

# Model

2/6

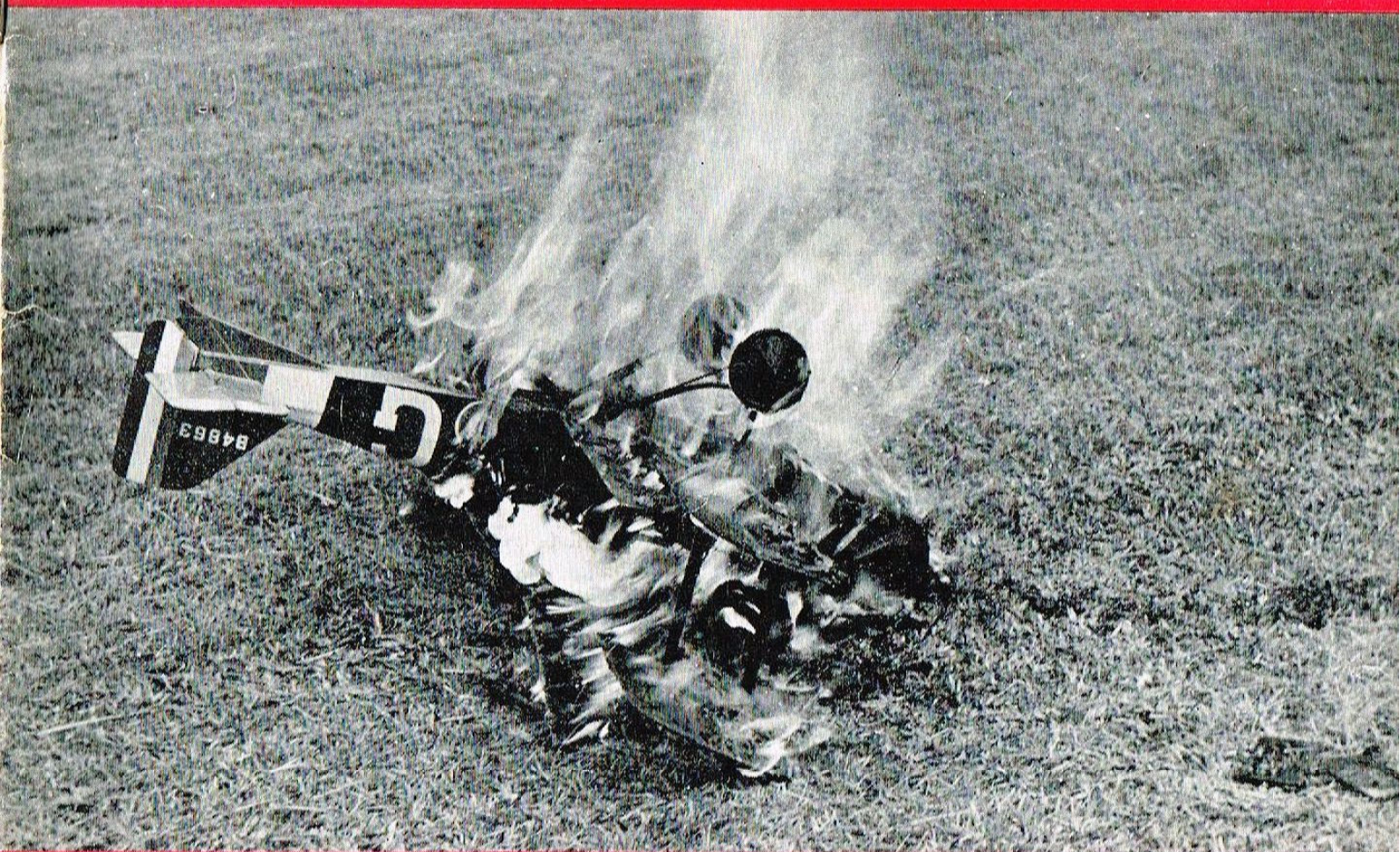
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JUNE

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# News

AUSTRALIAN AND NEW ZEALAND MODELLING



**N.S.W. STATE CHAMPS.  
WEST. DIST. CHAMPS.**

1.5 CC. TRAINER PASPALUM PICKER  
P.Z.L1A THREE VIEW AND STORY

Address all correspondence to the Editor, 206 High Street, Coffs Harbour, N.S.W., Aust. Advertising rates on request.



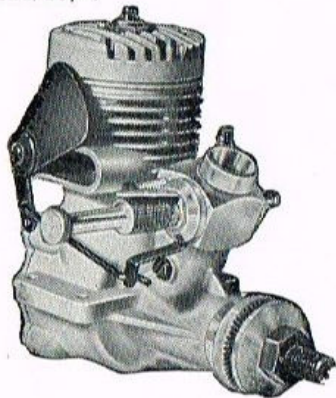
## Merco Chronicle (advt.)

Since winning the Nationals Senior Stunt (and class 3 Team Speed), as expected, the Merco engines have continued to dominate the major 1962 contests in Victoria (as in 1961). To add to the laurels of this challenging new concept in stunt engines, the Hearn's Hobbies Trophy, 1st and 2nd places were taken by the Merco and over Easter the Western Districts Senior Stunt 1st place also fell to the Merco. As an encore to the Nationals Class 3 Teams Speed win a Merco 29 won the Manion-Munro Class 2 Team Race in February. As this is also one of the major meets in the Victorian calendar, it shows the potential built into this motor for Team Speed.

Many fliers are claiming an increase of 15-18 laps over most other motors, with only a negligible loss of speed. Further experiments are showing the motor to be a new threat, using either Jet Speed Super or Airspeed 5 Glo-Fuels.

At £8/19/6 the Merco 29-35 have proved without a doubt to be the new star of the stunt engines available in Australia, and the motor will be well worth considering for the team speed events in the future. The performance has really been something for a motor whose main aim in life has been till now the super stunt engine it was designed as.

For the button boys, the Merco 29-35 multi-speeds at £10/10/- are a dream. Obedient power that springs to life at the touch of the button. Flexible power that's so smooth you'd think it had automatic transmission:—and it's there at your finger tip. Shortly these motors will be joined by their larger 49 cousin. The new Merco 49 should be the most powerful (and flexible) motor in its class in Australia. Unlike most of the others, it has a TWIN ball-bearing shaft, light piston with rings and the proven Merco throttle-exhaust control as used on the 29 and 35. Shipments are on the way and the price isn't finalised, but the multi should be around £17/19/6 and the stunt-racing version about £14/10/-.



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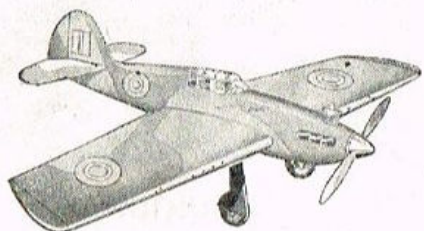
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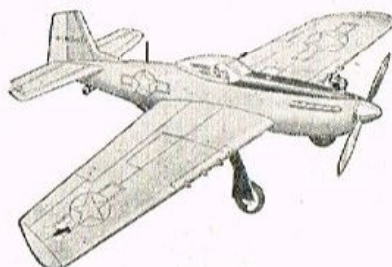


## ALL THE EXCITEMENT OF WORLD WAR II COMBAT IN THESE FOUR NEW KITS!



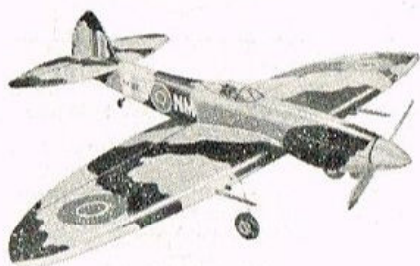
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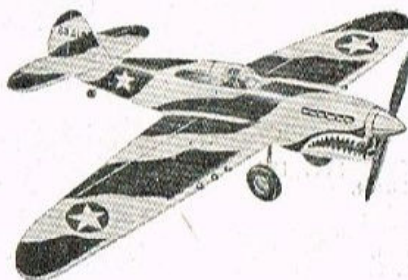
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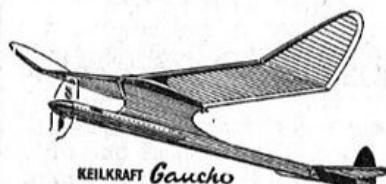
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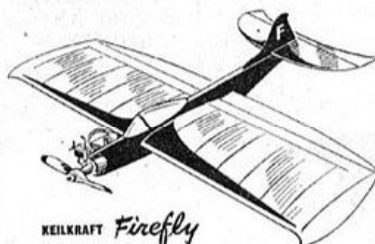
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INSTRUCTIONS



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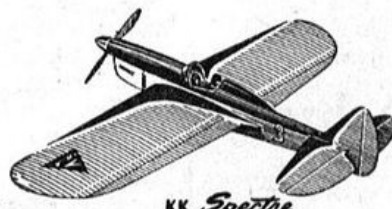
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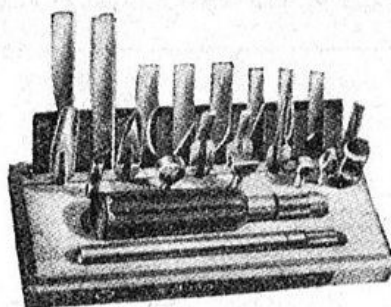
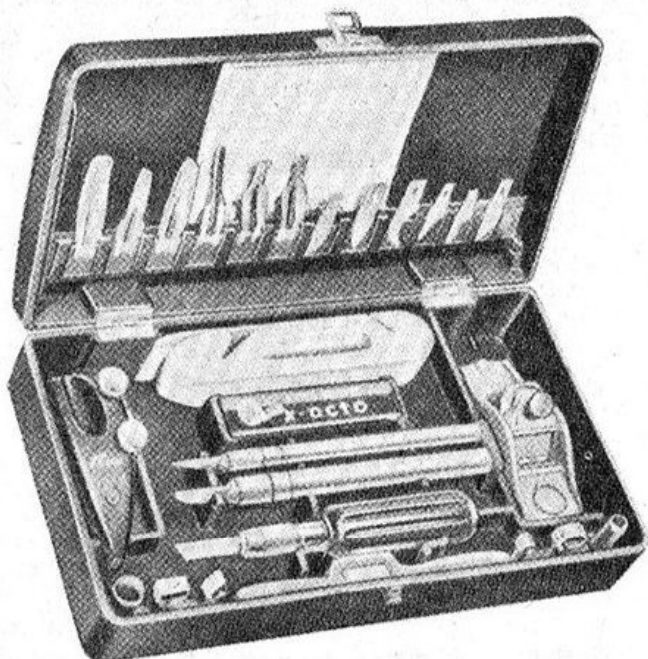
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8-6	85c
9-6 10-6	\$1
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5-3 5-4 6-3 6-4	50c
<b>3 Blade Pusher</b>	
6-3	50c

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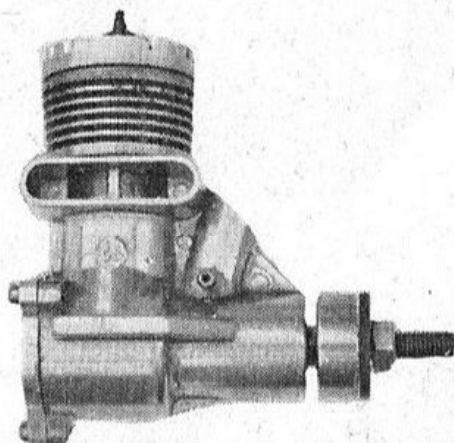
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Performance (factory test on Standard Production motors):

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Thrust .... at 15,000 r.p.m., 66 in. ozs.

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Weight ..... 7.6 ozs.

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This engine was used by the following winners at the last U.S.A. National Championships: 1st Junior Combat, 1st Senior Combat, 1st Open Combat,

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# MODEL NEWS

Vol. 6. No. 2

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## News and Views . . .

In the last issue an appeal was launched for the assistance of Mrs. King and her daughter. This has now closed and Mrs. King wishes to thank all those modellers who gave so generously. The response was most gratifying. Thanks, fellas.

Now our old friend, Arthur Gorrie, gives you some food for thought.

### HOBBIES HELP INDUSTRY

(By Arthur Gorrie, Public Relations Officer, M.A.A.Q., in conjunction with the Queensland Industries Fair, 28th April to 19th May, 1962).

Many industries, consciously or otherwise, take advantage of the skills and interest displayed and developed by hobbyists.

While man and boy work hard towards earning a living or being educated to take a place in the world, it is often in the experimental and the seemingly timelessness of their relaxation period that they produce the unexpected, unscheduled revolutionary article.

The hobby period is that time which is unshackled, unhampered by rules and where an idea is communicated to the skilful fingers and to the raw material without red tape—without delay. If

the idea is not successful there is no punishment, no reprimand, for this is FREE time. FREE thinking—FREE creation.

In our unique HOBBY and SPORT—"Aeromodelling and Model Aviation"—FREE Flow, FREE Exchange and RAPID Execution of Ideas is very obvious.

Due to the Technical, Creative and Competitive combination involved, Aeromodellers freely discuss Design Theories, Construction Techniques and Competition Strategy.

The free exchange brings about rapid evolution and nothing accelerates this more than competition.

The keen competition which causes men to travel up to 4,000 miles to fly—to match their model and their skill against the rest of the nation, has developed a sport which demands the development of many qualities. Qualities so similar to those demanded by industry.

You may be sure that an Aeromodeller is a person getting used to producing the commodity he needs—quickly, strongly and cheaply. He is trying to combine strength, beauty and efficiency with economy.

An aeromodeller could be a useful employee in your industry.

ARTHUR GORRIE, P.R.O.,  
 Model Aeromautical Association of Qld.  
 (Continued on Page 19)

### COVER STORY

Bert Ronke's C/L Scale SE5A shortly after bursting into flames due to the motor backfiring. The model was completely destroyed.

★ ★

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## MODEL NEWS

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# N.S.W. State Champs.

**CAMDEN AERODROME, APRIL 21-23**

Many modellers started to arrive on Thursday afternoon with the idea of settling in early and getting a good sleep? This seemed a good idea but very few carried it out.

Friday morning was a hive of industry, tents being erected, barricades, speaker systems and a team mowing the four circles and R/C take-off strip used throughout the contest.

This was really a terrific championships, the weather was perfect and the organisation was first class, as usual Cec Pierce did a mighty job on the P.A. system ably assisted by Richard Boughton, flying procedure was organised by "Coop", Basil and John Marquette with many willing assistants too numerous to mention.

A few modellers promised me a write up on different sections, unfortunately these didn't arrive with the exception of Scale by N. Shennan and Radio was adequately covered by Basil Healy and Tom Prosser in Radio Roundabout, thanks fellas.

There were a few outstanding models and performances. Jim McFall's F/F deltas were a sight to see, very stable, and almost indestructable with the motor in the rear. Most unusual model would certainly go to Laurence Doctors for his very original and successful hovercraft Cush-on-air. Powered by an O.S. 35 swinging a 9in. x 6in. Gorrie M1-T it really screamed to lift the 5½ lb. model.

Another outstanding performance was the 1,000 lap F.A.I. Team Race, the winning time for this was (from memory) 59 mins. 46 seconds. Now what we would like to know, who will try and beat it?

## CONTROL LINE SCALE

Weather conditions were ideal for this event, sunshine and a gentle breeze which at times dropped away to nothing. There were six scale aircraft on the field, but only five entries. This may sound strange but two belonged to Alan Talbot. Alan had built a Fokker Dr.1 for the event but was not happy with it as he had about seven ounces of ballast in the nose to bring the CG forward, so he had decided to fly his Nats winning Bristol Fighter.

The first flight was by B. McGregor, with a Focke Wulf 190, the same machine that took third place at the last Nats. He made a smooth take-off, dropped a bomb in flight, landed on low motor and took off again, it was a pleasure to see somebody making use of motor control, it is available to all at little extra cost but very few will use it. The day will soon come when a scale will have to use motor control if the builder wants to win.

The Curtiss Hawk P6-E of G. Stevenson, which suffered from motor trouble, failed to take-off on the first attempt. A second attempt later resulted in half circuit and contact with the carpet that caused some damage. It looks a keen machine and would be a sight in the air.

About this time Bert Ronke's S.E. 5A provided the sensation of the day. Bert fired up the Glo Chief 35 and was just getting airborne when the donk cut. Back to the starting point and he was cranking away when there was a POP and she was a flamer. Not much at first but just how do you put a fire out when it is fuel fed and there is no water handy. Cloth was wrapped around the nose to smother the flames but merely provided fuel. A bottle of soft drink made no impression either. With the front section enveloped in roaring flames, Bert, with the modellers' presence of

mind, raced off for his movie camera and the fire fighters backed off and started shooting. Hammond, of course, was well and truly on the scene with his movie, so it would be a safe bet that this would be the best recorded event of the year.

Somewhere towards the end of the fire Bert kicked the engine out of the remains but found it much too hot to handle. The aerodrome fire crew (one) also wandered up with a small extinguisher in hand and after a look at the embers commented in a Dad and Dave voice "Well, looks like she's out. Not much use using this on it." To which there was really no answer.

This S.E. was a lovely piece of work, a rebuild of the machine he flew last year, it had a complete cockpit with built-up instruments and—well, it was a beaut. It should not be beyond the resources of the M.A.A.A. to provide some form of fire protection around the C/L circles at these events. Scale models are peculiarly liable to fire because of the tight cowl of the motors.

Alan Talbot brought out the Bristol and his pilot found himself with one wheel as the take-off proceeded. He unstuck in one piece, then had a piece of the cowl come loose in flight. The landing that followed was a hold-off affair, with a tip onto the nose at the end. No damage resulted.

The F.W. and the Brisfit were the only aircraft to fly. R. Woodcock had trouble with his large Loving-Wayne and did not put in his qualifying flight, and the Hawk had withdrawn. Altogether the event was disappointing, with only two entries flying, and the crowd that always gathers to watch scale had little reward for their patience.

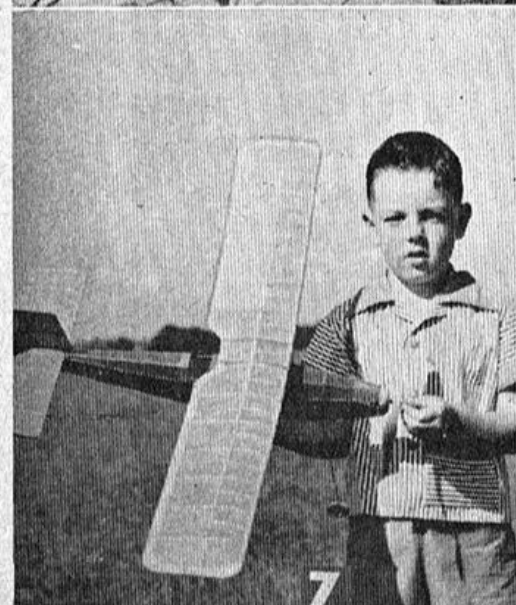
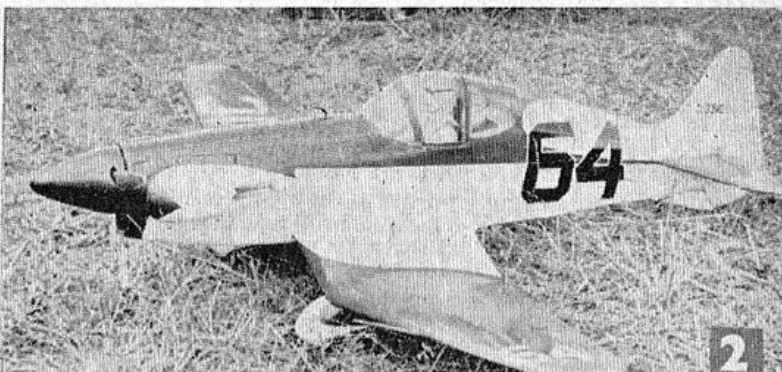
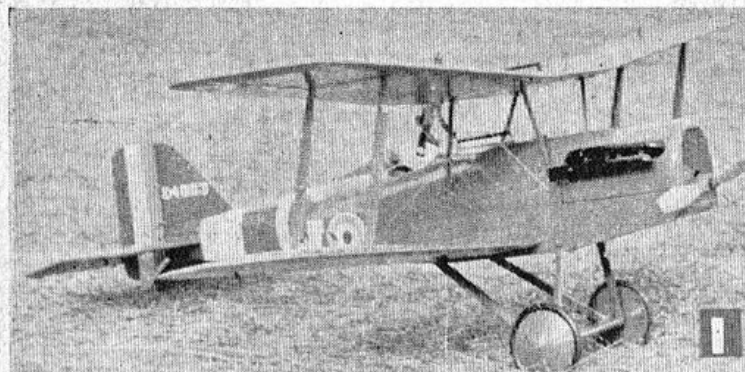
## FREE FLIGHT SCALE

Six o'clock in the morning was the time the event was supposed to start. However somebody failed to take into account the fact that it is still dark at six. When the light showed, half an hour later, the weather was perfect if a bit chilly. The take-off area was the circle cut for radio, and was rough, precluding take-off by all but the largest aircraft.

There was an interesting line-up of models present, Turbulent (A. Butler); Focke Wulf Stosser (R. Everett); Aeronca C 3 (L. Fahey); Cessna Bird Dog ( ). The Turbulent, a large model, was able to take off by virtue of its big wheels, but was not trimmed out and interviewed the worms several times. The last of its

1. The plane on the cover. Bert Ronke's beautifully finished SE5A shortly before being burnt.
2. Scale C/L Loving Wayne Love, built by Ross Woodcock. Beautifully finished but pranged straight after take-off.
3. Arthur Butlers F/F Turbulent, placed second. Also won last nationals.
4. Nicely finished F/F Cessna Bird Dog. Builder unknown.
5. Second placed C/L Scale FW190 held by the owner, builder B. McGregor.
6. F/F Stosser. Took well deserved first place for Dick Everett.
7. Junior modeller proudly shows his Rubber powered Rubberdub from "Aeromodeller" plans, nice model, flew well.
8. Another junior modeller Tarn Stowe, who placed second in the junior rubber holding dad's power model. Note Doonbats emblem.
9. Jim McFall and his highly successful Delta Doova. These models were very consistent and stable. With the motor at the rear they were almost indestructable.







flights was of sufficient duration to qualify however, and eventually placed third. The Aeronca and the Stosser both flew well, the result of prior trimming flights, and the placing order, after processing was Stosser, Aeronca and Turbulent.

This event appears to be claiming more attention from modellers, and promises a good entry for the Nats at Christmas from the N.S.W. boys.

The final event, as usual, was the power scramble, this was a beauty, held in almost dead calm conditions right in front of a huge crowd, it presented a never-to-be-forgotten spectacle, models everywhere, into the crowd and all, they loved it. Brian Eyre was flying an old R/C model (Alfred), weight about a ton and a half, flying speed Mach 3, stability, nil. This heap attacked Ron Dechastle from the rear and almost knocked him on his face, whereupon Ron hurled the model savagely aside to be rebuked by the owner Brian "Hey! go easy on my model." "Your model," Ron replied, "I thought Stowie jumped on me."

Then came the prize giving, and very good and useful prizes they were too, tea trays, knives, etc., much more use than cups.

So we came to the end of a very successful and well organised State Champ. In fact the

biggest yet with 160 entrants. See you next Easter.

#### STATE CHAMPIONSHIPS RESULTS:

A/2 SAILPLANE: 1st R. J. McKellar, Stardusters, Q., 787.; 2nd, D. G. McKellar, Stardusters, Q., 665; 3rd, G. Robb, M.F.F.C., 648.

WAKEFIELD: 1st, D. Pope, P.G.F.C., 590; 2nd, L. Fahey, Doonside, 499; 3rd, K. Murray, M.F.F.C., 471.

OPEN STUNT: 1st, P. Turner, Ryde; 2nd, G. Lynch, Ryde; 3rd, R. Towell, Doonside.

JUNIOR STUNT: 1st, I. Brown, Ryde; 2nd, P. Christlansen, Macquarie; 3rd, Garry Lynch, Ryde.

MULTI FUNCTION RADIO: 1st T. Prosser, R.C.M.C.; 2nd, R. Shaw, R.C.M.C.; 3rd, C. Monk R.C.M.C.

OPEN 1/4A TEAM RACE: 1st, P. Boughton, E.D.M.F.C.; 2nd, R. Rees, Newcastle; 3rd, A. Ardron, Newcastle.

F.A.I. SPEED: 1st, P. McGee, Fast, 21; 2nd, J. McLennan, Fast, 21.5; 3rd, J. G. Lawson, Padmac, 24.15.

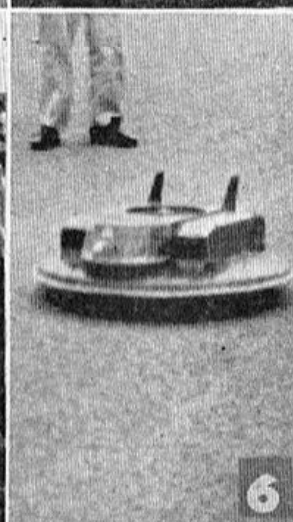
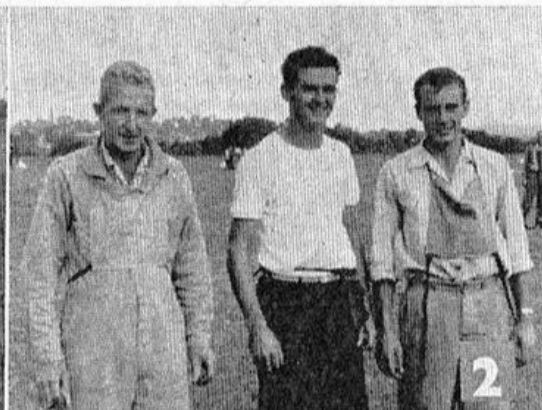
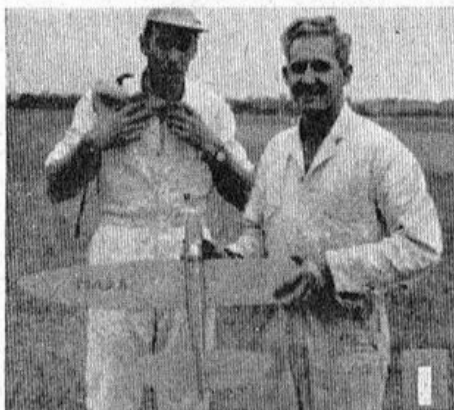
CLASS II SPEED: 1st, R. Blombery, Fast, 18.5; 2nd, Lawson-Kimonides Padmac, 19.35.

CLASS III SPEED: 1st, P. McGee, Fast, 15.5; 2nd, Lawson-Kimonides, Padmac, 19.35.

RESTRICTED SAILPLANE: 1st, K. Murray, M.F.F.C., 590; 2nd, D. Hegarty, M.F.F.C., 499; 3rd, L. Fahey, Doonside, 496.

(Continued on Page 14)

1. Kevin Taggart of Cessnock and Alan Ardron Newcastle F.A.I. T/R competitors. Eta 15D.
2. H. Flanagan, Coffs Harbour, John Portland, Newcastle, Brian Eather Newcastle, T/R pilots.
3. Basil Healy launching his parrakeet for the editor to fly for the next two hours and believe it or not it's the most aerobatic rudder model I have flown (look who designed it).
4. John Portland and Andy Jensen of Newcastle and very successful F.A.I. T/R Eta 15D. In fact Eta's were the outstanding motors of this championships.
5. Tony Wills, of Yenackie, Victoria, with the remains of his Combat model.
6. Laurence Doctors' very successful Hovercraft complete with cockpit, seats and dummy pilot.







(Continued from last issue)

We shall now go on to the constructional features of a carrier machine. On the whole, constructional details can follow that of the average team racer with sheeted wings, etc., and imposes no problems. However, there are a few factors which must be entertained if your model is to fly successfully dragging three or more lines around and, under landing stresses, stay in one piece.

In flight it is surprising the difference three lines make. It's more severe than putting ten or more feet on to the line length of the average model. You should therefore counteract this by having extra outside wingtip weight, in extreme cases twice the usual, e.g. two or three ounces in a 29 powered ship. The line drag isn't as pronounced at high speed. It's when you switch the motor on to low speed the drag really takes effect in drastic doses. Now that you have all that weight in the outboard tip remember to beef up the outside wing construction and fitting. You can, if desired, use less weight than here recommended and make up the total with bracing internally and on the fuselage joint. This is desirable in the event of a shocking or fast landing. I have experienced the outside wing shearing away from the fuselage slightly on a hi-speed pull up when using a plane of normal construction. To emphasise this fact how many times have you thumped a controliner in and the outside wing suffers the most damage? The wing tip weight causes this and the longer the wing span the worse the effect.

Re the hook it is best anchored on steel wire about 1/8" thick or a bolt about that size running between two 1/8" ply gussetts glued inside the fuselage on the inside of each fuselage side. Alternatively stub motor mount stock could be used but it must be borne in mind there is little room down towards the rear end if you have any other mechanisms in the model. The hook itself should be 3/32" wire or thereabouts with a reasonably large curl to pick up the arrester wires. In any case never mount the arresting mechanism in balsa or it will tear out in no time. A 2 to 2½ lb. plane coming in around 35 to 40 m.p.h. takes some stopping if it's determined to go somewhere.

It is also advantageous to have a tail wheel on stout wire because, should the hook slip the arrester wire it often catches the plane between the wheel and fuselage bottom. This can make the difference between an attempt at landing or a full point arrested landing. Also use reasonably

## Pilots Man Your Planes

(By MONTY TYRRELL)

large wheels on the model to prevent them catching in the arrester wires during a close shave along the deck.

As for the model a fair washout on each wing tip is a good thing. This will give good slow landing characteristics. It should be close to 1" on a 36" model. This tip was gained from Kelly Abbott, well known American carrier exponent, and is worth the slight loss of top speed. My own personal Skyraider has this incorporated and can come in, with full flaps, at some amazingly steep angles without signs of a stall. It is almost on the three point position for touchdown and shows no tendency to fall out of the sky. This washout is best built in to the structure as it is virtually impossible to warp it into a stoutly constructed carrier model wing.

The rules call for a good top speed to get anywhere. It will be noticed a lot of the safe flying features are in direct opposition to the rules of good speed modelling. So, with all this wing tip weight, washout, flip rudders where applicable, etc., it is not necessary to offset the motor. Then again, don't inset it! We have to gain some speed somewhere! As the models are timed over a half mile from a standing start a low to medium pitch propeller is called for. As with any model where speed is a factor, e.g., speed models or team racers the propeller is a matter of trial and error for your particular plane. We would suggest, however, you use a flexible nylon airscrew. A hard nylon may have an effect on the crankshaft with the tendency of the model to tip its tail up momentarily when violently pulled up by the arrester wire. Likewise this factor could be expensive with wooden props. They shatter when they hit the deck with the motor turning over at slow revs. They may not break it is agreed. But they could be cracked and that could be dangerous next time you start the motor. You must bear in mind a carrier model does not land with a dead motor like other types of controline models so the still turning mill has to be considered.

There are numerous planes that are good subjects, too many to list here. This includes pre war ships, e.g., Boeing F4B-4, Grumman F3F-2, etc. from the U.S.A., Blackburn Shark, Hawker Nimrod, etc. from Britain. Do not overlook these in your search for a suitable subject. However, I would advise steering clear of jet types despite the rules saying these must be powered by a jet. You can easily hide a model engine in a jet ship but the big disadvantage is the wing area. Some subjects would be lucky to take off in the length of the deck and when the motor is switched on to low speed they usually need the occasional burp of power to stay airborne. This makes your speeds' ratio suffer. It also makes them more difficult to land due to the higher low speed flight. They are, though, an interesting challenge. We are just recommending you don't undertake one as a first try. By all means if you wish make a semi-scale subject of it. That would be the best method of going about things if you are keen on this sort of plane.

We hope we have helped you on the road to being a Navy pilot. Happy landings and keep your feet dry!



## THE PZL P.11, POLAND'S REVOLUTIONARY FIGHTER

Described by J. B. CYNK

Drawn by F. PAWLOWICZ

Thirty years ago, in August, 1931, the Panstwowe Zaklady Lotnicze or National Aviation Works, the principal Polish aircraft manufacturing plant, situated at Warsaw suburbs, put into the air the P.11/I, a new development of the long line of revolutionary all-metal gull-wing fighter monoplanes, which served as prototypes for international fighter formula in the early 'thirties, and helped PZL to achieve world-wide renown more than any other of its products. The machine was the last work of the brilliant Polish designer, Dipl.-Ing. Zygmunt Pulawski, who met with the fatal accident in March, 1931, while flight-testing his all-metal PZL-12 light amphibian.

Pulawski first conceived the idea of an "absolute visibility fighter" in the years 1927/8. This was a high-wing monoplane of gull-type configuration, with the inboard wing panels tapering sharply towards the roots and sloping down to the cylinder banks of the upright-Vee engine directly in line with the pilot's vision, thus creating no more obstruction to vision than the normal wind-screen frame. Another unique feature of the project was the "scissor-type" undercarriage. In this undercarriage leg acted by the way of extension lever upon the oleo-pneumatic shock absorber placed on the opposite side inside the fuselage. Shock absorbers were housed in the fuselage immediately behind the engine, being protected from low temperatures and dust. Both the wing (which later became known as the Pulawski Wing, or the Polish Wing) and the undercarriage were patented by P.Z.L., and the design materialised as the PZL P.1 all-metal metal-covered interceptor fighter, featuring a rectangular section fuselage, and powered by the 600 h.p. Hispano-Suiza twelve-cylinder Vee engine. The first prototype flew in September, 1929, and the second, which achieved max. speed of 189 m.p.h., won in June, 1930 the Interantional Fighter Contest at Bucharest (Rumania), competing with such machines as the French Dewoitine D.27, British Bulldog and Firefly, and Dutch Fokker D.XV.

At this time there was not yet quite certain which types of power plants will be eventually licence-manufactured in Poland, and as negotiation with Bristol were progressing well, Pulawski was instructed to evolve a radial-engined development of the P.1. This resulted in the P.6 and P.7 which featured a new circular-section fuselage, married to the wings tail assembly and undercarriage of the earlier P.1. Simultaneously the original Pulawski's concept of a Vee-engined interceptor with a slim fuselage was, however, pursued, and the direct development of the P.1, the P.8, was constructed in parallel. Further studies for the Vee-engine powered fighters have been also prepared, but this line of development was eventually abandoned.

Two P.6 prototypes powered by 500 h.p. Gnome-Rhone-built Jupiter VI radials have been completed, the first of these flying in August, 1930.

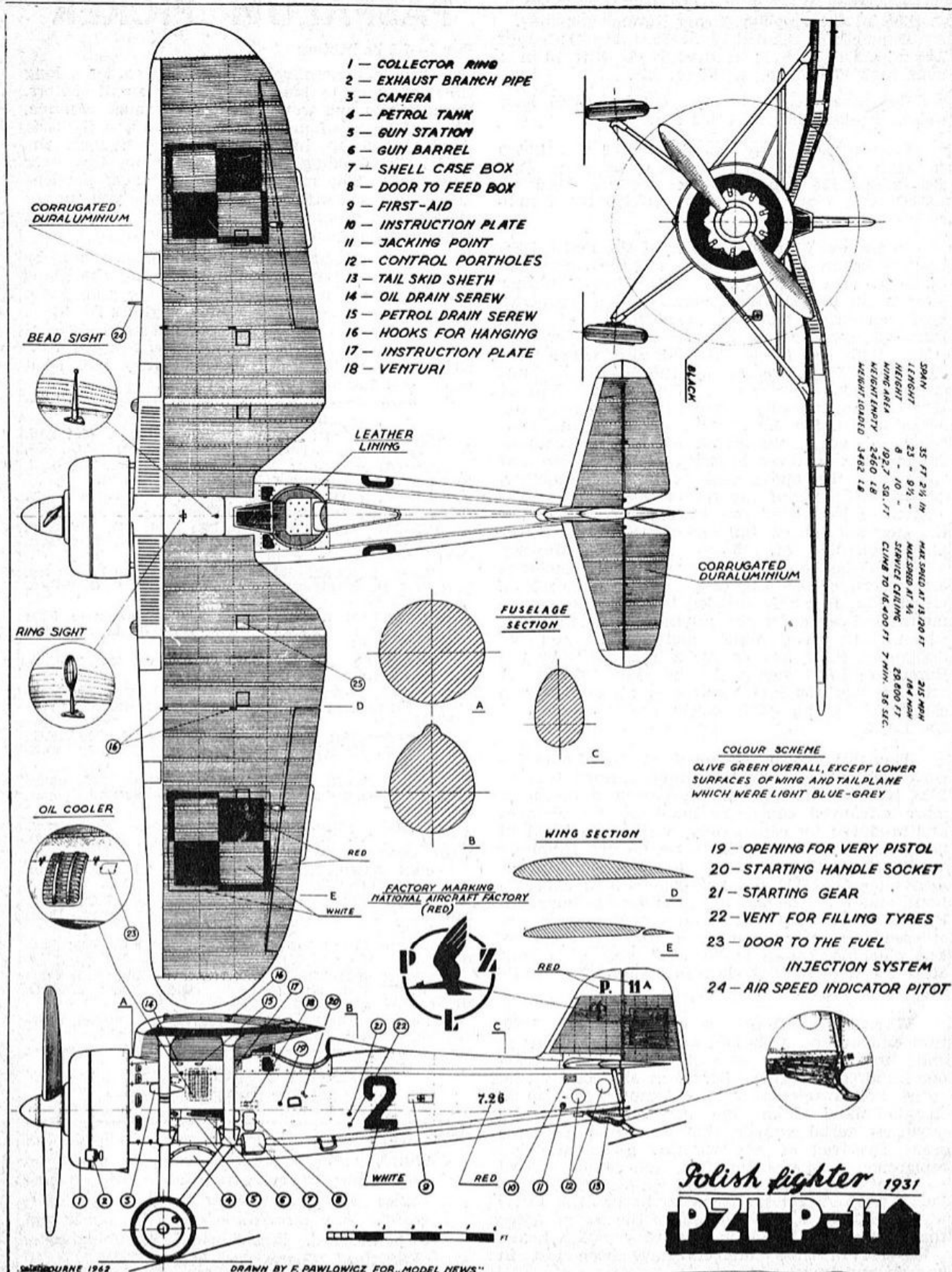


The machine, exhibited at the 1930 Salon International de l'Aeronautique in Paris, became sensation of the Show, attracting world-wide attention. Later, during the 1931 National Air Races at Cleveland, U.S.A., the P.6 masterly flown by Orlinski, achieved another big success. Two P.7 prototypes were built in parallel with the P.6, the first of them taking the air for the first time in October, 1930. These aircraft, powered by the Bristol Jupiter VII, were externally very similar to the earlier model, but employed several structural improvements, and production order for 150 machines was placed with the P.Z.L. Production model, the P.7a, was powered by the Polish-built Jupiter F.VII rated at 485 h.p., and featured revised fuselage with a short head-rest fairing and a new PZL-developed Townend ring. The first P.7 fighter squadron was formed in 1932 and by the end of the following year the machine supplanted completely all earlier Polish fighter equipment in the first-line squadrons, and the Polish fighter force became the first in the world to be totally equipped with all-metal monoplanes.

The first P.11 prototype, the P.11/I, flew in August, 1931, equipped initially with the Jupiter engine. The second machine, the P.11/II, was powered by the 500 h.p. Gnome-Rhone Mistral radial and formed a prototype for the proposed export variant, and the P.11/III was provided with the Gnome-Rhone-built Mercury IVa engine. Two additional pre-production machines were constructed in 1932, and the aircraft put up startling performance during that year's Zurich Meeting in Switzerland and the National Air Races in U.S.A. 30 production P.11a fighters ordered by Polish Air Force were delivered in the first half of 1934 supplementing the P.7a squadrons.

The P.11a was an all-metal high-wing braced monoplane with the patented Pulawski-wing built in two halves, each having the greatest depth of section at bracing-strut attachment. The wings, of Polish "Bartel 37/11a" aerofoil section, were built up of duralium framework and covered in most part with corrugated duralium sheet and on less highly stressed remainder with "Electron" metal. Long, narrow-chord ailerons were used also as flap gear for slow landing. The fuselage was a stressed skin duralium structure of oval cross-section. The tail unit, with cantilever fin and braced tailplane, was a duralium and "Electron" structure, similar to the wing. The standard power plant was the Polish built Mercury IV S.2 rated at 497-517 h.p. Main fuel tank of 294 litres (64.6 Imp. Gal.) capacity, carried in the fuselage, was droppable. Armament consisted of two 0.3







cal. Browning W-33 guns, with 1,400 rounds each, in sides of the fuselage, firing through airscrew.

Dimensions: Span 10.72 m. (35 ft. 2½ in.); length 7.25 m. (23 ft. 9½ in.); height 2.69 m. (8 ft. 10 in.); wing area 17.9 m. sq. (192.7 sq. ft.).

Weights: Weight empty 1116 kg. (2460 lb.); weight loaded 1580 kg. (3482 lb.).

Performance: Max. speed at 4000 m. (13,120 ft. 346 km.h. (215 m.p.h.); max. speed at S/L 296 km.h. (185 m.p.h.); service ceiling 8,900 m. (29,200 ft.); climb to 5,000 m. (16,400 ft.) 7 min. 36 sec.

In the early 'thirties copies of the Polish PZL fighters began to appear all over the world, the Pulawski-wing being specified for French fighter aircraft up to 1936, and several foreign countries made enquiries regarding export of the P.11. Rumania was the first to place a firm order with P.Z.L. This was for 50 P.11b aircraft, which were basically P.11as powered by the Rumanian-built Gnome-Rhone K-9 radials. Towards the end of 1934 the substantially improved P.11c became the major production model, 175 aircraft of this type being ordered by the Polish Air Force. The new development featured lowering of the engine and raising of the pilot's seat to improve visibility, general clean up of the rear fuselage and introduction of long head rest fairing, tapering to the fin, and new vertical tail surfaces. Standard power plant consisted of 645 h.p. PZL-built Mercury VI S.2 radial engine and performance included max. speed of 390 k.h. (242.3 m.p.h.) at 5,500 m. (18,000 ft.). Rumania decided to acquire a manufacturing licence for the production of this type, which, with some minor modifications and redesignated P.11f, was produced in quantity by the Rumanian I.A.R. factory in the years 1936-38. A total of over 250 P.11 fighters of all marks were completed at the P.Z.L. works and about 100 at the I.A.R.

The ultimate development of the Pulawski-wing fighter line was the cannon-armed P.24 of 1933, but this machine was by-passed in favour of more advanced cantilever low-wing monoplanes, and produced for export only, well over a hundred being built by P.Z.L. for Bulgaria, Greece, Rumania and Turkey. Unfortunately the intended replacements for the P.11 did not come up to expectations, and with the war approaching the improved P.11 with Mercury VIII radial engine was re-ordered into production as a stop-gap measure. The machine, known as "Kobuz", was to be built at the P.W.S. factory with first deliveries beginning in the middle of 1940.

When the war broke out on September 1, 1939, twelve squadrons of obsolete and weary P.11 fighters and three squadrons of still older P.7 fighters—one hundred and fifty aircraft in all—constituting entire Polish defence force, attempted in vain to shield Poland from the depredations of the mightiest aerial armada that the world had ever seen. Deprived of any warning system, lacking replacements, spares and fuel, and often misused by army commands to ground support duties, the Polish fighters yet managed to harass the Luftwaffe for 17 days, knocking out of the sky no fewer than 126 of the invaders. But they paid a heavy price—114 of their numbers have been lost in uneven and hopeless battle.

## PASPALUM PICKER

### For 1—1.5 cc Motors

Here is something we have wanted for a long time, an easy to build trainer for small motors. Perhaps you will wonder why it got such a name. The reason is when you are learning to fly it is much better to have someone handlaunch the model (by holding an outboard wing tip) over long grass. The model lasts a lot longer particularly when you are learning and when you fly too close to the ground or when you crash just watch that propeller pick that paspalum seed.

The instructions that are necessary will be found on the plan. You can draw up the plans from the magazine by multiplying the plan three times for 1-1½ cc engines and four times for 2½ cc engines. Should this be too difficult send a postal note for 10/- to M.N. Plan Service, 3 Grandview Drive, Cambelltown, N.S.W., and they will send you a full size plan by return mail.

### (Continued from Page 10)

OPEN RUBBER: 1st, B. Beashel, M.F.F.C., 693; 2nd, A. Butler, M.F.F.C., 621; 3rd, K. Murray, M.F.F.C., 609.

JUNIOR RUBBER: 1st, G. Fahey, Doonside; 2nd, T. Stowe, Doonside; 3rd, Y. Kynoch, Doonside.

JUNIOR COMBAT: 1st, W. East Olds; 2nd, T. Brown, Ryde; 3rd, S. Hinds, E.D.M.F.C.

JUNIOR ½A TEAM RACE: 1st, D. Watson, E.D.M.F.C.; 2nd, A. Burns, Bank; 3rd, R. Anderson, Olds.

CLASS 2 TEAM RACE: 1st, K. Millard Epping, 8.37; 2nd, H. Wilkinson, Epping, 9.13; 3rd, T. D. Pullin, Cess-Hunt, 9.48.

F.A.I. TEAM RACE: 1st, B. Eather, Newcastle, 5.37; 2nd, A. Jensen Newcastle, 5.43; 3rd, H. L. Flanganstoft, Coff M.F.C., 6.14.

C/L SCALE: 1st, A. Talbot, Doonside, 327; 2nd, B. McGregor, M.W.M.F.C., 304.

FREE FLIGHT SCALE: 1st, R. C. Everett, Macquarie 84; 2nd, L. Fahey, Doon Bats, 81; 3rd, A. Butler, M.F.F.C., 54.

OPEN POWER DURATION: 1st, A. Butler, M.F.F.C., 487; 2nd, B. Allcock, M.F.F.C., 449; 3rd, I. Roach, Maitland, 419.

F.A.I. POWER: 1st, A. Butler M.F.F.C., 688; equal third, D. Pope, P.G.F.C.; equal third Stowe and Cooper, Doon Bats.

SINGLE FUNCTION RADIO: 1st, T. Prosser, R.C.M.C., 1039; 2nd, R. Shaw, R.C.M.C., 767; 3rd B. Healy, Doonside, 727.

OPEN COMBAT: 1st, R. Ferguson, E.D.M.F.C.; 2nd, B. Fowler, Olds; 3rd, D. Barnes Ryde M.A.C.

CHUCK GLIDER: 1st, D. Hegarty, M.F.F.C., 158.9; 2nd, B. Beashel, M.F.F.C., 157; 3rd, L. Fahey, Doon Bats, 149.

.020 DURATION: 1st C. N. Cox, M.F.F.C., 425; 2nd, B. Beashel, M.F.F.C., 3155; 3rd, W. Allen, M.F.F.C., 178.

POWER SCRAMBLE: 1st, I. Roach, Maitland, 1805; 2nd, R. P. Fairfield, N.M.A.A. (Qld.), 1584; 3rd D. Hegarty, M.F.F.C., 1323.

CLASS II PROTO SPEED: 1st, R. De Chastel, Stardusters, Q., 36.6; 2nd, G. Barker, P.G.F.C. 42.1.

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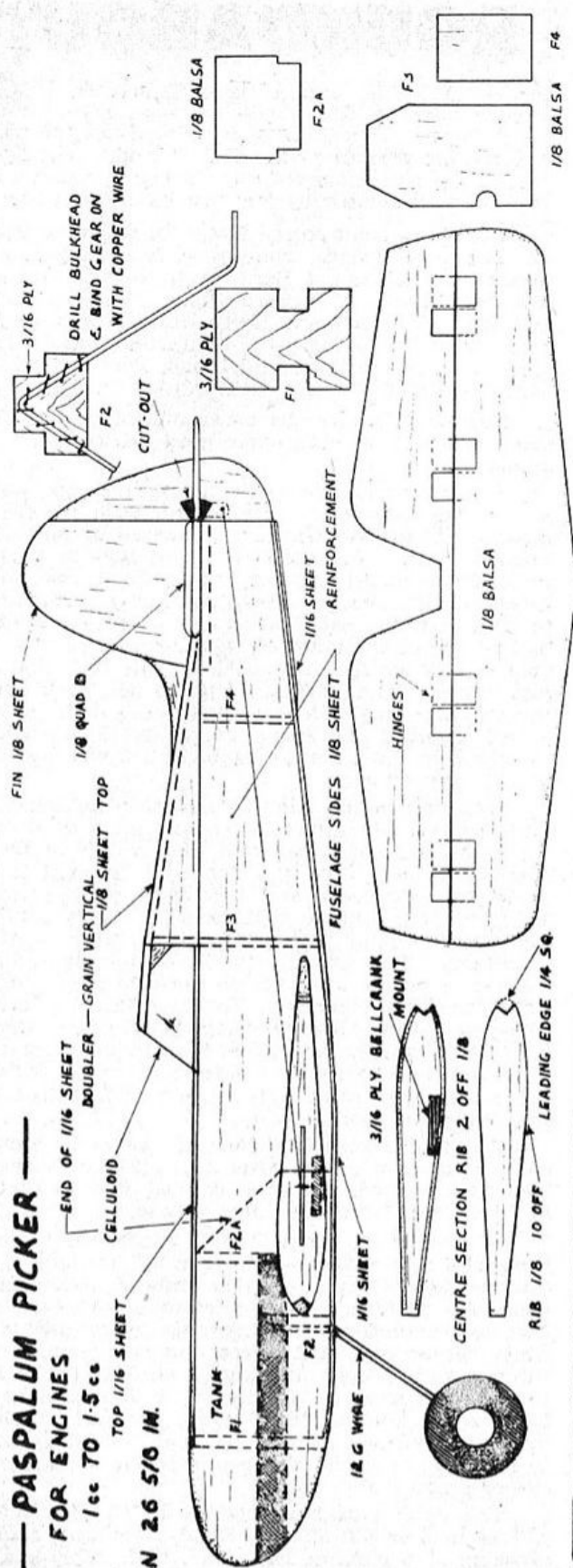


# — PASPALUM PICKER —

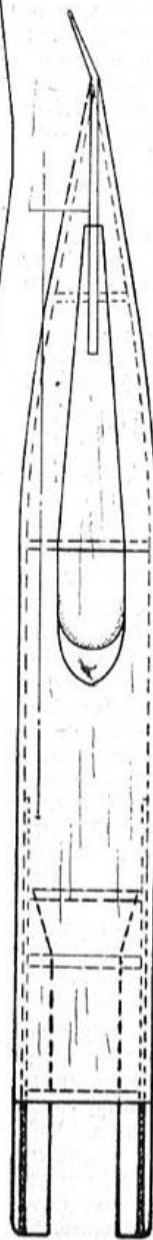
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## AROUND THE CLUBS

In spite of my pleas in the last issue, the only club which has responded with news of their activities is the radio controlled Models Club of N.S.W. This is a little disappointing, for I felt sure, now that we have the magazine back again every one of you R/C club secretaries would have sent in a report. You know, when you come to think of it, here is a golden opportunity for you, for not only it is a way to get free publicity for your club and so stimulate membership, but it is an excellent way of informing your members of what has happened and what is planned for the future, thus saving club funds and your own time in a lot of letter writing and circularising.

The R.C.M.C. continue their efforts to stimulate R/C modelling just as vigorously as ever. At recent meetings several decisions were made and these are briefly listed here for the benefit of those members who could not attend. It has been decided to discontinue publication of the club's newsletter, "The Relaytor". We're very sorry to see this, as "The Relaytor" during its three years of existence became quite well known and evidently appreciated by modellers not only through the Commonwealth but in many countries overseas. However, it was the old story, too much work for too few people. This column will in future take the place of "Relaytor" and carry news of R.C.M.C. activities.

Another decision at a recent meeting was to reduce the price on club decals. Those interested can now obtain them for 2/- each. Sounds a bargain.

Basil Healy and Tom Prosser, my two right hand men in the club, have written reports on the last two official flying days. First off Tom writes: Lots of interesting machinery was seen for the first time at this Meet. Wal Marcin produced a Delta 36in. span, with AM25 diesel and an all transistor relayless RX. We haven't seen a delta in our skies for some three years now, not since Steve Vraný did some work in this direction. Maybe Wal's effort will inspire a trend here. Harry Mortlock was back again after an absence of some months. Unfortunately his job, driving a 707 ferrying bodies to and from the U.S.A. keeps him pretty busy and eats into a lot of his weekend time. Harry flew his beautifully finished Astro Hog, Orbit 8 and Veco 35. Went very nicely, too.

Another out of the rut machine, a powered sailplane by Horst Gerhmann. Flew very gracefully with 4 channel gear on rudder and elevator. This job is notable for its all fibreglass fuselage and removable Power Rod, housing a Cox Olympic 15. Pulse equipment is once more becoming popular. Richard Shaw is having tremendous success with ace R/C W.A.G. gear in a 6ft. Stinson S., and now Tom Prosser has converted his modified Cicada to pulse rudder for single control contest flying. Gear is very simple—Silverstone RX and Mighty Midget

Servo—the model and a three Transistor pulser plugged into the TX. Flight handling is easy and really smooth. Speaking of Richard Shaw, he has repaired his veteran "Wave Guide" and has it flying today. This is the ship he stacked in a mid-air collision with Johnny Eyre at Wagga last August.

The club's point score contest for single control was run on this day. There were five entries and resulted as follows: 1 Basil Healy, Cicada 2 Tom Prosser, Cicada; 3 Richard Shaw, Wave Guide; and John Marquette and Keith Hollingworth, each with cicadas, equal fourth. Silverstone gear was used by all competitors, while Basil, Tom and John used Glo Chief 19's and Rick and Keith O.S.

Now to Basil for the other official meet. He starts his writing with some good advice for beginners:

A newcomer to radio flying, Alan Hayes, was one of the early birds at the field with his first model, an Aeroflyte "Invader", powered by an O.S. Pet and with a Silverstone RX and Bonner Vari-comp. The model was very nicely built and finished and flew straight off without any adjustments to trim or radio. Alan was pretty smart here, for he had one of the members who has had considerable experience fly the model on this first flight, just in case there were any bugs to be ironed out. It's tough enough on your first radio flight with a well trimmed model and impossible if you have to cope with the unwanted aerobatics from a model of unknown trim.

Tom Prosser had another new ship for today's Multi contest. This machine is quite small by Multi standards, has 65in. span and weighs only 5½ lbs., power is from a Veco 35. Tom says he built this model in two weeks and two days—some going. Takes us that long to build a wing. This model was designed and powered to fly in all weather conditions. This proved true in actual flight, for there was plenty of power to perform a "Victory Roll", the one manoeuvre in the F.A.I. pattern, which is rather hard to complete without power aplenty. It was, however, very hard to stall, a state of affairs that Tom will have to work on, for without a stall you can't have a spin and spins are something we need.

The multi control section of the point score contest was run in the afternoon. This was very poorly patronised, there being only two entrants in Multi and three in intermediate.

Of the Multi, Tom Prosser placed first and Richard Shaw with his "Stinson S" second. In intermediate Richard was the only one to complete the pattern. Basil discovered you cannot execute a manoeuvre that takes 200 feet of altitude when you are only up 198 feet, and Tom, who went through rolls, loops, immelmans, etc., but when it came to a reversal a very tired wing decided it had had enough and parted, leaving the rest of the model to continue in a perfect ballistic trajectory to finish up in a rubbish heap in the next paddock—very appropriate.

The annual general meeting of the R.C.M.C. will be held at 290 Military Road, Cremorne, commencing at 8 p.m. on 29th June, 1962. This is an occasion when the election of officers for the forthcoming year takes place and also the club's policy



and procedure is decided. All members are asked to make every effort to attend, as this is a very important meeting and democratically all decisions should be supported by as many members as possible. The N.S.W. State Championships from the R/C point of view.

Once again by Basil and Tom :

The State Champs. were conducted over the Easter weekend at Camden aerodrome. This year we were fortunate in as much as the Department of Civil Aviation, through the very understanding and sympathetic support of the Regional Director, Mr. Arthur Doubleday, had granted us permission to conduct free flight and radio from the 'drome instead of, as last year, when we had to use a different field some two miles away.

Good Friday was devoted to moving in, erecting the canteen building, roping off and mowing the flying area, and all the other chores that have to be done to prepare for a contest.

The Multi R/C event was held on Saturday morning. Though the contest did not start till 9 a.m., all the competitors were out early for a practice session. The entry was very disappointing, only four entering. However, this was balanced in some measure by the fact that all contestants used true multi equipment, whereas in previous years most entries have been intermediate models.

An interesting point was that all four contestants used different equipment. Probably the most interesting was the "G-String", flown by Don Farrell from Tamworth. This had a 10 channel C.G. "Midas" relayless superhit 5 transmitters and a Johnson 36 providing the urge.

Tom Prosser had the same "G-string" K & B 45 powered, with home built version of the Kraft 10, and Duramites which he used at the Nationals.

Richard Shaw had his well-worn "Stinson S", with W.A.G. T.T.P.W. gear and O.S. 35. Sad to relate this job bit the dust a couple of days after the Championships and was a complete write-off. A broken centring spring on the rudder Bellamitic was the culprit.

Last, but not least, was Colin Monk, flying a Smog Hog with 6 channels of his O.S. 8 Glowchief 45 was up front. This was Col's first Multi contest, and I think we will see more of him in the future.

Promptly at 9 a.m. the contest got under way in good weather, but with a variable wind. Richard Shaw broke the ice with a smooth flight, but handicapped because of lack of power. Then followed Don Farrell, who got away well, but pranged through over enthusiastic use of the ailerons. A bit more practice needed.

Third to fly was Tom Prosser, who completed the pattern in very rapid time, 9½ mins., flying a little higher than usual.

Last came Col Monk, making quite a nice flight and demonstrating the superior stall and spin characteristics of the "Smog Hog".

Second round was virtually a repeat of the first, except that Don Farrell was unable to fly this time.

Monday morning saw the biggest line-up ever for a single function contest. Eighteen had placed entries and 15 flew. A very gratifying sight was a large entry from the Cumberland Radio Controlled Models Club, a fairly new club who don't seem to be short on enthusiasm. The models were of many and varied design. Most prominent were Cicadas,

Houdinis, a Waveguide, Invaders and a Graupner Elektra, and other models of the builder's own design. The R.O.G. bogey struck once more and it soon became obvious that some of the models were quite capable of taking off if they could be kept on a straight course. In this respect, I think that the position of the undercarriage was the cause. The better judgment of the more experienced fliers soon showed up as landings adjacent to the spot marker became common and it became obvious that this contest was going to be won on flying points and not on the landings. The contest was delayed a number of times while the take-off position was changed as the wind was so light and variable that it was possible for it to swing through 90 degrees in less than a minute. Most models were unaffected by the wind and took off cross wind or even downwind without difficulty on the well mown area. One amusing incident occurred when Tom Prosser was making an approach to land and Rus Hammond was filming the approach for the official movie of the State Championships. He requested Tom to land close to him so that he could take a close up shot. Tom landed close all right, any closer and he would have flown into the lens of the camera remarked Russ as he side-stepped the passing model.

Final results of the competition were:

Multi Channel: 1st. T. Prosser; 2nd R. Shaw; 3rd C. Monk. Judges: H. Willcoxon, B. Healy.

Single Channel: 1st, T. Prosser; 2nd R. Shaw; 3rd, B. Healy. Judges, H. Willcoxon. D. Willcoxon.

Contest was directed by T. Prosser assisted by a loud-hailer.

#### NEWS FROM THE NEWSLETTERS

Here's one from Windy City Newsletter. It appears one of their members received a letter from a gentleman, forcibly detained in one of their southern States, making this inquiry:

"Dear Sir,—Would you please recommend to me some equipment I could procure — since the prison warden will not allow us to leave the compound—to chase after fly-aways.

Yours faithfully,

No. 112233

What a pity he wasn't doing his time in Australia. We could have recommended to him a certain very reliable local product.

Here's another free plug this time for Clarence Lee, designer of the new Veco 45. We understand Lee will sell custom versions of this engine at \$45. These are assembled from selected parts, individually fitted and checked out for idll, etc.

If you are interested in this deal—don't send any money, just your name and address. You will be notified when your engine is ready and then you send the money to C. F. Lee Manufacturing Co., 7215 Foothill Bend, Tujunga, California.

Still cracking jokes from Windy City, the following item is portent of what is to come in the future: Passengers in the first commercial space ship were relaxing, when the intercom. loud speaker intoned: "Welcome aboard the Pan Am's first rocket flight San Francisco to Paris. Ladies and Gentlemen, we are cruising at an altitude of 357 miles above the earth and at a speed of 17,000 miles per hour. We will land at Orly Field near Paris at exactly 4 minutes and 9 seconds from now. You have probably noticed that this Flag Ship carries no Pilot, Co-Pilot, Engineer or Stewardess. Everything is controlled electronically



and nothing can go Wrong-go-wrong-go-wrong-go-wrong-go-wrong.

Then there was the member who had the sign on his tiny compact car.

"Half car—will travel!"

Guess we may as well carry on in this vein for a little longer and so from the "Printed Circuit" we give you the following classic.

Aviation circles are stirring with excitement as a result of the recent disclosures by Earthenware Aircraft of the radical design advance successfully applied by that company in correcting a persistent problem of wing failure. This was experienced during flight testing their latest fiasco, the Ex 88 Mudlark Interceptor.

With eleven test aircraft down, one remaining to go, stockholders hammering on the gates and all possible remedies exhausted, the situation was very sad indeed. In numb desperation officials submitted to an offer of help volunteered by Mr. Ollie Swanson, employed in the company washroom duties.

Mr. Swanson's solution was simple and direct. A series of closely spaced holes drilled through the wings of the last remaining test plane in the areas where past failures had invariably caused a parting of the ways.

The rest was destined to be recorded in aviation history. Swanson's concept was an unqualified success. Carried from the field on the shoulders of a jubilant management, he was promptly promoted. This move found him the Engineering Director and a member of the Board. Pressed from all sides for an explanation of this remarkable phenomena, Mr. Swanson's reply indicates a keen perception and brilliant logic that during all his years in the washroom service he had never once observed toilet tissue to part at the perforations.

Industry leaders are unanimously in a agreement that Swanson's concept will force a reappraisal of time honoured construction principles and introduce a revolutionary change in future aircraft design.

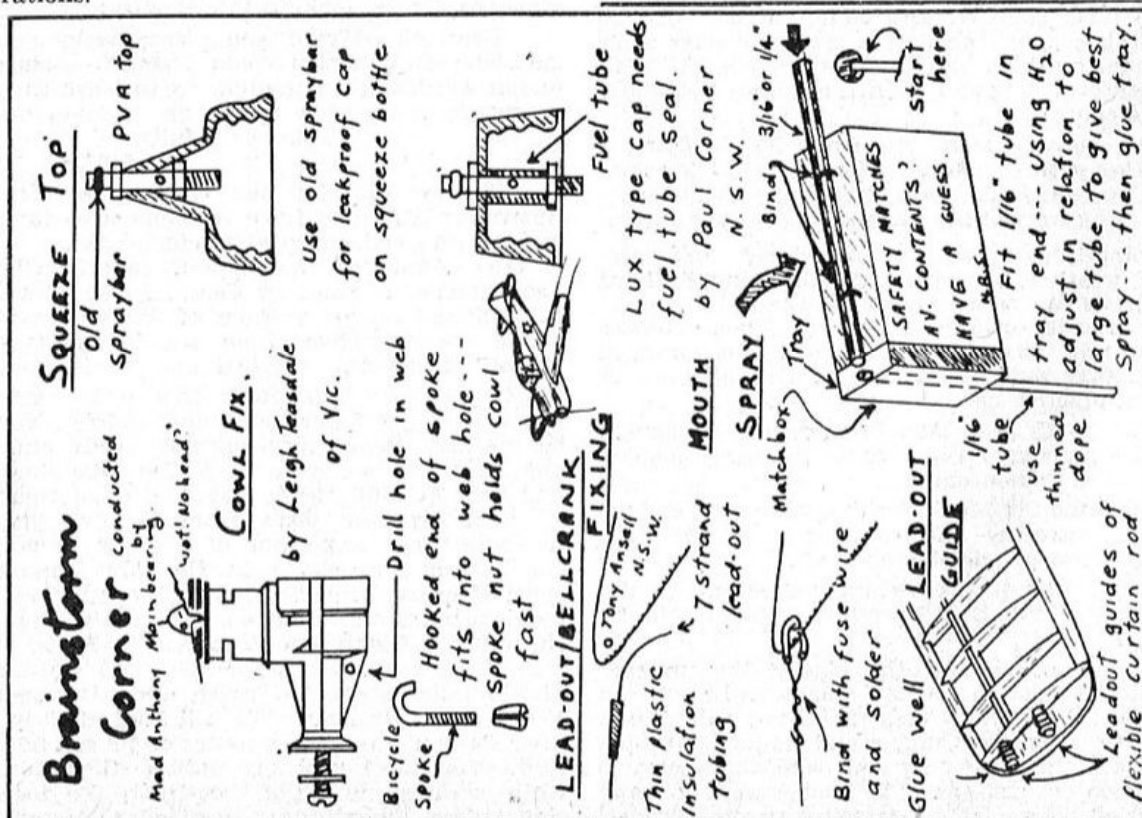
### DO YOU HAVE A PERMIT

For the benefit of newcomers to our hobby we feel we should warn you here that before you may operate a radio controlled model, be it boat, aircraft, car or anything else, that requires radio transmissions you must first obtain a permit. This is done by applying to the Superintendent, Wireless Branch, in the State where you reside. If you write a letter something along the following lines you should have no difficulty in obtaining your permit.

Dear Sir,

I wish to apply for permission to operate a radio controlled model (here specify boat, aircraft, etc.). I would like to conduct these experiments in the following areas (here list the places in which you wish to operate, don't forget your own home). Enclosed please find a circuit diagram of my transmitter.

**FOR SALE, "Gee-String" Multi R/C model, fitted with 3 Duramites, Kato, Glow Chief 49, O.S. 8, RX and TX. Perfectly built and finished, has had 18 good flights. No prangs. Price £120 complete. Will sell receiver, transmitter, separate from model, £75. American "Diem Miniverter", transistorised power converter for above receiver, 6V. input, 45 volts, weight 5/8 oz., £8. T. B. Prosser, Box 254, P.O., Parkes, N.S.W.**





**Continued from Page 7**

(Below is a copy of a poem written by Arthur Gorrie and submitted to the Martin Corporation who built the Titan Missile. It was published in their newspaper in the U.S.A. on June 16, 1961-.

**TITAN**

All the rocket men call me TITAN,  
A two stage missile, that's me.  
They shoot me up two hundred miles,  
And lob me in the sea.

The noise I make at blast off,  
Would shatter all your ears,  
And the sight of me departing  
Would last you for many years.

I leave the ground midst smoke and fire,  
And clouds of boiling steam.  
You'd think I was the product of  
Some blinkin' awful dream.

The anxious eyes that watch me—  
They see me hover there,  
And as my thrust increases,  
I go streaking through the air.

I jettison my stages,  
As they use up their precious juice.  
No point in taking them along,  
They're of no further use.

And now I've reached the very peak,  
I'm up two hundred miles,  
The bloke in charge down at the cape,  
Is running around—all smiles.

I've started on my journey down,  
My nose cone sure gets hot,  
And were it not for that special coat,  
I'm sure I'd cook the lot.

Down and down in the target zone,  
I follow a course that's set,  
And then I blow the data out,  
In a special airtight cassett.

A 'chute pops out and I float down  
And land gently in the sea.  
My antenna shoots up and signals,  
To ships that wait for me.

My lights flash on, my dyes run out,  
I squirt repellant into the sea.  
I'm not afraid of Commoes,  
But no shark's gonna nibble me.

ARTHUR GORRIE.

**FOR SALE**, 2 Oliver Tigers B.H.P., rating .395, £14 each. Oliver Cub, £8. 2 Eta 29's Mark MKV1C. What offers. B Class Team Racer for Eta, £3. Terry Cox, P.O. Box 745, Launceston, Tasmania.

Several people have written in after having read my news and views in the last issue. All were pleased to see "Model News" back, and most agreed with what I had written. Funny part is contributions such as pictures, plans, etc., have been very few and far between. Seems as though they're not too keen to see their efforts published. Let's have some notes of your local do's and don't forget one good picture is worth a thousand words.

**NEWS ITEMS**

Southern Models here just released yet another kit for the popular 1.5 cc. to 2.5 cc. engines. This should prove to be a real winner, based on the famous Kittyhawk, this is a most appealing model of 36in. wing span and incorporates flaps, so with a good motor up front you should be able to do anything in the book. The Kit is very well presented with die cut ribs, formers fuselage sides, etc., ample hardware and very well selected balsa.

If you think I am raving on, have a look for yourself at your local hobby shop. As usual, I have kept the best bit until last. The price, a mere 35/-, plus freight. This came from Southern Models and they should know. Must admit, it sounds awfully cheap. Think someone's made a blue somewhere.

Les Annesley, of 148 Weilbank Street, Concord, N.S.W., is interested in forming a veteran modellers club, consisting of pre-war and immediate post war modellers. He would like to contact the following: Bob Cransie, Ron McDuie, Allan Mair, "Mac" McGregor, Tom Peters, Jack Butcher and their contemporaries.

**PLANS**

For every type of model, C/L, F/F, R/C and Scale.  
Write for complete lists to

**M.N. PLAN SERVICE**

3 GRANDVIEW DRIVE,  
CAMPBELLTOWN, N.S.W.

**FOR SALE**, 44 ft. span medium performance PRUFLING Sailplane, 3 years C of A. Reg. VH-GRO. Designed by LIPPISCH in Germany. Complete rebuild, includes new stab. and elevators, new rudder, new fuse, new pneumatic wheel, new instruments, controls, padded seat, safe harness, screen, etc., new ply and fabric all over, all by local D.C.A. engineer, complete with trailer for £250. Would consider part exchange of 8 or 10 channel radio gear with reasonable cash adjustment. Photos and information from P. Rangott, Box 408, P.O., Griffith, N.S.W.

**MODEL SPECIALISTS**

Balsa Kits, Engines, all makes, Marklin, Hornby, Triang  
Trains, Tracks, Accessories.

**NORTHBRIDGE SPORTS STORE**

151 Sailor's Bay Road, Northbridge  
'Phone XL5708 for Service.





# CLUB NOTES

## QUEENSLAND CLUB NEWS —

Things went pretty well at the OPEN STAR-DUSTERS Precision Contest and Half Hour Scramble at KEPERRA on March 18.

While Ron de Chastel, President of the M.A.A.Q. was lining up a Flying Demonstration at the speedway some time in May, Arthur Gorrie, Public Relations Officer of the M.A.A.Q. was attending Q.I.F. meetings arranging for the Static and Flying Demonstrations at the Forthcoming Q.I.F. 28th April to 19th May.

Although notice was short this time, Arthur Gorrie has been twisting arms and extracting promises of entries.

The Fair Committee is so generous and encouraging that Arthur claims the least modelers can do is to cease whingeing about the people who do nothing for them and start backing up someone who does.

No one helps so enthusiastically as does the Q.I.F. Committee.

Alf Villanove, energetic executive of the Thunderbirds Club at Sandgate has got his district to sponsor one days flying of the State Championships, and in fact has the opening day of the 1962 Championships.

Enthusiasm is running pretty high this year and the publication of dates in Model News will help considerably.

The M.A.A.Q. Committee congratulate Russ Hammond on bringing out Model News again and the Committee appreciate the fact that it is a thankless job.

Modellers please take note. Model magazines can't survive without making profit or breaking even. Everyone accepted Model News until it stopped. "Did it go broke?" was about the limit of aeromodelling interest apart from the fact that no one knows what anyone's doing any more.

Keep this essential publication going.

Try buying a copy every issue. Don't just read through it in your local model shop and then buy an overseas issue.

New Council in Brisbane seems to be realising the need for sporting activities, including aeromodelling. May we wish them luck—they certainly don't get much help.

## ROCKHAMPTON MODEL AERO CLUB

Just lately we have held a control line championship at Easter and several clubs were represented at them. These consisted of Mackay, Emerald, Biloela and Bundaberg. The programme consisted of a 1/4 A Team Race which was won by L. Neihl, F.A.I. Team Race and N. Oswald and B. Harris team won with L. Neihl and C. King (Emerald) coming second and third place respectively. B. Class Team Race was won by K. Bridges (Emerald) while C Class Team Race was won by N. Oswald and B. Harris team. Speed was won by B. Harris 98 m.p.h. Combat was taken by K. Bridges (Emerald) with B. Harris and J. Ballingal (Mackay) coming second and third. Junior Stunt was taken by P. Goltz while Open Stunt was won by B. Harris. The main event on the programme was the 500 Lap B Class Team race which is equal to 37 miles. It was won by B. Harris (R'tan) and took 43 min. 19 sec. to complete it. We think that this is the first time in which such an event has been held and we would like to know if anyone else has held such a race and if so the time in which it was done.

The Champion of Champions was of course B. Harris (R'tan).

Trophies were given out for each event and a special trophy was given to Mr. J. Ballingal (Mackay) for being a good sport since he did not win any event. The trophy consisted of several empty beer cans with two 'props', a blown glow plug and an old undercart with wheels from a 'pranged' model. We were lucky in having our deputy Mayor Dr. Georgeson to present the trophies.

While these clubs were present a special meeting was held to decide if a new Queensland body would be formed and so far it was decided that it should be formed, but we are going to seek advice from more experienced people before any more ado so as it may be formed properly.

P. HARTLEY.

Publicity Relations Officer,  
332 Agnes Street,  
Rockhampton, Qld.

## GORRIE'S CHAMPIONSHIP PROGRAMME

At the last meeting of the Model Aeronautical Association of Queensland the following programme was drawn up for the Southern Zone Championship.

3rd June, COMBAT SCALE (Sandgate).

17th June, STUNT SPEED (Keperra).

15th July, CHUCK GLIDER POWER RATIO I II III.

1st July, TEAM RACE F.A.I. 1, 2, 3.

29th July, A2 F.A.I. POWER, JETEX WAKE-FIELD.

12th August, OPEN F.A.I. SAILPLANE SCALE, RADIO SCRAMBLE.

The location for the Free Flight events is not yet decided.

ENTRY FEE 3/- per event. No administration fee. (On free flight fields do not risk interfering with full sized aircraft by waving your arms above your head or lifting your hat to ladies. The practice could result in injury to yourself and damage to the aircraft). Pilot recently fined £110 for flying about 20 feet over flurs heads—Aly Beenlugh.

QUEENSLAND INDUSTRIES FAIR: The Q.I.F. Committee following the lead of M.A.A.Q. at the last Queensland Nationals have suddenly popped the Fair on and in two months time.

This committee is most generous to modellers and no one can say they don't go out of their way so please give them the support of your entries. Make them hire another two or three buildings for the exhibits. At heart we are all a lot of whingers and are always crying about why someone doesn't do this or that to encourage modelling. Well, so help me—Q.I.F. is another way to spell Father Christmas.

There are classes for Schools as well as Adults and every school which does manual training should be glad of the opportunity.

My interest is not MERCENARY either. For the past few FAIRS I have worked in close harmony with the Fair Committee and I know only too well what they have done for us and I know the extent of the interest displayed also.

While I sell model merchandise for a living, that doesn't make me a rogue, well, no worse a rogue than I would have been in any other position.

We are prepared to sell at a reduced price any item you purchase from us and enter in the fair.

PLASTIC KITS are drastically reduced and these are eligible to enter in the Fair. You could win up to £7/7/- if your model is worthy of a GOLD MEDAL. Many of these kits are selling at GORRIE'S for less than HALF PRICE. We have a tremendous range and all reduced. Aircraft Carriers, Battleships, Cruisers, Aircraft, Cars, Missiles.



Don't say after it is all over—I could've romped home with my Phantom Mustang.

Do something—don't just talk about it. The Q.I.F. is the real "Handout On Panhandle Hill". They make the space available to display models. They provide the people to look at them. They insure them. They guard them. They pay money prizes if they are good enough—but they refuse to build them.

You have to build the model. Get it to the Fair and collect it after the Fair.

I reckon, with a bit of trouble mind you, you could do all of those things.

Let's embarrass them no end and flood the place with models.

How can you lose—you save money when you buy the model and you could win even more by entering it. Forms available from Gorrie's.

### VICTORIAN CLUB NEWS

#### V.M.A.A.

The year 1961 shall be remembered in the V.M.A.A. for some time to come for the Nationals held at Echuca. The privilege of hosting the Nationals is not a matter that is taken lightly, and we hope that the memory of the Echuca Nationals will last as long as that of the Taralgon Nats which were the first this Association had the honour of conducting. (What about Bendigo in '52)—Ed.). This year of 1961 also set a record of the number of members registered with the V.M.A.A. as for the first time the 400 mark was passed. Naturally extra interest can be expected in the year that a State holds the Nationals, but with the lead from the established modellers, we should be able to continue this increase.

Another record set this year, was a real first. Keith Hearn's World Record in the Radio Control Altitude was the first world record ever set in this country, and the fact that this honour went to a Victorian is most gratifying.

There has been a great increase in the amount and the quality of flying this year, although no records were set during the Nationals the general standard has improved very much especially amongst the juniors, and in the comparatively new field of Radio Control.

On the other side of the ledger was the retirement of Jim Manion from the position of Treasurer after 10 years of faithful service to the association. Although ill health brought on his retirement he has greatly recovered and has lost none of his interest in the sport although relinquishing his control over the coffers.

In all 1961 was a great year and will long be remembered but 1962 can be made better if all members of the Association, both young and old, experienced and novice, from city and country, strive together to promote the sport of Aeromodeling in Victoria.

#### V.M.A.A. CONTROL LINE ACTIVITIES

Since the finish of the Echuca Nationals there has been a few flying days for the Yo Yo merchants. February 25th was the first big day. Unfortunately there was a boo boo in the planning and the Hearn's Hobbies Trophy clashed with a large air pageant in Moorabbin Airport.

Quite a few of the star stunt fliers went to the demo at the airport which cut down the entries somewhat. Nevertheless full credit must be given to Ken Taylor for his narrow margin win from National Stunt Champion Doug Harlow. He now joins the select few who have won this important trophy at least three times. Both fliers used Merco 35's in their well known Stuka and Comanche stunt fliers as did the winner of the junior section, Len Pollett. Well known Doug

Grinham, a Victorian country stunt merchant, used his Max O.S. in his fine model to come in third in the senior section. Meanwhile, down at the demo, maybe it was just as well for the contest fliers that Athol Holtham flew there instead. We spied him putting on a star pattern with his beautiful Max 35 T'bird which won top appearance points at the Nats. 75,000 people cheered and hollered so it must have been good. They cheered and hollered louder when John Elliott (Glo-Chief 45 all-Australian) and Monty Tyrrell (Merco 35 Veco Chief) had a head on collision whilst formation stunt flying. Just before this there had been five large stunters hurtling around together so just as well three had run out of fuel. A fine pattern was put up by a West Australian flier (sorry we didn't get your name) with Tyrrell's Merco 29 muffler equipped thunderbird. Turn up some more fliers of your calibre are appreciated at such turns. Derry Brown with his large Chief and young Bruce Hearn with a Glo-Chief All Aussie were also seen putting in some solid flying. In the scale and carrier circle the star performers were Barry Reid (who had his Mitchell, 2-Max 35's and Dornier 215, 2-ED 3.46's), Eddie Keggin's K & B 35 Mustang and a Ryan NYP (Fox 15), Keith Hearn, Bob Lambert and a group of ESMAC boys kept the carrier deck moving. Amongst the planes they operated were Barry Reid's Max 35 Fairey Gannett as Barry had his hands full with the other two ships. The big planes were grounded while Jack Bone gave two demonstration flights with his Multi radio model (Max 49). On the first flight he released parachutes and on the second went through a stunt pattern for the large crowd.

On March 18th the first contest for the 1962 Manion Munro Class 2 Team Speed was held at Albert Park.

The weather was kind and a few country fliers turned up we were gratified to see. Brian Douglas and his Echuca team seemed to have possibilities with their first flick start and getaway but unfortunately a bed line tangle ruined their chance. The final was won by Ken Taylor (Merco 29) and his model was capably flown by Bill Evans.

Speaking of Team Speed the Oakleigh Club will be running a 1,000 lap race in August for Class 2 models. Anybody intersted should contact J. Hallowell, c/- Earl Harley, 26 Atherton Road, Oakleigh, Vic. Earl is Oakleigh's leading hobby dealer and will pass on all the requests for information to the Secretary.

#### TRADE NOTES

John McCarthy, well known Victorian radio and control line flier, has recently resigned from his position at the Model Dockyard, 216 Swanston Street, Melbourne. He has taken a position as sales representative with Swift & Co., the Australian Revell plastic kit agents. The gap in the staff has been filled by Tony Walsham who was formerly associated with Tony Farnan and Athol Holtham at the Myer Hobby Bar. Tony Farnan will have returned to Australia by the time this is in print. He has been overseas for Myers buying ton and hobby lines in Japan, Hong Kong and the U.S.A.

Bob Lambert, formerly indent manager to the big East-Asiatic concern, has opened up at 325 King Street, Melbourne. We are given to understand he has the Keilkraft kit franchise along with other agencies so we wish him luck in this new venture.

The Thimble-drome agency has now passed into the hands of the large Cyclops Toy concern and they will have the whole range plus the new Stuka dive-bomber, which, like the Wen-Mac Dauntless, drops a bomb in flight if so desired. Service facilities will be carried out by Geo. Pizzey



& Sons, 131 Johnston Street, Fitzroy, Victoria. Well known modeller Bill Evans is the hobby manager of this large group.

The long awaited Merco 49 engines are imminently due in Australia, if not already here. They feature twin ball bearings in the crankshaft, drop in barrel and an aluminium racing type piston with two rings. On overseas reports they are extremely powerful motors. The multi-speed model utilises the same well proven intake assembly of its smaller 29 and 35 cousins. However, on the exhaust, they have a centre pivoting flap valve like the K & B. 45. The multis will retail at approximately £17/10/- and the racing stunt version at £14/10/-. The smaller 29-35 motors now have a different cylinder and piston material set up to expediate running in and incorporate a larger shaft. This ups the power of the 35 still more and puts the 29 in the 35 group for b.h.p. Externally the motors can be picked by a deep maroon colour head in lieu of the bright flame colour of the earlier model.

The Merco agents have also been distributing a fuel fill polythene bottle that is larger than most on the market and also incorporates a steel neck in the cap complete with built-in fuel filter. At 3/3d. retail these are very good value. These items can be obtained from Merco Motors, 2 Johnston Street, Mentone, Vic. An analysis of the numerous Merco stunt wins and places and now the team speed wins at the Nationals and Manion-Munro Trophy show Airspeed fuels, particularly Numbers 5 and 1, predominated. These fuels, which suit most motors as well as the Mercos, can be obtained from numerous wholesalers in each State.

#### 7th VICTORIAN WESTERN DISTRICT CHAMPIONSHIPS, CASTERTON

21st and 22nd April, 1962

Conducted by: Far Western District Association of Aeromodellers.

Modellers started arriving in Casterton for the Championships at an early hour (6.00 a.m.) on Friday morning and continued to arrive at the ground throughout the day. Many of the bods had travelled a long way and it was not surprising that they all turned in early that night.

Champion Stunter, Brian Horrocks, was not so lucky for he had no sooner arrived in the town than he was cornered by Les Ball and whisked off to Hamilton to record a radio program at Radio Station 3HA. Brian's talk on the air and some of the comments that he made regarding the comparison between modelling in Australia and overseas were quite interesting and many favourable comments were received from the general public on the program.

First light on Saturday morning the public of Casterton were awakened to that awful racket of motors starting up for test flights. So far no adverse comments have been received from the public and we sincerely hope that we do not receive any, but most people realised that the boys had held fire (with much restraint) over Good Friday and were thankful that this sort of thing only happened once every few years.

Because of the heavy dew the lines on the Team Race circles were not visible and this held up the start of the program for a little better than half an hour but soon things were organised and the boys started to get into it in earnest.

First event up was the Junior Half A Team Race where only two contestants competed for the title. Winner of a rather slow but calm event was Len Follent from P.A.D.M.A.C. who easily defeated Derek Hale from Horsham.

A larger field contested the Open Class 1A Team Race and at the end of the timed heats the local Glenelg Team comprising of Les Ball, Alby Johns and Malcolm Lemmey were favourites with

the best time. Their time of 6 min. 41 sec. for the 5 miles was by far the best for the heats and this coupled with their previous wins with the Oliver Tiger Cub powered model at the Nationals and in Melbourne made them the best bet for first place.

The Glenelg Boys got away well in the final and were steadily going further ahead until about half way through the race the usually reliable "Cub" refused to start after refueling. A quick check found a blockage in the spraybar and the time lost in clearing this block lost them the lead and they only managed to scrape home in third place. Honours here went to Malcolm Pring from Constellation Club who managed the 10 miles in 13 min. 34.5 secs which established the record for this event for the Western Districts. Second place went to Len Follent.

Class FAI Team Race was hotly contested with some of the toplineers in this class competing. Times were quite good in this event and a very small margin separated the top place getters. The final three all proved to be South Australian members and here the now famous team of Oehme and Silva took out first place in one of the ordliest races seen for some time. All models were around the same speed and it was all in the pit stops that decided the winner. Norm Moore had the misfortune to become tangled in the model of Malcolm Pring during one landing and the time required to free his model was the deciding factor against him in this case, and Norm had to be satisfied with a second placing. Malcolm Pring brought up the tail of the field to take third position.

#### CLASS 2 TEAM RACE

There were 11 entries in this event and it proved to be one of the most interesting seen anywhere for a long time. During their first heat Oehme and Silva brought in the time of 7 min. 53.4 sec., breaking the existing Australian Record by 2.1 seconds. A number of the other contestants managed times around the 8 minute mark and when the final four was announced it was seen that it was going to be a very fast race with every possibility of the Australian Record being lowered even further. The final four, Oehme and Silva team, N. Moore, Ken Taylor, and J. Williams all got away to a perfect start and were soon at it hammer and tongs around the pylon with much jostling for positions. The rough housing going on in the centre proved a great attraction to the crowd of onlookers who were more used to seeing these sort of tactics at a footy match. As expected the record was broken again but this time by Norm Moore who completed the distance in 7 min. 49.1 sec. with Oehme and Silva in second place (taking 8 min. 0.7 sec. for the distance. Ken Taylor was quite a bit slower to take out third place with 9 min. 33.6 sec.

#### CLASS 3 TEAM RACE

Only four contestants in this event but it proved to be the closest event for the day with only 20 seconds separating the three placegetters. Victory here went to Norm Moore once again (8 min. 32.4 sec.) with Ken Taylor (8 min. 35.7 sec.) second and inevitable Oehme and Silva (8 min. 55.4 sec.) third.

#### JUNIOR STUNT

The youngsters came up with not only some models that would do any senior great honour but also with a standard of flying that many of the older hands would also have been proud of.

Len Follent put up his usual splendid effort on the handle to gain first place with some beautifully executed manouvres. Len once again proved that he was as good as ever in this event although he was hard pushed this time by fellow Melbourne flier John Hallowell who was the Nationals Junior Stunt Winner, and a newcomer N. Vains from



Bendigo who also pushed the rest of the fliers very hard. Hallowell gained second place with Vains third.

Runner-up in Junior Stunt at the Nats., Brandon Stretch from Hampden had the misfortune to drop a wing during his flight and had to retire from the event. Brendon had constructed a new model for the meeting but did the usual thing and pranged her in a test flight and had to revert to one of his reserve models that had seen far better days.

#### SENIOR STUNT

Once again a great line up for this event and the judges Brian Horrock and Jim Egan were hard pressed, but the near faultless flying Ken Taylor gave them a clear winner. Doug Grinham from Hampden flew very well to gain second place with Ken Dowell very close behind in third place. As in the Junior section many fine models were seen and also a very good standard of flying from all competitors.

In this event we also saw some new faces in the Stunt contests as several newcomers to the section decided to compete in order to gain experience for coming State and National Championships. These new boys did a marvelous job with the handle and by the remarks on their flying it looks like we may see a lot more of these boys in the not so far distant future.

#### COMBAT

The combat at this meeting was conducted under the rules of the F.W.D.A.A. which allows points for unsuccessful attacks and thereby calls for far more aggressive flying as a competitor is forced to attack at all times. A dropping of the number of points lost on the ground to 1 point for every 15 seconds completed on the ground also helped to make for aggressive flying as points lost on the ground could easily be made up in attacks.

Because of this rule mid air collisions were the order of the day as the boys got just a little too anxious to get in those attack points.

Many a good model met disaster in trying to make up lee way but the standard of actual combat flying was very good indeed as no flyer tried to dodge combat because he was ahead on points lost on the ground.

Several heats were dull because of the usual trouble modellers have getting their models airborne in this event. This always seems to happen and no matter how easily a combat motor starts beforehand it always seems to play up when the gun has gone.

In the final John Pfeifer met Doug Grinham in a real ding dong tussle until he got into a severe tangle and Doug's model went in rather heavily causing severe damage and John Pfeifer went on to take home this trophy.

Best Stunt Model trophy went to K. (Skeeter) Foley from Colac with a model of superb finish. Best Team Racer award this time went to a chap who is far better known in the Free Flight field. Sean O'Connor. Sean's Class 1A Team Racer was a real credit to him and he was very unlucky not to make the final because the model was as good as it looked.

On the Saturday evening the modellers were entertained by Flight Lieutenant F. Anderson who screened some very interesting films on the surrounding countryside of Casterton and also films showing the development of the "Hovercraft" and the "Avro Vulcan". These films were very well enjoyed by those present and everyone was thrilled by the aerobatics of the Black Hunters in the film of the 1960 Farnborough Air Show.

Sleep was not hard to find for the boys after the hard day on the Controline field and it was not too long before all was quiet in the rooms.

#### FREE FLIGHT

Unfortunately the weather was not kind to the Free Flight boys (it never is) and although we had experienced weeks of beautiful calm weather on the Sunday it decided to blow a gale and in the only direction that we did not want it to blow because of the usual hazard of trees. This caused many of the entrants to withdraw and left it to the die hards to fight it out for the trophies.

Many of the things that were seen done at this contest were most interesting but the most noteworthy was the model of Roger Duance from Holdfast, S.A., who converted his Scramble model into an Open Power Rati model, then after that added a couple of hooks and used it for a Sailplane. (The motor, less prop, acted as ballast). He was thinking of using it in the Open Hurl Glider event but did not reckon that it would be good enough for this event. Later he informed us that the model is equipped to be converted to Radio and is often used for this purpose.

Junior Hurl Glider gave the only victory to the local club when Jim Stewart clocked the best time for this event and then also went on to gain a third in the Open section of this event. This youngster just lately broke the F.W.D.A.A. record for this event and is one of the top modellers in the Free Flight section of the area.

The 1 Hour Power Scramble really proved to be a shambles. Although the wind had started to abate by the time this event had commenced only 5 entrants took the field and some very interesting capers were seen as the modellers tried to keep their models airworthy. Len Follett ended up with a model that had greater tailplane area than wing area but he still kept trying. At last this wing also folded up and Len was forced to use another wing which gave the model a bad trim and it kept looping. He refrained from correcting this fault as he was clocking up good times and the model was staying close to home. This might have been O.K. for Len but it was hard on the officials who had a hard time keeping their eye on the model so that they did not get in its way.

Roger Duance did not use his now famous model in this event but the model that he did use proved to be well up to the task and although it took an awful bashing it managed to stay in one piece right up to the last couple of minutes when it finally broke a wing, but by this time Roger had clocked up enough time to make him a clear winner with R. Atkinson flying steadily to gain second place, and L. Follett gaining third placing.

Champion of Champions (Open) for the Championships was Len Follett who defeated Norm Moore by a very narrow margin. It is very good indeed to see one of the younger of our modellers take off this honour at any open meeting of this type and especially against the standard of competition that this young flier came up against.

Champion Club trophy went to Prospect Club from South Australia. This trophy for Champion Club proved most interesting to contestants throughout the meeting and started a lively rivalry between the two States which helped to keep everyone on their toes at all times.

Throughout the weekend modellers and general public were treated to displays of stunt flying by Brian Horrocks with his Glo Chif 49 powered model. Out at the Free Flight Field in the high wind Brian gave a demonstration of flying without the use of a motor which went to prove that if you are good enough, conditions do not deter a good stunt flier. Congrats. Brian on a grand display and thanks for your assistance over the weekend.

On the Sunday night those that remained were treated to seeing slides taken by Brian Horrocks whilst he was overseas and all were most impressed by the conditions that fliers have over there. (I wish we had it here). And also with the marvellous scenery photos that Brian had taken during his trips through Europe.

Maybe the people of Casterton were glad when the last of the modellers departed on Monday morning but the local modellers and all the others that had attended were sorry that the weekend was over and now we all look forward to seeing all the old faces when we once again meet for the Victorian Western District Championships in 1963.

#### TENSIX

#### FAR WESTERN DISTRICT ASSOCIATION OF AERO-MODELLERS 7th VICTORIAN WESTERN DISTRICT CHAMPIONSHIPS—1962

##### RESULTS:

JUNIOR CLASS  $\frac{1}{2}$ A TEAM RACE: 1, L. Follett, 13:41; 2, D. Hale.  
 CLASS F.A.I. TEAM RACE: 1, Oehme and Silva, 5:24.5; 2, N. Moore 7:4.2; 3r, M. Pring 7:14.  
 CLASS 2 TEAM RACE: 1, N. Moore, 7:49.1; 2, Oehme and Silva, 8:0.7; 3, K. Taylor, 9:33.6.  
 CLASS 3 TEAM RACE: 1, N. Moore, 8:32.2; 2, K. Taylor, 8:35.7; 3, Oehme and Silva, 8:55.4.  
 OPEN SAILPLANE: 1, R. Duance; 2, S. O'Connor; 3, R. Duance.  
 OPEN POWER RATIO: 1, W. Penfold; 2, R. Duance; 3, B. Thomson.  
 OPEN RUBBER POWERED: 1, R. Wilkins; 2, W. Penfold;  
 1 HOUR POWER SCRAMBLE: 1, R. Duance; 2, R. Atkinson; 3, L. Follett.  
 JUNIOR HURL GLIDER: 1, J. Stewart; 2, B. Stretch.  
 OPEN HURL GLIDER: 1, M. Pring; 2, R. Atkinson; 3, J. Stewart.  
 CHAMPION CLUB: 1, Prospect 94; equal second, W.S.A.A. 44; equal second, Hampden 44; 4, P.A.D.M.A.C., 36.  
 OPEN CLASS  $\frac{1}{2}$ A TEAM RACE: 1, M. Pring, 13:34.5; 2, L. Follett, 16:8.6; 3, Glenelg Team, 16:11.2.  
 COMBAT: 1, J. Pfeifer; 2, D. Grinham.  
 JUNIOR STUNT: 1, L. Follett, 782; 2, J. Hallowell, 759.  
 OPEN STUNT: 1, K. Taylor, 982; 2, D. Grinham, 853; 3, K. Dowell, 824.  
 CHAMPION OF CHAMPIONS: 1, L. Follett, 36; 2, N. Moore, 33.

#### N.S.W. CLUB NEWS

#### MODEL FLYING CLUB OF AUSTRALIA

Although your head is undoubtedly full of State Champs right now, these are just a few lines to let you know that we still exist. We are all glad to see the paper again. M.F.C. now has a news sheet of its own going—strictly clubby.

The club underwent quite some change after Scotty's death, but has now started to pick up again and at present has some seventy four financial members of which about forty are very active. A fairly good distribution of events is on the calendar catering for all tastes.

A rather grandiose effort at "B" class team race—100 miles—is to be run at Centennial Park on May 13th. The idea is not new, but we think we are the first to give it a go in Australia. We have modified the M.A.A.A. rules a little to keep the spectator interest. Retirement is compulsory for any entrant grounded for more than five minutes, and reserves come in. Although the entries are all independent the reserve then starts lapping at the point where the retired man left off, and any points awarded are shared equally. This is strictly a closed event, and to date I only have seven entries but entries do not close till 10 a.m. on the day of the event. Starting order is on best result from five minute trials to be held on the morning of the day. All nominations will be entrants and as you can see they will probably all get a fly before the day is out. All model details are strictly M.A.A.A. standard.

At our last tow line day we saw an seldom equalled feat. Neil Jewell, a very keen free flight flier started to tow up an O/d A2. When he had gained some 50ft. there was a rapid change in wind direction and Neil cast off to save the model. It turned down the strip losing height to around 25-30ft. where it ran into the grand daddy of all low flying thermals. The D.T. had been lit and duly went off at the three minute mark when the model was only about 1000-12000ft. up, but it only faltered and kept straight on rising. When Neil cast off I started the clock—purely as a joke—25 minutes later I lost sight of the model, using binoculars at an estimated 5,000ft.

Incidentally, the club is now only Sydney as we have lost all contact with the inter-State branches. No one knew the addresses when Scotty passed on.

L. G. PHILLIPS, Hon. Sec.

P.S.: The team race starts at 12.30 p.m.

#### MACQUARIE MODEL FLYING CLUB

Secretary, Graham Martin.

We have some 23 members on the books, only six of whom are seniors. As four of these seniors are regularly flying radio, this has split the club into two factions, as the radio field is not suitable for control-line. To get over this difficulty and to promote flagging interest among the juniors, we are running monthly stunt competitions for them. At present the arrangement is that the stunt pattern is restricted and as the standard of flying improves, so more advanced stunts are added to the schedule. This means that the flyer gets points not on how advanced he is but on how well he flies the particular manoeuvre. This scheme works so long as the flyers are not too advanced. When they become proficient, the event will become "Open" and the seniors will join in R.A.A.F. member BERT RONKE is making a shield for this competition, to have monthly winner's name inscribed. Bert has also presented to the club a First Aid box, as a number of people have been connecting with props and such, and the sight of blood is not good publicity when there are spectators. In this regard NOEL SHENNAN now knows that when launching a rear engined ship—in this case a Vultan—it is wise to move the hand down promptly. Anybody got a pint of O4 blood to spare?

DICK EVERETT has finally trimmed out his Half Wave, Cox .049 and Terrytone receiver, wonderfully flat glide. Dihedral had been slightly increased and result was Dutch roll. Dick cured this with temporary fin area. Used tip fins glued on 1/32 balsa bases and held on with bands. Works well if you are wondering if you have enough area.

Graham Martin currently operating converted rubber job with own design receiver and escapement. Span 24in. and Peewee up front. Made his own transformer and escapement. Keen.

The winner of the first monthly stunt competition was Dennis Morrow, with Don Martin second. Most advanced manoeuvre set was inverted, which only the winner essayed. Boy's take-offs and landing good—sloppiest was the vertical climb and dive. How about you?

The club has had visits from South Coast fliers Bob Schnaars, David Owen and Vic Johnson, and hope to arrange exchange visits in the future. With a decent field available this could be the beginning of a Macquarie Association?

New member Mike Whittle started off well by planting his Cicada in a tree-top. The tree came off second best, Mike followed this by taking ship for weekend out West and dug another, fatal, hole. He's building another Cicada.



## FROM BEHIND THE IRON CURTAIN

(Translated from an East German Model Magazine)

Open control line contest of the D.D.R. Dessau.

To honour the twelfth birthday of the republic, the C/L modellers gathered from Potsdam, Karl-Marx-City, Halle and areas around Dessau and converged on the Paul-Greifzu-Stadium to the now traditional contest. At 10 a.m. the contest was opened in spite of rain which all knew would detract from performances of models. Stunt was a battle with the weather and water in the glow plugs, finally it became a battle between comrades Frick and Schwabe. Surprise contestant was Manfred Busch who took third place, Manfred is a 12 year old and very capably outperformed the old hands.

Speed was disappointing with most models failing to pass the 200 km. hr.

Team racing final was fought out by teams from Dessau and Werder (East German champs Willberg and Zube represented the latter city).

Combat is called "foxhunt" over here, once again it was a junior who attracted most of the attention, comrade Slupinski junior who is ten years old fought his way through the veterans and reached third place. No quarter asked and none given.

Class GI (Stunt): 1. Schabe—Potsdam area, 427 points; 2. Fricke, Potsdam area, 306; 3. Busch, Potsdam area, 258.

Class G2 (speed): 1. Meinhardt, Halle area, 153 km/h.; 2. Jentsch, Halle area, 138 km/h.; 3. Polster, Karl-Marx-City, 123.7 km/h.

Class GF (combat): 1. Mueller, Potsdam, 619 points; 2. Jentsch, Halle area, 482 points; 3. Slupinski jun., Halle area, 332 points.

Class GM (team race): 1. Willberg/Zube, Potsdam, 6 min. 36 sec.; 2. Reichelt/Mueller, Potsdam, 6 min. 53 sec.; 3. Slupinski/Meinhardt, Halle, 6 min. 55 sec.

Similarly well organised contests were held in Gera-Leumnitz where the free flight champions met. there was fine weather in that area and we experienced a remarkable phenomenon; no fly-aways, all models stayed over the contest area. We fly to F.A.I. rules and classes. also a special section for flying wing models.

### RADIO CONTROL

This field is not up to the standards in other countries, C/W is still the standard.

Equipment very difficult to procure, escape-ments are hand made only because there are no commercial units available. Occasionally we get our hands on foreign model magazines and drool over the compounds, variable speed motors, light-weight receivers, etc. Our receivers are fitted with standard tubes and the batteries needed add still more to the already considerable weight. To play radio here calls for a lot of stick to it. Because of the weight problem, most radio fans tend to drift to R/C boats and this has become a very advanced facet of the hobby, especially sailboats.

In the German Democratic Republic there are many factors which affect aeromodelling. First we suffer from shortages of many materials which you bods take for granted, your heavyweight tissue is unknown here, we use a type of thin brown paper which behaves very contrary but is almost as strong, however the paper pulls very unevenly so we are obliged to build our kites with warps as enemy No. 1 and this leads us to avoid balsa and favour some of the pines. This also makes us avoid sheeting, most models are designed with criss-cross ribs and a mass of small square strips of pine or obichi.

Free flight scale enjoys great popularity, pos-

sibly because only small motors are generally available (some lucky bods have rich uncles who slip in an occasional O.S., so we do know how a big glow motor can perform). The favourite choice of the motors available is the 2½ cc. Zeiss, a ballrace diesel of good performance.

All modelling groups are controlled by the G.S.T. Roughly it is a union controlling all types of sports and hobbies, organisation carried to incredible lengths. For instance the bods can get their balsa, etc., absolutely free if they are members of the G.S.T. The Government foots the bill. Of course we are also expected to do a bit of rifle drill, how to use a rifle is the point continuously drummed at us no matter what sport we may play. Still it is only to be expected that a remarkably high percentage of our modellers suddenly develop two left feet and shocking reflexes whenever a drill period turns up. Only G.S.T. members may take part in contests so most of us join. Youngsters get a big thrill from some of the outings to air-fields where they can get loose over an occasional MIG 15 trainer. At club halls there are excellent building classes, microfilm and other indoor models, etc. At contests we are also well equipped with officials, some fields such as at Karl-Marx-City, are surrounded by high wire mesh fences, judges are give a desk similar to a writing desk and from these well set-out offices they are able to keep reliable scores.

What are our models like? Well there are a few differences in control line types but in free flight they are shaped much the same as your own with some structural changes. Very popular are the A class stunters with large wings and flaps. Radio models are very large and weighty, usually ruddier only.

### ARN-CITY GROUP

In the model building room of the Arn-City's "Station of young Technicians" the white light beams brightly from the glass-bowl lamps.

In the air is the characteristic scratching and rasping sounds of work on softwoods, whose shavings flutter lightly to the floor. The only whisperings are those of Hans-Jurgen Beckert as he goes from bench to bench correcting the grip of a small hand on a rasp, or drops a hint from his "box of tricks". Apart from this, the workroom is quiet. A sure sign of young workers entirely engrossed in their tasks.

So keen are the boys in this group, that they were annoyed at our reporter for daring to disturb them from their work. Only Wilfred Scholl of the sixth grade at the local school was interested in leaving his building project when he asked if his picture would really be appearing in the model magazines—"Golly, I'll have to tell Mum about that. she will be surprised" was his happy and pride filled comment. But the 16 year old high school student, Hans-Jurgen Beckert has real reason to be proud, not only of his eleven and twelve year old boys who look up to him and follow his example, and who later shall be flying motor powered models as real G.S.T. members, but Hans can also be proud of his own development, only a few years ago he was himself a small boy in this same model class where now such boys as Rainer, Manfred, Wolfgang or Thomas are studying the art of Model Aircraft Construction, yes, he can be proud. For like hundreds of other youth of similar age, he is setting a good example for the modellers throughout the republic as one of the comrades of the G.S.T.

And perhaps in a few years, one of these boys, Rainer, Manfred, Wolfgang or Thomas, will take his place when he puts on the Stone-grey uniform of honour of our national people's army, under the leadership of these boys in turn there shall be more youths to lead and to become leaders in their turn, follow the example of Hans. The future

model engineers, technicians, constructors of the socialistic organisation is their aim in the future of the German Democratic Republic. And because of his work as a leader of the young pioneers, the man who has laid the foundation stone of this group now is taken into the G.S.T. so that tomorrow he shall be the defender of Freedom, the necessary action of a man whose interests are for the future and happiness of the children. For this he has joined up in the G.S.T.

Here is another paragraph from this "model"? magazine, entitled "Differences" (between East and West Germany).

"That is the side of Germany where 4,000 millionaires whose militarism and Fascism today hold the fate of 50 million Germans and tens of thousands of modellers in their filthy hands."

As Livingston said: "You can fool all of the people .....etc.....etc. Ed.

## NEW ZEALAND NEWS

With almost a third of the year nearly gone, we sincerely apologise for the lateness of this first issue under the new Council's management. Numerous set-backs, hold-ups, finance and frantic scurrying around the countryside to procure an addressograph and gestetner machine has largely contributed to the delay in this, our first news-sheet. Nevertheless, we can, and will, promise you a regular bi-monthly newssheet as from this issue. Correspondence between Council and Club secretaries is, I think, well up to scratch, which should prove that we are far from idle.

For the convenience of all members, names, addresses and phone numbers of officers of the present council are listed below.

President: W. A. Richardson, 348 Botanical Road, P.N. 82450.

Secretary: R. Johnson, 35 Seddon Street, P.N. 89608.

Treasurer: R. Hessel, 7 Salisbury Avenue, P.N. 78912.

Ins. Registrar: B. Deakin, 453 Ruahine Street, P.N. 78932.

Recording Sec.: D. Walker, Banfield Street, Ashurst 255.

Councillors: I. A. Flaws, 24 St. Albans Avenue, P.N. 79743; D. McPherson, 33 Palm Avenue, P.N. 80830.

Bulletin Ed.: C. J. Holder, 24 Worcester St., P.N. 81400.

### 14th NATIONALS HELD AT FEILDING 61-62

Yes, you'll agree that there has been rather a delay in production of the first news bulletin and by now most everyone has had nationals results per medium of club bulletins and bush radio, etc. However, that's all by the by. It is rather unfortunate, but whether you want it or not, your reading matter for this, the first of the new council's effort, you are going to have it all over again, just in case the odd member has not had the results of what might be agreed by all as a very splendid effort on the part of all competitors and those members who gave of their help in all phases of the championships.

To those who did not get the opportunity of attending the Nationals at Feilding, you will be amazed to hear that the weather man was very kind—hot and dry, calm in the morning but with wind increasing towards afternoons but receding again in the evenings. At no stage throughout the championships were the days unflyable. On some occasions the drift up top, often faster than ground level, gave various members rather long chases on free flight days and thermals were difficult to pick up. Of course, at this stage, to put all members fully into the picture of what went on at the Feilding nationals, all free flight events were held at Taonui Airfield, this was approx. three miles

from the base camp at the Feilding racecourse under ideal conditions with ample circles available. This stage you will be more than interested to hear about the sterling effort by the host club, the P.N. Aeroneers. They had everything laid on, hot showers, good sleeping quarters, a first class ground and GOOD weather. Unfortunately, as no caterer could be found, at the last minute the P.N. club acquired the services of a retired lady cook, but this was not entirely satisfactory and next Nats will definitely see a caterer and his staff. The weather was mighty hot, but I feel sure the Aeroneers wives and helpers were hotter. They may all have families of their own, but when the huge family at the Nats grew larger each day—and all those dishes to wash—their great and gallant effort of course resulted only in the association gaining the caterer's profit.

Thanks must also go to the Feilding Fly Paper editors, namely Mr. Bill Cook and Mr. Brian MacElwain who produced a day to day news letter keeping everyone fully informed with latest results and tit bits. And of course the outstanding job done by the Upper Hutt Juniors for their time keeping efforts every day and all day, 150 entrants were received over all classes, but the entries in individual events were lower than usual and a decline in South Island entries was quite noticeable. Perhaps they had anticipated more gales, but there never seems to be more than two windy Nats. in a row. Think back—1955-56 New Plymouth, 1956-57 Omaka, 57-58 Hastings, 58-59 Hamilton, 59-60 Weedons, 60-61 New Plymouth 61-62 Feilding, and 62-63 ?? well your guess is as good as mine. Time is running, so plan, build and prepare—and that is just what I hope to do in my spare time now that the Nats recording is someone else's worry. See you at the next Nats.

### RESULTS OF 14th NATIONALS

A/2, 1. N. Hopley, Roskill, 899.8 sec.; 2. W. Cook, Upper H., 748.4; 3. A. Levett, Auckland, 734.7.

H/L GLIDER: 1. M. Elmore Roskill, 302.0 sec.; 2. P. Wheeler, Kaipoi, 259.5; 3. J. O'Brien, Wanganui, 258.7.

RADIO CONTROL, Rudder Only: 1. L. Wright, Wgton, 70 points; 2. B. Roberts, Hastings, 67; 3. M. Kendrick, Wanganui, 55.

WAKEFIELD: 1. J. O'Brien, Wanganui, 797.5 sec.; 2. W. McGarvey, Auckland, 791.7; 3. W. Cook, Upper H., 784.9.

FREE FLIGHT SCALE: 1. R. Milne, Palmerston N., 577 points; 2. R. Fleet, Auckland, 470; 3. R. Johnson, Palmerston N., 422.

AEROBATICS: 1. P. Wheeler, Kaipoi, 425 points; 2. R. Goding, Ch. Ch., 404; 3. N. Dawson, Upper H., 391.

SPEED CLASS: 1. P. Staples, Wanganui, 118.4 m.p.h.; 2. A. Pearce, Auckland, 114.6; 3. P. Barnard, Auckland, 112.5.

SPEED CLASS 4: 1. P. Levett, Auckland, 123.3 m.p.h.; 2. N. Hewitson, Auckland, 126.7; 3. S. Townley, Tamaki, 125.0.

F.A.I. POWER: 1. J. Sheppard, Papakura, 754.6 sec.; 2. R. Goding, Ch. Ch., 754.4; 3. N. Hapley, Roskill, 735.3.

CLASS B TEAM RACE: 1. R. Yeates, Rotorua, 10:2.0; 2. E. Bradley, Palm. North, 9:53.7; 3. J. Malkin, Upper Hutt, 10:25.0.

A/1: 1. J. Urry, Upper Hutt, 663.8 sec.; 2. G. Madder, Wanganui, 650.4; 3. A. Levett, Auckland, 633.5.

CLASS I SPEED: 1. N. Pritchard, Dunedin, 109.1 m.p.h.; 2. A. Clarke, Pukekohe, 107.7; 3. P. Barnard, Auckland, 103.4.

JET: B. Deakin, P.N., 111.7 m.p.h.

MULTI-CHANNEL RADIO CONTROL: 1. E. Hartley, Palm. Nth., 129 points; 2. D. McPherson, Palm. Nth., 82 points.

CONTROL-LINE SCALE: 1. R. Milne, Palm. Nth., 782 points; 2. B. Keegan, Auckland, 592; 3. R. Johnson, Palm. Nth., 650.

PAYLOAD: 1. F. Lynch, Wgton, 874.4 sec.; 2. N. Hopley, Roskill, 833.8 sec.; 3. R. Milne, Palm. Nth., 687.9.

CLASS A TEAM RACE: 1. Bretherton-Barnard team, Auckland, 8:8.6 heat; 2. V. Arkinstall, Upper Hutt, 9:41.3; 3. P. Staples, Wanganui, 9:20.3.

CHAMP. OF CHAMPS: P. Levett 112 points.

JUNIOR CHAMP.: P. Levett 109.

CHAMPION CLUB: Auckland 409.

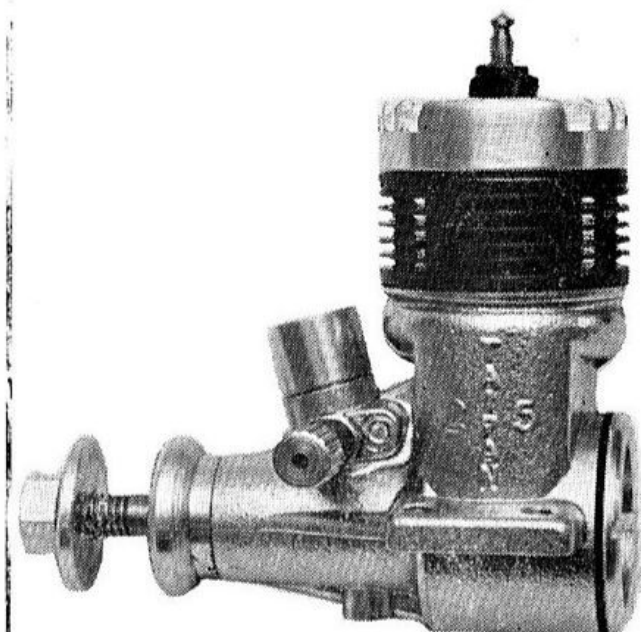


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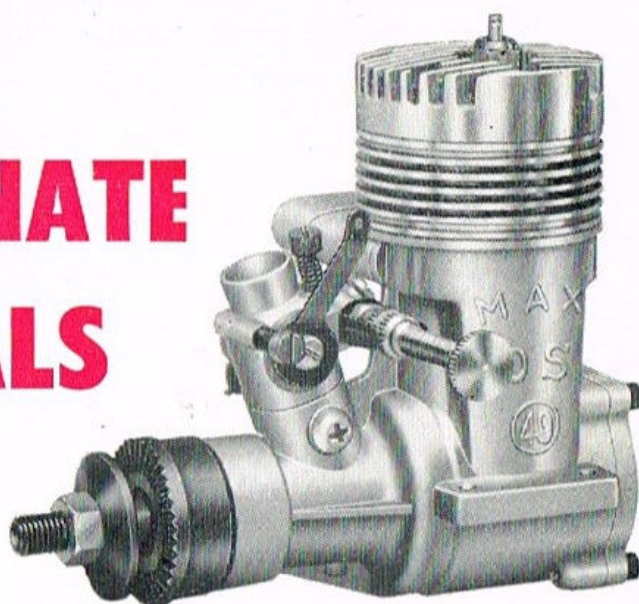
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- ★ Second Junior Stunt
- ★ Second Junior Combat
- ★ Second Multi Radio
- ★ Second Class II Power
- ★ Third Class III T/R
- ★ Third Junior Combat

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Best Stunt Model, A. Holt-ham, Max II .35.

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158 Boundary St., West End,  
Brisbane

SCIENTIFIC HOBBY DIST.  
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MASSEYS CYCLES  
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