at all speeds and is quite safe in windy weather.

#### CONSTRUCTION

**WING:** The wing is cut from  $\frac{1}{4}$  hard balsa and needs very little comment. Cut wing to length, width, and round off the corners, then carve and sand in the airfoil section.

Recess into top surface of the wing the bellerank mount and cement securely into place at position shown on the plan.

Cut the ply line guides to the shape shown and cement on the inside wing at the position shown on the plan.

**TAILPLANE:** The tailplane and elevators are cut to shape from  $\frac{1}{16}$ in. ply. Sand and round all edges.

The development of the elevator horn is shown. Cut this out and bolt to the elevator.

Join the elevator and tailplane together by the use of fabric hinges.

**FUSELAGE:** Cut engine bearers from  $\frac{1}{4}$  by  $\frac{3}{8}$ in. hardwood and drill holes to take the engine mounting bolts.

On the inside engine bearer, drill two holes to take the leadout wires from the control plate.

Cut formers, No. 2 and No. 3 from ply.

Bend the undercarriage to shape, the true length of which is shown, and solder the 2in. wheels on securely.

Bind the undercarriage to former No. 2. Bind well and rub cement into the binding.

Cement the formers Nos. 2 and 3 to the motor mounts in their correct position. When dry cement the wing into position with 2 or 3 good coats of cement. While the wing is drying, make up the tank box and the tank. Test the tank for capacity. If under size use a longer

fuel line. If the tank is over size dint one side of the tank.

Cut fuselage sides from  $\frac{1}{8}$ in. medium hard balsa and cement in place. Cut and fit  $\frac{1}{2}$ in. crutch and  $\frac{1}{8}$ in. sheet balsa bottom.

Cement the tailplane in position and when dry connect up the control system.

Cut and fit the  $\frac{1}{2}$ in. balsa top, carve and sand to shape. The fin is cut from  $\frac{1}{2}$ in. balsa to the shape shown on the plan and sanded to a streamlined section.

Hollow out the cockpit to take regulation size pilot and cover with the front end of a commercial canopy.

Cut former F.I.A. from 3 ply.

The cowling is cut from sheet aluminium, and shaped by bending around F.I.A. It is then screwed to the motor mounts and F.I.A. Make F.I. and cement into place over F.I.A. and blend into the cowl shape. Add about  $\frac{1}{2}$  an oz. of lead to the outside wing tip.

Sand down the completed model and recement all joints. Add the wire tail skid.

**FINISHING:** Cover the entire model with tissue. This adds greatly to the strength of the finished model.

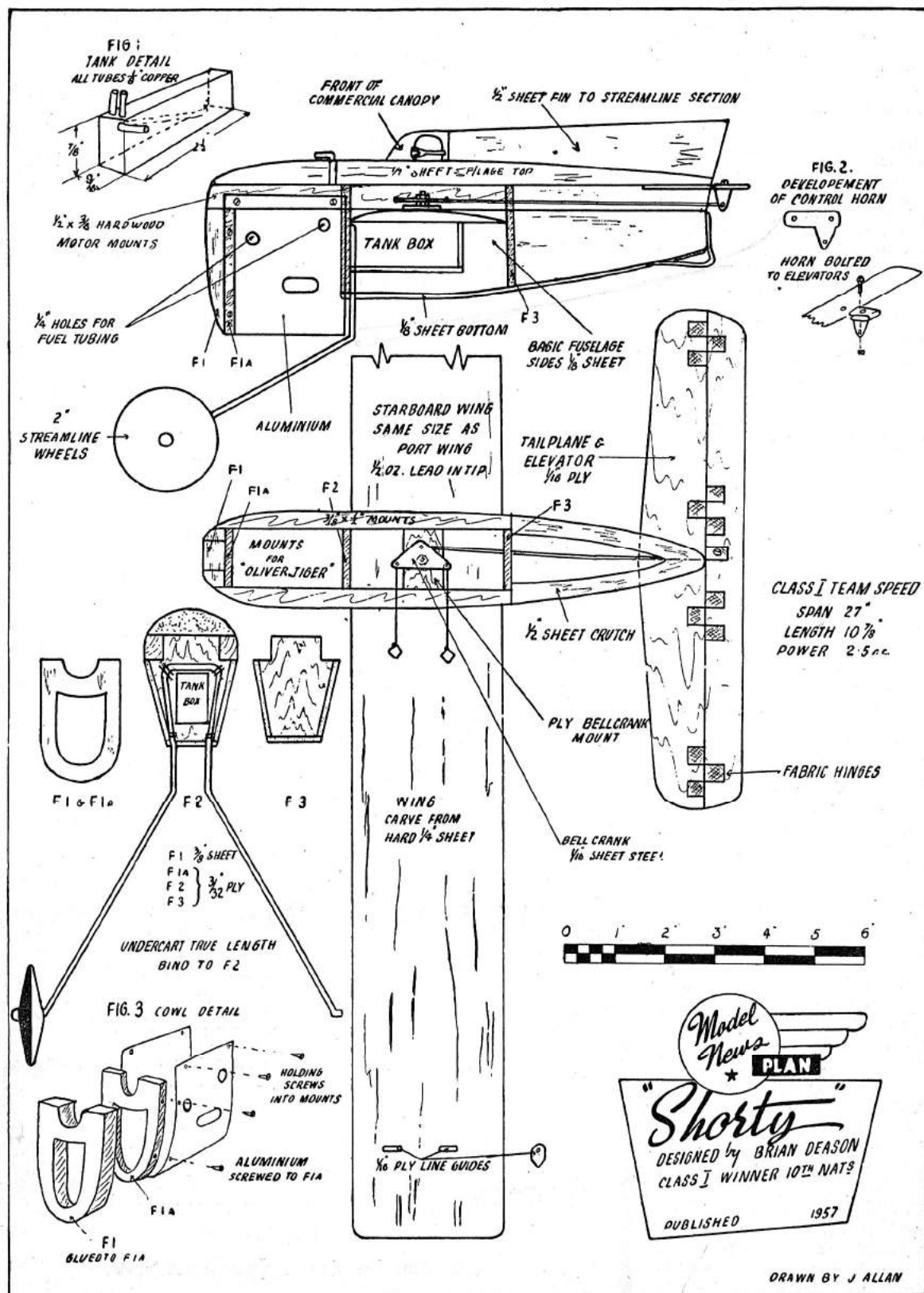
Give model a couple of good coats of dope and finish with fuel proof enamel.

You now have the model. The rest is up to you, your crew and the motor.



The designer, Brian Deason, and Shorty, powered with an Oliver Tiger. All placegetters in this year's A Class Team Race championship used Tigers.





## LETTERS TO THE EDITOR

A. D. Brown,  
Box 75 P.O.  
Orange, N.S.W.  
14th February, 1957.

The Editor,  
Model News,  
381 Casino Street,  
Kyogle.  
Dear Sirs,

Seeing that others have opened their mouths so widely I would like to make a few comments of my own re the Team Racing and other things in general at the 10th Nationals held at Taralgon in Victoria.

**TEAM RACING:** I have never seen so many rules broken without comment from the Team Race Directors as I saw at the 10th Nationals. In fact at one stage I thought the whole thing would get out of hand. The most common breach was flying high by the slowest model thus forcing the faster models to fly way over the height limit. After that, breaches ranged from dangerous flying and non-circling of the pylon to hugging the pylon. The interpretation of the rules was the most fantastic I have ever struck. I don't care whether Victorian Modellers have been flying to these interpretations or not; and the worst example of an interpretation concerned the appearance points. In N.S.W., and as far as I know, everywhere else in Australia, appearance points have always been added to the total race points to decide which four contestants will contest the final 10 mile race. But not at the Nationals. An "award" or prize was made for the best looking plane—and that was that. When it was found that about four contestants were in fourth place on points an extra 5 mile race was ruled in, the winner to go into the final 10 mile race along with 1st, 2nd and 3rd point getters. There is absolutely no authority for this extra 5 mile race in the present rules, and it is here that appearance points should be added to race points to decide who should be 4th man. It is quite obvious what an effect this failure to add appearance points to the race will have on the design of models. The models will measure up to required standards, but as the object of team racing is to win the 10 mile race, no longer will the models look like the original conception of team racers and finish, etc., will suffer. The racers will become, and most Victorian models were, purely functional, allowing for aluminium cowls with apertures fore and aft large enough for a man to crawl through, pilots with no bodies or as the winning A class model had, a square piece of balsa cemented to the top of the fuselage

with eyes, etc., marked on with biro and a very, very narrow canopy only just enclosing this "head." This is to say nothing of the high aspect ratio wings, impossibly short and triangular fuselages, etc. Models such as these have a very quick take-off with the result that they always occupied the front positions on the take-off circle, making a win or a place in the short races a surety. What an advantage this gives to those who interpret the rule in their own way and what is more, get away with it.

**SPEED:** My only comment here is in the form of a question: Do not the rules state that an official flight must be made with a pylon? Apparently the contest directors either did not know of this rule, or else chose to ignore it.

**FREE FLIGHT:** The directors could not be blamed for the wind, but the planners could be for their choice of the area. Fences abounded in all directions, with only one very rough access road to the flying area. If a model did get up, retrieving by vehicle was practically impossible.

**GENERAL:** The choice of Taralgon, when other sites were available, is an enigma to me as much as it was to the local townspeople, who knew nothing about model flying and couldn't care less. The toilet facilities, particularly when visitors were accompanied by families, were far from adequate. The place itself, for N.S.W. and Queensland personnel, was difficult to get to, making it necessary to travel around through Melbourne or down the rough coastal road. Victorians always seemed to have the best end of the stick. Owing to their proximity to the site all the best positions were occupied long

before the distant travellers arrived. As stated before, contest directors used their own State's interpretation of the rules with fine disregard for any dissentients.

In conclusion, I would like to wish you every success with the magazine as it fills a gap long required in Australian Aeromodelling.

However, be careful of ill-informed writers who at times do more harm through their personal observations than those who are keen to see the sport prosper and function correctly through a strict set of rules with the nationally accepted interpretations decided upon and adhered to.

Yours faithfully,  
A. D. BROWN.

The Editors,  
"Model News"

Dear Rus. and Adrian,

Regret that Post Office regulations prevent our passing on to you the comments of our customers concerning "Model News."

However, most are consoled when I express my surprise that the Editors could even spell, let alone put a magazine together!

Seriously, the magazine has been extremely well received and most of the Queenslanders with whom I communicate will do their best to keep it going by subscription and information.

You can be sure of my own personal support. As anyone in the model business will agree, a good local magazine is an important link between the supplier and the model builder.

You are both doing a good job.

Mightily yours,  
ARTHUR GORRIE.  
Gorrie's  
604 Stanley Street,  
South Brisbane,  
5th March, 1957.

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## GORDON BURFORD

WORLD FAMED ENGINE DESIGNER AND MANUFACTURER FROM SOUTH AUST. GIVES YOU . . .

### Hints on Tuning a Sabre and Taipan .29

This business of tuning model aeroplane engines is rather a tricky one; you can suggest a modification which will be a howling success on one particular motor and a dead loss on another—then you are a clueless clot. The model aeroplane engine as it comes to you today is a precision piece of machinery designed to give you A1 performance under widely varying conditions, capable of a lot of abuse and mishandling.

The performance of a lot of model engines goes down after being tuned by amateurs.

Before thinking about tuning your motor make sure that you are getting the best out of it as it stands.

The following list of hints have been carried out and tested on numerous Sabre and Taipan motors.

They are simple enough to be carried out by the average aeromodeller without the aid of power tools or access to a machine shop.

The final performance of your

tuned Sabre or Taipan will depend entirely on the workmanlike manner in which you carry out the various operations.

Before any work is carried out, be sure that the engine is in good condition. Be sure the engine has a good piston, cylinder fit.

Any tuning is useless unless the engine has good compression. You can't tune a clapped out motor.

**VENTURI:** Polish the venturi hole with a piece of fine emery paper wrapped around a small dowel or a piece of 1/8in. steel wire. Finally, finish off the polishing, using steel wool.

**THE BYPASS:** The bypass passage can be enlarged quite a bit in depth. Use a half round and a round file and file away the metal till there is a wall thickness of 1/16 in. remaining. Rub down well with emery paper and polish thoroughly with steel wool.

Enlarge the bypass in depth only, do not enlarge in width.

**CON ROD:** The Taipan has a square section con rod. The edges of this should be smoothed off and polished with steel wool. The Sabre .29 has a round section con rod and the only operation needed here is polishing.

**CYLINDER:** The lower edge and the sides of the transfer port should be filed smooth. But do not touch the top edge as this could affect the port timing.

The two sides of the exhaust port can be filed smooth and the port can be widened about 1/16in. But do not touch the top and bottom edges. Be sure that you have not left any burrs on the inside of the cylinder which could score the piston.

A light rub with emery paper on the inside of the ports will safeguard against this.

Wash the motor thoroughly in clear petrol and reassemble.

An addition of 10% Nitro methane in the fuel will greatly aid hot starting.

## Sad Month for Australian Aeromodelling



The late Ern. Gander holding a combat model designed by his son, Brian.

It is with deep regret that we record the passing on of two of the country's best known aeromodellers. Ern. Gander, of Lismore, was a long time member of the Lismore Eagles, before retiring from competitive flying to form the Lismore Hi-Fliers. In this club he devoted his time wholly to the tyro builder and under his leadership over 400 youngsters passed through the club. There are very few modellers today who are prepared to give up their time to instruct the beginner. Australian aeromodelling has been left poorer by the passing on of Ern. Gander.

Malcome Chase, of South Australia, was drowned at Ballarat in Victoria during national service training. Mal. was one of the country's best builders and anyone who has ever seen the finish of his models will agree.

Mal was one of South Australia's leading Free Flight modellers and one of Australia's bright hopes in F.A.I. power and Wakefield events.

To the families of both these aeromodellers we extend our deepest sympathy.



The late Mal. Chase, of S.A., about to fly in the F.A.I. power at the last Nats.

# NEWS OF CLUB'S AND MODELLERS

(Conducted by Arthur Gorrie)

**LONGREACH.**—This fabulous free flight country has gone all control line mad, and has the hide to go around barnstorming the country trying to make aeromodellers out of the christians. Well, this situation would never work in reverse.

Strange how when you live in the big smoke you think anyone from out west in a country bumpkin—just an impression we got from Bond Baker. (I just took a journey into space). These fellows go for realism to the extreme or unorthodox to the extreme. Cover models with silk. Madness, models last too long. Received copy of the agenda. The presentation of this document gives some idea of the organisation and ability behind this club. Allen Westbrook reports his O.S. powered flapjack as being indestructible. His wife flies it.

Recent turn at the showgrounds before the civic fathers clinched the deal. The boys fly under floodlights now and some Civic Fathers have had a go at flying the models.

The Elders of the Longreach tribe must sure be civilised. One, a Liberator pilot, reckons it's all right . . . How did such sensible well balanced folks get into local council?

Allan reckons that his O.S. goose so well on Keoghs fuel that he will have to take some himself to keep up with it. He has lined up 20 quids worth of trophies for a contest in May. Not bad for a fellow who went west to give up Modelling . . . Thanks, Allan.

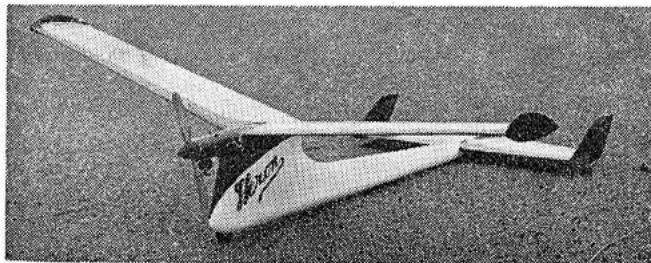
**IPSWICH.**—Keith Molloy, a model dealer in Ipswich, hopes to be flying a "Spacer", a U.S. design 66in. span duration model, in the Queensland Championships in June.

Alf Waldren has a 6ft. Corben Super Ace for the Scale event with the possibility of using an old Gee Bee diesel. Alf used up a whole forest of block balsa building this job. Blocks such as 24in. x 6in. x 2in. ad 48in. x 4in. x 4in. were used in the construction.

Keith and I agreed that more models like this should be built.

The "Half Fast" is the most popular combat model in the district. Control line is a field in which Ipswich has not been greatly active up to date.

Nev. Thompson, the Ipswich Secretary—the control line influence—



Bond Baker's (Qld.) Webra-powered F.A.I. model, V.T.O. Flew a later development of this model at the Nats. Photo: A. Gorrie.

tickled to death since he received his F.A.I. number. Was considering approaching the local goal to see if they'd give him a number until the M.A.A.A. number came through. He reckons he's been waiting four years for this number, but now has more faith in the M.A.A.Q. committee which told him years ago that he would get it. Nev. building a Thunderbird for his O.S. 29.

Neale Molloy down in New South Wales—serves them right—hope no one tells him the date of the State Champs. Always takes some of the hardware. Usually wins the Up to 2.5 Power class with a Slicker and E.D. 2.46. Seems to think he has a franchise on this event, because he lived near the field where the Champs. are held. Has worn one Slicker out—had to build another.

Garry Wilson, one of the Junior members, using an O.S. 15 in the U.S. Ramrod (Free Flight).

Hilton Cuskelly building a Hot Team Racer for his O.S. 29.

Gerry Latham is flying a Ramrod Free Flight with Elfin B/R, 1.49. Red hot performance. Still he may lose it before the Champs.

**MT. ISA.**—Can just see Maurice Bradney standing on the edge of the mine shafts screaming "Team Race starts in 10 mins." or words to that effect. Mt. Isa is the answer to the motor manufacturer's dream. When the weather report says 80% humidity—they really mean 80% dust, 10% insects and 10% carbon monoxide. Aeromodellers live on the smell of an oil rag. Combat Team Racing and Stunt are popular with Maurice trying

to be in all. Jack Thomas has emerged from a series of competitions as Club champion for 1956. P. Catt won the President's trophy for the most improved flier. B. McKenzie and J. Onton went to the big Townsville do for the North Queensland Champs. held over the Xmas-New Year period. Flew in Class A and Combat. Membership stands at 25 and increasing. NOTE. Members affiliated with M.A.A.Q.

**STANTHORPE.**—Neal Crisp and the Barlow family back from the Nationals. Hear Neal is getting a new car. Did he wear the other one out in the National trials or on the return trip to Traralgon. Those Victorian roads are nothing like ours. Aren't they lucky. Hear a lot of the fellows going for "Prop Rods". Expect we shall see a clueful team down for the State Championships in July.

**PROSERPINE.**—Had a visit from Ernie Rowe—came down to escape the cyclone. Says they have a keen little group there. Flying Taipan powered Ambassador, "500's" and Sabres power other models. Looking forward to using Max 29 later. Other keen "blokes" Frank Dembrogio, Les Elliott, Rus. Dibben, Graham Baker.

**DALBY.**—After a lull in activities the old flying field is being resurfaced and the flying season will be on again. Joe Sims quiet but thoroughly competent flier in this area likely to come out with some new gadgetry. Liked motor control and had it in action on big scale job. Looked nice.

**ROMA.**—Once a busy little place for Free Flight and Control line, was fashionable to fly models there one time. You just weren't anybody if you didn't! Hugh Brooks, now of Toowoomba, and Roy Hart helps liven the old place up. Don't hear too much from that way now, but there is a drift back to flying in the area.

**TOWNSVILLE.**—Ern Cox, local businessman, taking a keen interest in the game and making sure the boys don't want for any accessories. We hope to have some details from Townsville of contests. They run them pretty well up there—so they tell us. How about a graphic description of the last big do for the next issue of Model News.

**ROCKHAMPTON.**—Terry Phillipson, one of the keen Phillipson family, realised a lifelong ambition—now peddling model supplies in Hoad's



Modified radio-controlled Wave Guide powered with Frog 2.49 B.B. Model was flown around the Brisbane Showground at night. Built as a Team by Noel Phillips, Greg. Mullins and Allan Smith. Photo: A. Gorrie.



colossal store in Rocky. Terry, Pat and Ralph were always a threat to any contest ever held in Brisbane. They always used to turn up. Remember that Free Flight with Mills 2.49 at Ipswich, Terry? Average ratio approx. 15:1. Pat was one of my mob, liked the little Mills .75. Say, this should cost Mills dough. Still they're a nice firm. We'll let it go.

**KINGAROY.**—We haven't been getting much news from this town. Peanuts being the local industry. Not a good place to work—they just work for peanuts. Young chap up there named Cant is a pretty keen flier. If you think he Can't, you're wrong; he can. Like a Webra 2.49 B.B. and Fox 29. Should be pushing club flying along up there. Have been trying to exert a bit of influence to join them up in M.A.A.Q.

**NAMBOUR.**—Set in the heart of pineapple and sugar cane country, it is surprising how the local lads have taken to modelling despite the proximity of some of the finest surfing beaches in Australia. I'll be right for somewhere to stay now. This district embraces Maroochydoore and Mooloolaba. (Why anyone who lives at Mooloolaba bothers with models (I mean planes) I'll never know. Pamwoods, Woombye and other places near by all belong to the one club. We had a couple of flying days at Mooloolabah (and didn't even have a swim) and these local lads are pretty good. Wish they could get into a bit of competition down Brisbane way.

**RUS MORRISON** of B.M.A.A., just finished a STILLETTO for his O.S.15. Cedric Reinhardt working on a Mercury Mustang for the State Champs.

## N.M.A.A. Activities

Mike Ware just completed Carioca Mk. VI 600's. ins. with max. 35. Flies like a dream. Typical Mike Ware finish.

Des Hill building a Flamingo with Cedric Reinhardt working on a Mer-man 72in. flying boat.

Jim Mulcahy rebuilding a Mopoke for the club Radio events and State Champs. Should be good for 60 or 70 flights.

Frank Blades reckons he'll make all the others look like a team of donkeys in the Team Races.

Ron Newitt a cert to be in Combat, Stunt and Team Racing—even if only someone's pilot. Always in the act.

Alan Bettens, winner of 1956 F/F Champ., will be getting ready for the power and sailplane events. New to the club but with "the clues".

George Pickers will be going for Sailplane and maybe Jetex and Glider.

Col. Somers only turns up for Jetex and Glider events. Usually wins.

Bill Kennedy, now a resident of Burleigh Heads, does a round trip of 120 miles to come to club meetings. Nice to see you, Bill. Used to spend most of his time with trains. Q.G.R. stuff. Gave it away. Too slow.

Des Slattery recently building a little gunyah for himself and wife. Hopes to crash the field this year. Our long fight for peace shattered.

The first round of the N.M.A.A. Combat Championship was won by Roger Adams with Mike Ware 2nd.



N.Z. Air Force trainees off to an inter-club contest. Lucky to have Rev. Ramsay as modelling instructor. Class A Team Racing most favoured, with Chuck Glider and Stunt in that order. Those hats look like something the Kiwi's souvenired in the Middle East.

Both using Max. 35's and both without undercars. Queensland fashion.

Mike used his substitute model as the motor flew out in his heat. He had equal maximum appearance points with Arthur Gorrie in the same heat when his motor flew out and for one lap it looked like there would be a rematch, but Arthur Gorrie soon fixed that. Breaking both lines half way enabled his Jolly Roger to go looking for worms. With no substitute model, there was no rematch. Mike won the heat.

In 90% of the instances motor starting was within 10 and 15 secs. We modified the motor starting time to 2 mins. to start with combat time starting from first one up. Worked like a charm.

**BRISBANE RADIO FLIERS.**—Noel Phillips and Greg Mullins most consistent with their production and flying of "big stuff." Flying a 6ft. radioed biplane pusher with Amco 3.5 and on the drawing board is a 12ft. radioed version of a D.C.3. While we are used to "pipe dream" stuff around Brisbane I've seen enough big jobs come from Noel Phillips' kitchen table (isn't that right, Bet) to know that it has a chance of becoming a reality. I'll go broke buying films the day the D.C.3 goes out.

**EVERTON PARK, BRISBANE.**—Tom Browning, Victor Morgan, Trent Horton, Phill Sichter all hope to be in the Combat Stunt and "B" and "C" Class Team race events in the Queensland Champs. on July 14th. With some of their members in N.S.T. their activities are curtailed a little.

Ron Newitt (N.M.A.A.) building a Ramrod for his K. and B. 35 for the coming Queensland Championships.

**MIKE WARE** (N.M.A.A.) also building a Ramrod for his Max. 35. Will be interesting to see these two mighty models in action. Two good models and two good fliers. Mike and Peter Scott talked each other into a bout of Inverted Combat at the Beenleigh Free Flight day on 24th February. Was good to see.

**GEORGE PICKERS** with a new sailplane won the first round of the Sailplane Elimination with two maximums which put his model out of reach in a tree. Placings in the Sailplane were Ted Crouch 2d to R. Porter 3rd.

**ALAN BETTENS** won the Chuck Glider Elimination with a 3 mins. O.O.S. Bill Kennedy came in second and Ray Fairfield 3rd.

**ROBIN PORTER** won the Jetex Elimination and Bill Kennedy got another second. Ray Fairfield came third. While watching his Jetex model, Robin discovered his vision blocked by a Ballerina. Thank goodness he ducked instead of opening his mouth to yell or I would have lost a Ballerina.

**DES HILL** had numerous flights with his recovered Southerner with Webra Mach 1 while the aggressor put in several good flights.

**KEITH BEETHAM** had a good day with his Javelin powered Balerina and Taifun powered Mercury Monocoupe. Both models flew exceptionally well.

**VICTOR MCGREGOR-LOWNDES** spent the entire day flying his Spitfire powered Observer. Most consistent flier of the day, the blokes reckoned.

**BOND BAKER** (a little known country flier) who is as well known (really) for his original, bullocky flavoured epithets as he is for his beautifully built models of orthodox and unorthodox designs. Turned up at Beenleigh with a saucer of similar design to one he entertained the spectators with at the Nationals. The "Circular Saw, Sir" which it became known as—after nearly decapitating several interested spectators, shot up a line of 17 cars at a height of about 5ft. 6ins., neither gaining or losing height. A rare old turn that pleased, scared and almost hit everyone.

**TED CROUCH** was one of the most surprised people of the day. Took everything home that he brought down. Usually leaves something in the mulga.

## Victorian Notes

Combat contests this year held by various city and country clubs will see the inclusion of .35 motors as is the practice in America and different parts of this country. Western Districts Championships were the first to carry out this change... much to the approval of the boys.

Dizzy Bolwell of the Nats. car trial fame (Where's Traralgon) has gone speed happy and in addition to his

recent purchase of a Dooling 29 has just acquired a BRAND NEW Dooling 61. Motor was lying in someone's bottom draw, untouched till discovered by Dizzy. Price reported to be in the three figures.

World control line duration attempt in about four weeks by Victorian West Preston club members—Adrian Bellamy, Denis Whitely and Dizzy Bolwell. Adrian is designing the tank, complete with float chamber and ball cock with chain. This will be known as Bellamys Cistern! Denis is building a plane, a high wing job powered by a Max. 29. Dizzy will lead and instruct the numerous pilots. Radio and T.V. coverage is being arranged and we feel sure the boys will land a contract to put the show on every weekend in an inner Melbourne suburb.

Bob Hyde of Ballarat was doing 81 m.p.h. for 78 laps in the class A. team race at the Western District Championships with his Oliver Tiger job. In the final with 4 laps to go and the Australian Record well beaten someone did the usual vertical take-off, wrecking Bob's model.

Notes from Tony Farnan . . . The Editors have just received word that Tony has just won the Western Districts Championships, flying an O.S. powered Ramrod.

Champagant College M.A.C.—Being close to a river with the nearest bridge about half a mile away free flight is not very popular with our club. Most of our engines are Taipans and Allbons. A lot of the boys received engines and kits for Xmas, so there is plenty of building going on now. We have a room of our own to build in, lent to use by the director of the college. When the club increases and we get more experience (we are all under 15) we will run some contests. Notes from Vincent Moore.

## Tasmanian Tit Bits

Brian Chandler won the Launceston Hurl Glider Championship at his first attempt in a contest. He won from a field which included 2 Tassie representatives to the last Nats. Ken de Bomford was second. After the event Brian lost the model on a 5½ minute O.O.S. flight. The glider he used was built from the plans of the TERRITORIAN which appeared in the first issue of Model News.

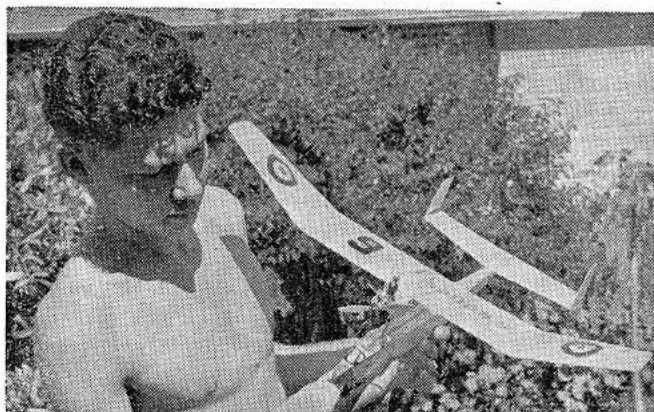
The Jetex championship was won by Biltlen Brocke.

David Jacobs (a member of this year's Australian A/2 team) won the A/2 championship from Mrs. Phillipa Carney, the State A/2 champion, with Custard Cameron in third place. Greg Waddle had a walkover in the Radio control event.

The Launceston M.A.C. C/L championships are down for decision later in the year. This should be an interesting contest if representatives are received.

The Tasmanian State championships will be held near Evandale on Easter Saturday, Sunday and Monday, and as usual should attract plenty of contestants from Hobart, New Norfolk and Burnie in addition to the L.M.A.C. bods.

Although the matter is somewhat "sub judice" it seems that the T.M.A.A. officials are well satisfied



Kevin Johnston, of Lismore, with his Bambi powered Snoopy. Snoopy is one of Kevin's own designs and the plans for it will be appearing in the next issue. Slightly larger version for Mills .75, etc.

with the response to their tentative enquiries into the arrangements for the 11 Nationals. Accommodation for more than 100 visitors seems assured and the areas for F/F and C/L appear to be spot on . . . Notes from Trevor Jowett.

## N.S.W. Notes

TAMWORTH M.F.C.—We have started what we call picnic flying meets, a totally informal day of flying with surrounding clubs. So far we have had three meetings with the Gunnedah boys. Stunt, combat free flight. We don't stick to the rules but have a lot of fun. The Gunnedah boys are out with Carioca's and Hot Rods . . . go well. John Galloway put on a new turn against the Gunnedah boys in combat. For once his engine made a noise and the model stayed in one piece. Released—does it go in a circle. Oh, no, it makes a turn straight for John, John bails out and leaves his opponent in the centre to be cut off at the knees. On his second attempt he actually gets into the air and does about 7 laps (a record we think) then does a power dive . . . packs nicely into an overnight bag.

LISMORE EAGLES.—We are very active at present flying most weekends. We fly control line and free flight in almost all classes. Radio control had a late start, but a number of models are now being built around Hill, O.S. and E.D. receivers. In free flight we have the miniature expert, Kevin Johnson, with his Bambi powered Auster, Snoopey, etc. At the other end of the scale is Jim Palmer with his ignition motors in a "Coupe" and a "Red Zepher." The younger bods are successfully flying kit sports jobs. They loose a lot as they haven't become disciples of the dethermalizer, yet. Jim Palmer lost a Slick Stick with a K and B .19 in the long paspalum. The paspalum was stripped the next week and the model was probably found. So Victorians, don't be surprised if it turns up down there. The name tag from the Nats. is still attached. This year it is the Eagles turn to run the North Coast Championships, so maybe we will see you all in Lismore over Easter. . . . Notes from Ron Tayles.

## DUBBO MODEL FLYING CLUB

Although our membership is only 23, the club is considered to be one of the strongest in the country districts. Control line flying is the main interest but there are a few odd bods who like to chase thermals.

Team speed is best supported. Everyone is willing to try their hand at Combat and Stunt also has a few supporters. One of the best successes the club had was a few months ago in a carnival held at Gulgong, in which we scooped the pool in all events but stunt. The events won were Class I and II Team Speed, Junior Stunt and Combat, and Open Combat.

At present many members are preparing a fleet of I, II and III Class racers to invade carnivals during the coming season. Many nifty combat models are circulating and more are still on the drawing boards.

That is all the news for the moment, but now the ice has been broken, there will be more to follow. . . . Notes from Ken McDonald.

Last month a new association was formed in N.S.W. to co-ordinate and control model flying activities in N.S.W.

The association is the N.S.W. ASSOCIATION OF AEROMODELLERS and the Secretary is S. E. GALLAGHER, 18 Thurlow Street, HERNE BAY.

The formation of this new association has brought a flood of letters from members of the Model Aeronautical Association of N.S.W. and modelers interested in the new association.

It is impossible for us to publish them all but our columns are open to the committee of both associations to state their case.

In the meantime we publish 10 rules for busting up any organisation sent in to us. They're worth thinking about.

1. If you receive service without joining an association, don't think of joining.

2. Keep your eyes open for something wrong and when you find it, resign.

3. At every opportunity threaten to resign and get your friends to do the same.

4. When you attend meetings vote



to do something and then go home and do the opposite.

5. Agree with everything said at the meeting and disagree with it outside.

6. Don't answer any communications from the association.

7. When asked for information, don't give any, then cuss the association for the incompleteness of its information.

8. Get all the assistance the association will give but don't give it any.

9. Talk co-operation for the other fellow with you, but never co-operate with him.

10. When everything else fails, cuss the Secretary.

## Northern Territory

### DARWIN AEROMODELLERS

At present our membership is down to 12. However, more flying displays and days at the end of the "wet" (which is this month) should bring in more members. We are at a bit of a disadvantage up here as we can fly only 6 months in the year. The other six months is taken up with the rain, rain squalls and gusts of wind up to 50 m.p.h.

All the sports areas are taken up by football, cricket and Aust. Rules on both Saturday and Sunday. The only control line area we can get is the lawn at the R.A.A.F. Station. We use it every Saturday afternoon in the "dry".

We're up against it for Free Flight as Darwin Airport is always out of bounds owing to the immense air traffic in and out of the country. Our nearest area is Morakai plains or the Humpty Doo rice growing area about 60 miles away. Apart from chuck gliders there isn't much free flight going on.

We run a stall at the Darwin Show every year and put on a control line display.

For the first time in aeromodelling history we were represented at the Nats. this year, both in conference and competition. Ralph Crawford can say he was the first but he won't be the last—because owing to a benefactor, plans are now under way to be represented at the Tas. Nats. in '57. We understand that Ralph won't be returning to the Territory, so we wish him many Max's with happy landings.

(Notes from Terrance K. Robinson)

## Townsville

Aero modellers from Townsville reckon they'll take R.O.W. seaplanes next time they go to the North Queensland sugar cane centre of Ingham, about 80 miles away. They made the trip this month to give local club members a day's flying away from home and to boost modelling activities in Ingham.

But a torrential downpour during which seven inches of rain fell at the northern town the night before, made the road officially "closed to all traffic."

And like aero modellers all over the world, the Townsville types were determined to fly at Ingham. What a sight it was! Cars piled up for a quarter of a mile either side of two flooded creeks, being passed by two old utilities with 13 models piled high in the back of each. Fan belts came off half way across the flooded creeks in

three feet of water, 20 or so modellers in maroon-coloured club T-shirts were seen pushing the two vehicles.

Once through the 200-yard long creeks, it was clear "sailing" for the utilities.

Grass four inches high, pools of water and the sodden condition of the ground did not deter them from flying at the Ingham field.

The main event—a "B" Class team race—was won by Warren Snell with his own-designed plane and powered by a Sabre 29. Pit crew members Noel Horton and Rod Burge have got starting down to seven seconds from the time the wheels hit the ground.

Up here, the Sabre performs like an Eta and 95 per cent. of 5 c.c. motors are Burford-built.

Arthur Christensen was second and was unlucky not to have got closer to the winner while Eric Evans filled third place after having control trouble.

Aero modellers adopted the attitude of "What's the use of taking our models back" during the stunting event. Prangs were frequent—much to the enjoyment of the huge crowd that had gathered to watch proceedings. Warren Snell and Eric Evans were responsible for the most spectacular. They received no points for vertical dives from 60 feet, because they did not complete the manoeuvre.

Up and coming Bruce Hurst and Arthur Christensen provided thrills with an "A" Class stunter.

The "A" Class team race proved hazardous, because the plane's small wheels were often snagged by the long grass. In fact, rules were amended temporarily to allow hand-launches. But shrieking 2.5's and running through pools of water and mud kept crashes at a high level. In the final, four of the five models met disaster. When the others were unable to continue in the race, Alf Lee was leading with his own-designed model which was powered by an Oliver Tiger.

Over Easter the club will be going to Cairns to compete in the Far North Queensland championships. Townsville will stage the North Queensland titles during June. The city's annual show will take place in July and the club has been asked to give flying exhibitions on two nights. A request has also been made that the aero modellers stage a static display.

## STOP PRESS

### TASSIE TO RUN THE 11th AUSTRALIAN NATIONALS

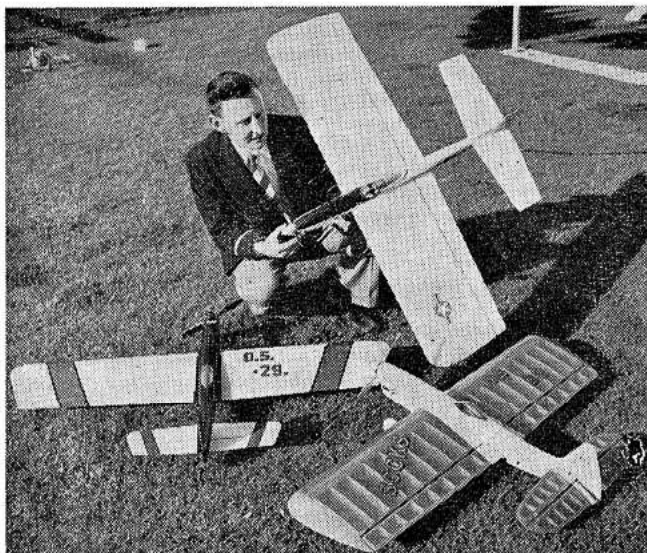
The Apple Isle is going to run the 11th Australian Nats. Alright, all you contest bods, start slimming. The T.M.A.A. President, Len Quinn, reckons he doesn't want the place overcrowded. If too many competitors the size of our Federal Sec. turn up, someone is sure to get pushed off the edge.

To quote the Tasmanian President...

"The Nats will be held at Cambletown—a one-dog place 40 miles south of Launceston, 72 miles north of Hobart. You get there by a narrow bitumen strip and a train. The last is a matter of opinion, but that is what it is called over here."

### RESULTS OF THE GEELONG GALA CONTROL LINE DAY

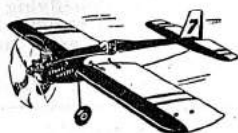
Class A Team Race.—R. McLaren (Oliver Tiger) 1, R. McGregor (Oliver Tiger) 2; Class B Team Race, L. Squires (Max .29) 1, R. Bolwell (Moir Fox .29) 2; Combat, T. Farnan (Max .29) 1, R. Bolwell (Fox .29) 2; Open Stunt, K. Taylor (Max .35) 1, R. Hyde (Max .35) 2; Junior Stunt, I. Wright (Max .29) 1.



Tony Farnan, of Victoria, and one of the country's leading stunters, examining Dizzy Bolwell's Stunter. Sox, in the foreground, is the silk-covered stunter Tony flew into third place at the Nats. The third model is an O.S. powered Montgomery Ramrod. Tony recently won the Western Districts Championships with this model.

## TRADE NOTES

### WE REVIEW SOUTHERN'S STUNTMASTER



#### SOUTHERN MODEL SUPPLIES STUNT MASTER

If you want to fly in that stunt or combat contest on Sunday and haven't got a model and it's Saturday—drop into your local dealer and pick up a Southern Model Supplies Stuntmaster.

This model is sold for flying. Most of the building has been done for you in their factory in Norwood, South Australia.

The Stuntmaster is a snack to build and hasn't one snag even for the most inexperienced. Simple, strong and light this up-to-the-minute design is terrific value.

For 55/- you get a 40in. stunt and combat model for motors from 5 to 6 C.C., which take in the .29 and .35 Taipan motors, which are recommended power plants. Ready made stunt tank. All ply formers pre-cut. Engine bearers to length. All accessories, bell crank, elevator horn, tape, nuts and bolts, etc.

The 10 gauge wire undercarriage is completely bent.

Ready cut sides, ribs, tail, fin, spars, etc., from Solarbo balsa. Aero flyte cement, and a 2in. pair of Southern's own rubber wheels.

This model is complete, from ready cut gussets, wing weight, to covering tissue. The performance of the completed model is limited only by your own experience. From the dealer's point of view, it comes in a strong 3ft. box (all spars, L.E. and T.E. in one length) with a bright, colourful label.

Plenty of room inside. Customer can inspect the works without tipping the whole lot out on the counter.

There is nothing in the Stuntmaster to disappoint dealer, builder-flier or just onlooker.

The small country dealer has been without American engines since before the war. What supplies that have come into the country have with few exceptions been on sale in city shops only. Model Dockyard Pty. Ltd. tell us that they have the largest range of American motors in the country and from time to time can wholesale small quantities of these. Dealers are advised to get in touch with the Dockyard's Wholesale Dept. Ask for their wholesale price list of planes, ships and trains when you write.

It is rumoured that the new O.S. .29 will feature twin ball race, front rotary induction and a special piston. Delivery won't be till very late in the year.

Brian Potter was passing through here on holidays (who knows of a better job than school teaching for an aeromodeller) when we were about to build Hearn's "Swift" for this review. He said that he liked Hearn's kits, so we said not to waste time talking but to build it and let's have a write up on it.

HEARN'S SWIFT is a class A team racer and is the first kit I have come across employing both wood and plastic construction.

The design is good. The wing area is slightly bigger than one usually finds on an A class team racer. But this in no way affected the performance.

The plastic cowl and fin earn full marks. For the job they have to do there is nothing to do it better. I would suggest supplying a T/R tank for beginners and the wing in one piece.

The review model was powered by an A.M. 25 and it was difficult to fit in a commercial tank. With most other motors you will possibly have to change the position of the fuel feed.

The plans, the layout and the step by step instructions are very good.

The kit is complete in every detail, including a Hearn's Class A

pilot and a bubble canopy. The finished model is good to look at and even looks like a class A team racer which is more than can be said for a lot of the Class A racers flying today. A Hearn's speed check is included in the kit so you can easily check on the speed of your swift.

#### "THE DEACON" THE CARDINAL'S BIG BROTHER

The Veron Deacon is a logical step up from their supremely successful Cardinal. This 52in. wing span model should be immediately popular amongst those owning motors from 1 to 1.5 C.C. Designed for sport flying, P.A.A. Load and single channel radio control, it should find universal appeal. We haven't seen a kit yet, but feel quite safe in stating that it will be up to the recognised Veron standard.

Delivery will be through their Australian agents, SCIENTIFIC HOBBY DISTRIBUTORS.

Newest addition to the expanding range of O.S. radio gear is a crystal controlled transmitter. Should be immediately popular.

Multi-channel receivers and electric servos are undergoing tests at the factory.

Dealers looking around for supplies of Elfin and TAIFUN engines are advised to get in touch with EDEN DISTRIBUTORS. They are the Australian Agents for these motors as well as TAIFUN KITS. ing his model as a machine with

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ALLBON BAMBI	MILLS .75
ALLEN MERCURY 10	MILLS 1.3
ALLEN MERCURY 25	OS .15
ALLEN MERCURY 35	OS .29
ELFIN 2.49 BALLRACE	OS .35
ELFIN 1.49 BALLRACE	OLIVER TIGER
ELFIN 1.8 BALLRACE	TAIPAN (SABRE) .29
ELFIN .5	TAIPAN (SABRE) .35
E.D. 2.46 RACER	TAIFUN TORNADO 2.5
E.D. BEE 1.CC	TAIFUN HOBBY 1.CC
E.D. BABY .46	TAIFUN HURRICAN 2.5
E.D. HORNET 1.46	WEBRA WINNER 2.5
FROG. 1.49	WEBRA RECORD 1.5
FROG. 2.49 BALLRACE	WEBRA PICCOLO .8
FOX .29	WEBRA MACH. I

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**Large Variety of Kits**  
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#### NORTH COAST CHAMPIONSHIPS :

LISMORE, N.S.W., EASTER SATURDAY, SUNDAY  
A & B Class team race. Stunt, Combat, Flying scale, Saturday. Open Sailplane (164ft. line). Open rubber, Open Power—up to 1 c.c. over 1 c.c. 15 sec. motor run. Free Flight Flying Scale. Radio Control. Power scramble. All correspondence to Jim Palmer, 155 Keen St., Lismore.

#### ROCKHAMPTON, QLD.:

EASTER WEEKEND. Stunt (Junior, Novice, Senior). A and B Class Team Race. Combat, C/L Scale. Novel Events and an Inter-City Team Race Relay. Information from Box 393, P.O. Rockhampton. R. Brown, Sec.

#### WHYALLA, SOUTH AUSTRALIA :

South Australian Championships, Easter Weekend.

#### QUEENSLAND CHAMPIONSHIPS :

Speed, Marchant Park, Brisbane, 11th May.

Free Flight, Amberley, June 2nd.

C/L, Marchant Park, July 14th.

#### GIPPSLAND CHAMPIONSHIPS :

Full programme over the 4-day Easter Weekend at Traralgon, Victoria.

#### TASMANIAN STATE CHAMPIONSHIPS :

Easter Saturday, Sunday, Monday, at Evandale.

#### WESTERN SUBURBS :

Free Flight Day, Laverton, Victoria, May 5th.

#### WEST PRESTON :

Control Line Day, Albert Park, May 12th.

#### VICTORIAN STATE CHAMPIONSHIPS :

##### FREE FLIGHT

May 19.—Class 1 Power Ratio, FAI Sailplane, Wakefield and Junior Sailplane. Koriot Creek Road.

June 2nd.—Class 11 Power Ratio, Hurl Glider, Nordic A2 Sailplane, Jetex, Radio Control, Junior Open Power Ratio, Koriot Creek Road.

##### CONTROL LINE

June 9th.—Class 11 Team Race, Open Stunt, Junior Class 11 Teams Race, Albert Park.

June 10th.—Class 11 Team Race, Class 111 Team Race, Scale, Albert Park.

##### FREE FLIGHT

June 23rd.—Class 111 Power Ratio, FAI Power Scale, Power Scramble 1 hr., Hurl Glider Scramble 1 hr. Koriot Creek Road.

##### CONTROL LINE

July 7th.—Speed Classes I, II, III, Combat, Junior Stunt. Albert Park.

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**RETAILERS!!** If unable to obtain supplies of Balsa please contact us and we will put you in touch with wholesalers in your territory.

**SANTA MARIA II (by Van Leuvan)**

(Continued from Page 8.)

are shorter and when you remove the wing from the board you will notice a slight twist in the outer panels. This amount of washout is just right.

When fitting the tips wet the under side of the balsa to get it to curl. Join the two wings together at the correct dihedral.

Use gauze on all joints and add the 1/16in. centre section sheet covering. Sand lightly, cover with tissue and give 4 coats of thinned plasticised dope.

**FINS:** Cut from 1/4 grained sheet, cover with tissue dope twice and pin out to dry. Cement to the ends of the stabiliser and give the completed unit another coat of dope.

**TAKE OFF PEG:** Make as per the plan and fit to the fuselage side.

**PROPELLER ASSEMBLY:** Carve the prop. from the block size given. The prop. is cut away from the front. This allows extra flexibility in altering the pitch at the beginning of the power run. Give the blade 2 coats of dope.

Make up nose block, drill 1/4in. hole in front to take tensioner spring. This will eliminate bent propeller shafts.

The bearing tube still runs through to the front and is fitted in at the down and side thrust shown on plan. The bearing is retained with large washers soldered back and front.

The hinge is made from ply and tubing, slot bottom of prop. blade and bind hinge in position with thread.

Follow plans for the final assembly of the propeller and nose block. A turbulator is fitted to the prop. blade at 10 to 15% of the chord.

**RUBBER MOTOR:** Make up a motor of 14 strands from Pirelli 3/16in. long. This will give you a run in length of 33in., which will be a tight fit between hooks, giving a smooth run out at the end of the power flight.

Lubricate motor with castor oil and a drop of glycerine. On hot days use plenty of castor oil.

**TRIMMING AND FLYING:** Assemble whole model. Pin pylon and wing temporary at the approximate position.

Check to see if the C/G position is as shown on the plan.

The distance from the C/G to the prop. is critical.

Add weight if necessary to bring this out to the designed length.

Mark the pylon position on fuselage, scrape off tissue for a good join and cement pylon in position.

Test glide the model from shoulder height. It should glide straight or slightly to the left for 10 to 12 paces.

Put on a few hand turns and note the climb. The motor should run out in the air.

Gradually work up to about 75% full turns, correcting any undesirable tendencies as you go.

The plans are clear enough, but if you run into difficulties use your own judgment. This isn't a beginner's model.

In a future article I will tell you how I tackled the Wakefield problem under the new rules.

**TOPPING THE SCORE IN STUNT**  
(By Monty Tyrrell)

(Continued from Page 10)  
and flying it made only one inverted landing, including the original ironing out the bugs period. It's not usual to keep a model, particularly a stunter, that long, but it is a classic example of leaving well alone. Using the same fuel mixture and props most of the time helped too. I learnt that hint off Reg. Cooper, who in stunting showed that being painstaking paid off. He kept his model for fourteen months. This factor, presuming you keep the spray bar clean, gives you an indication of the needle setting under most conditions. Since time has gone on and new events have arrived I have found that not using a contest stunter for combat helps to increase its life considerably. I have always got a couple of big stunters around the place but I have only built one complete new one since the middle of 1952. An occasional rehash of the jobs and then a new testing period when you do so brightens the place up and saves a lot of work. I will now let out the secret that most of my planes in stunt circles are rehashes with a new coat of paint. That, plus a new windscreen and rudder, etc., is about all the work

that's done. As far as possible I try to stick to this as you get to know a model which helps towards keeping it. Currently in Adelaide is a big stunter, as far as I know still in working order, I built way back in 1950. It was built well, has had several recovers and paint coats, but is still the same ship. Only new parts have been two sets of motor mounts, followed by new testing periods.

Anyhow, whether rehash or a new job that the bugs have been ironed out of, the rest is up to you. And remember that to beat the top boys is quite a task unless you are a natural. They have had more practice and experience than you. So remember this fact and don't try to surpass yourself with needless risks. Your turn will come with the same practice and experience. And the best way to get this is keep a model longer so you can get more practice with it. And how do you keep a model longer? Just digest a few of the points mentioned re being more patient with each part and treating your motor and plane combination as an individual, not a replica of Joe's. You want to remember that somewhere there may be a Joe who is also on the wrong foot by copying you and not treating his model as a machine with some peculiar characteristics of its own. Use somebody else's experience and knowledge as a starting point and keep trying till you can better it. If you don't improve take stock, but don't criticise your equipment till you definitely ascertain that you have been going the right way about things.

*We've rocked and rolled  
When radio controlled,  
And we raise a wail  
Whilst flying scale  
There's always a blubber  
When breaks the rubber;  
For we're never down-field  
When flying Wakefield.  
Nor are we an ace  
In a good team race—  
And we don't like stunt.  
But to be quite blunt  
We'd sooner that  
Than fly combat.  
We're known to glower  
In free flight power,  
But we think it fine  
With the high thrust line.  
So see you later "Eliminator"—  
Be back soon with an "Amazon!"*



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