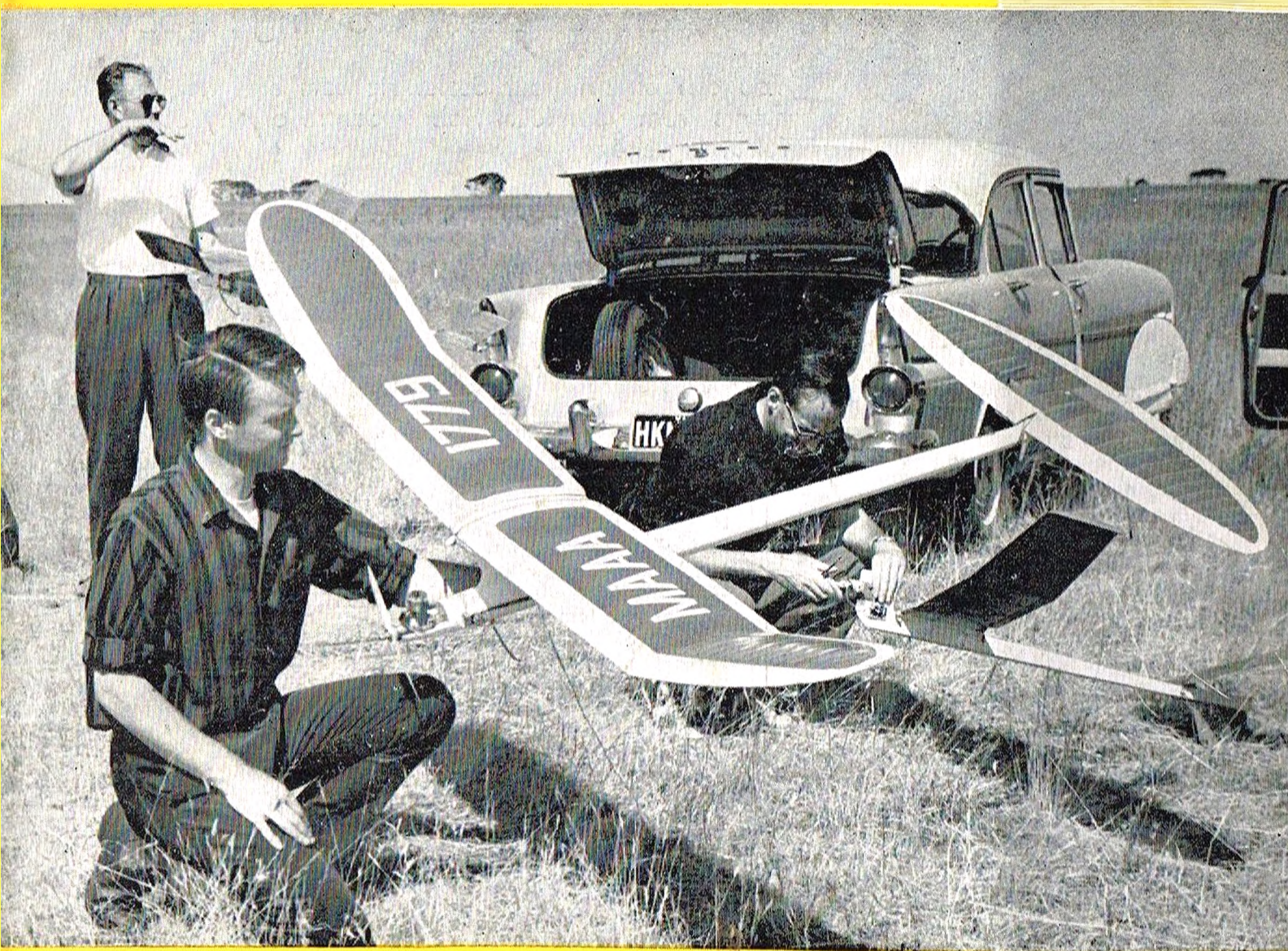


# Model News

AUSTRALIAN & NEW ZEALAND MODELLING

JUNE  
1964

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CESSNOCK HUNTERS 1964 FIELD DAY ★

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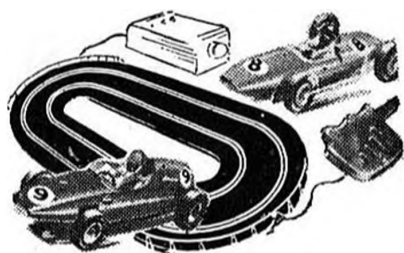


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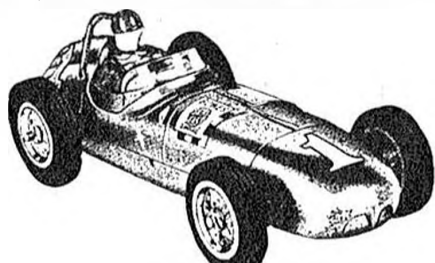
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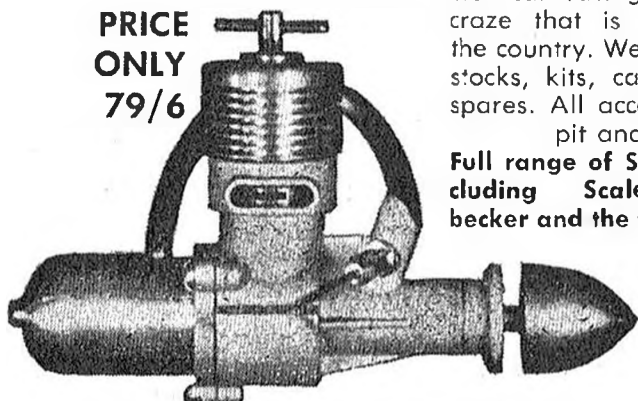
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11-4	11-6			13/6

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6-3	6-4		11/6
8-6			13/6
9-6	10-6		
3 Blade Tractor			
5-3	5-4	6-3	6-4
3 Blade Pusher			
6-3			6/9

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Stability is excellent. Temperature has no effect on operation. (Guaranteed up to 140 F).

Voltage stability is of the highest order. Bare in mind that the voltage on the audio oscillator is switched from 135 v. to 67½ v. by the HI-LO power switch, and it is readily apparent that the drop of a few volts caused by ageing batteries causes no trouble whatever.

Tuning is kept to a minimum and once tuned the set needs only an occasional touch up.

Each reed is tuned by a potentiometer with only enough bandspread to tune ONE reed, which results in a particularly docile tuning arrangement.

Range is good and we guarantee out of sight on LO power. HI power is used in emergency only. The TX is hand held, light and uses very little current.

The RX features a VALVE detector, which ensures absolute temperature stability. This point is absolutely essential on the Australian flying field. The three stage transistor audio amp. contributes low current drain, and high power output, so essential for reliable REED operation.

The reed bank is a MEDCO 10 REED UNIT, considered by the Americans as one of the best. The features added together, make a light, compact and stable RX, using very little current.

This gear can be supplied in any number of channels from 1-10, either SIMUL or NON-SIMUL, RELAY or RELAYLESS on 27 M/C or 40 M/C.

All sets are designed on an add-a-channel basis and channels can be added whenever the need arises.

For the technically minded, here are a few points:

TX: Crystal controlled M.O.P.O.-R.F. stage using one 3 A 5 valve Grid, modulated by a mixer driver stage, using an O.C. 74. The audio oscillator uses an O.C. 74 stabilised with a 1 henry toroid. There are two audio oscillators in a simul TX.

Battery Drain: LO power, 4 m.a. carrier, 5 m.a. tone, 6 m.a. simul.; HI power, 12 m.a. carrier, 14 m.a. tone, 16 m.a. simul.

RX: Super regen. detector, XFY 34 (27 m/c), 1 AG4 (40 m/c), Emitter follower O.C. 74. Audio amp. O.C. 74, driver O.C. 74, Reed Bank, Medco 10 channel (3K). Battery drain with carrier 1.8 m.a., with tone 3 m.a., simul 3.5 m.a. (relayless), add 4 m.a. for relay operation, 8 m.a. simul relay.

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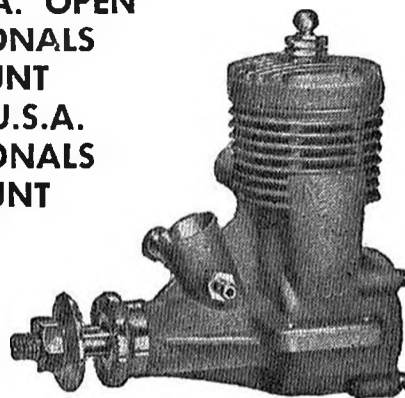


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# MODEL NEWS

Vol. 8. No. 3

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June, 1964

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Distributed by Model News Publishing Co. and Gordon and Gotch.

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## NEXT ISSUE JULY-AUGUST

Editorial deadline 1st of month prior to month of issue. Advertising deadline 25th of month prior to month of issue.

## COVER STORY

A fine model by Victorian Free Flight modeller, Bob Allison. This original Class III model is powered by a Fox 35X on pressure. Is a good performer.

(Photo Norm Bell)

Address all Correspondence to the  
EDITOR, 11 WEST KING STREET,  
SOUTHPORT, QUEENSLAND.

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## News and Views

### WORLD CHAMPS. NEWS

1964, Control Line : Budapest, Hungary, from 28th July-3rd August.

1964 Indoor : Cardington, England, if available (still in doubt).

1965 Free Flight : Undecided—possibly in W. Germany under the control of the A.M.A. on a U.S.A.F. airfield, or in England, if accommodation and finance problems can be overcome. Finland have offered to hold the Wakefield event only.

1965 Radio Control : Sweden.

1967 Free Flight : Czechoslovakia.

### TEAM RACE RECORDS

The Australian class B team race record has taken quite a beating lately, with three Victorian teams eyeing it greedily. At the beginning of the year the official record was held by Oehme and Silva at 7: 39.5 (Enya 29), although several races had actually been flown in faster times than this, and in practice by themselves the Cincotto-Wilson-James team had done close to 6. 40 (O.S. 29), with Lawson and Fryer as low as 6. 32 (Enya 29).

At the Manion-Munro trophy race on the 1st March the Kidd-Kimonides-Mutimer team set 6 min. 53.5 secs. in the heats and this was claimed as an official record. Then at the Western District Championships over Easter, Kidd and Mutimer had obtained a new pilot in Hans Bertina from West Australia and proceeded to lower the record to 6: 32 in their heat and again in the final to 6 min. 23.5 secs. (Eta .29 .6C).

### VICTORIAN STATE CHAMPIONSHIPS

The 1964 State Championship series is already upon us, and in the next issues of "Models News" a full report on these events will be given. Do not think for a moment though that these Championships are run for the benefit of a few competitors only. Sports flyers, armchair modellers and beginners alike can learn a lot just by going along and watching contest fliers in action.

Do you have trouble starting an engine? Then come along and find out how team race mechanics start up in one or two flicks.

Want to learn aerobatics? Who better qualified to advise than the competitors in the stunt event.



Thinking of radio? Find out from the experts just how expensive it can be.

Enjoy a good prang? Then combat is for you!

Having trouble trimming a free-flighter? Ask a competitor and you may be surprised how willing he is to help. You will be very welcome at these contests, even if you have no intention of entering. You may learn something, and your presence will help make the championships a success. Presentation night, to be held this year on September 26. You do not need to be a trophy winner, or even a contestant to attend. Film shows and other entertainments are a feature, to say nothing of the feast turned on for supper. Come along and have a good time . . . you will get your money's worth!

### RAT RACE RULES IN QUEENSLAND

M.A.A.Q. meeting at Druids' Hall on 20th April introduced new Rat Race Rules for Queensland:

Class I: .09 to .19, 52' 6", .010 dia. Pull test 15 lbs.

Class II: .29 to 40, 60', 0.12 dia. Pull Test 30 lbs.

Class III: Over 40, 70', .015 dia. Pull test 35 lbs.

Fifteen mins. each heat. Six contestants in each heat. Must ROG mono wheel permitted.

No restriction on tank capacity.

Start as in Team Racing. First motor to start moves to the front.

30 secs. warm up. One pilot, two mechanics.

Flight heights min. 10 ft., max 25 ft.

Centre to be marked in circles 5 ft. diam. inner with 10 ft. outer.

Pilot moves out to 10 ft. circle on landing.

Mechanics must remain on outer circle during race and refuelling. May cross line for recovery.

Pilots must hold handles on ground whilst models not airborne.

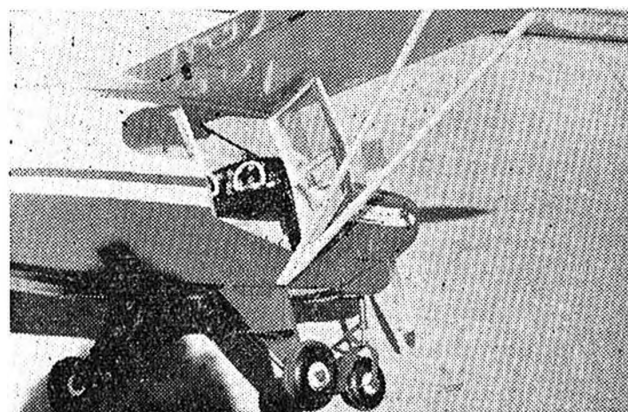
Event to be included on last day of Championships as unofficial event.

Safety inspection of models at discretion of contest director.

**RUMOUR DEPT.:** Johnnie Brehaut, well known ex-champion team race merchant (1953 and 1955 National Team Race winner) is at this time of writing in Japan. We don't know what's in the wind, but we do know he's bringing back radio gear for two of Melbourne's most dyed-in-the-wool control line merchants. A few more comebacks and new faces would be most welcome in radio circles we think. John's on the Go-Karts these days, but we hope he may succumb to a comeback when two of his still modelling friends are thinking of throwing the handle away for a beep button.

**KEGGIN'S FABULOUS FLYING FORTRESS** will not be ready for this year's Vic. State Championships, as he feels he shouldn't rush the home stretch after five years. We believe it will be ready for the Nationals. If it is not, neither he nor his pilot will be allowed to go, so we can assume it will be there.

**WE BELIEVE** John McGrane and Father Shepherd in Swan Hill weren't at speaks for a while. The latter decided to follow up his Flockharts P51D Mustang with a Lockheed Altair. (The P51 got third in the Nats. and second in the Stuntmasters' Scale events). Unfortunately the former decided on an



Close up of Barry Bowerman's Tripacer. Shows good cockpit detail. Entered in C/L Scale at N.S.W. Champs.

Altair, also. The surrender terms are an Altair for John and a Cessna for the Reverend gentleman.

**MERCO MERCHANT TYRRELL** has obtained an O.S. jet. Has he dumped the proposed Southern Cross for a modern plane. It will probably meet the fate of the Cross and never be built.

**BOB HYDE** is dumping radio models to breed Pekinese pups. Then why was he flying at a recent Marcs meeting? Come to think of it, it was a borrowed model.

**CAN TONY WALSHAM** really play the National Anthem with transmitter beeps? It must be true. We read it in the paper.

**BIG DEAL** of the year. A gave a stunter to B. B sold it to C unbeknowns to A. A needed a stunter in a hurry, was talking to C, latter said he'd recently sold one to D. A went and saw D. Stunter needed new mounts and a recover. A didn't like the colour, anyhow. Strips the covering off at home after buying it and finds he'd bought his own model! Disgusted, he sold it to E. E broke it up and used each wing half in two combat models and got A to recover one during a contest. When A saw the frame with his markings on the ribs why did he throw a fit on the field.

## 18th AUSTRALIAN NATIONALS TO MELBOURNE

Strong cases were put up for both Echuca and Warnambool, but the overall advantages of Melbourne won out.

The programme has been drawn up and so has the trophy list. Trophies will be a radical change from previous Nats. and will take the form of merchandise.

The value is high and according to the Nationals committee all winners will be delighted.

It is important that all intending visitors should book as soon as possible.

Full details will appear in the next issue of "Model News".

The publicity officer, Melbourne Nationals, 33 Ellsa Street, North Balwyn, Vic.

# CESSNOCK HUNTERS 1964 FIELD DAY

Control Line Contest held at Baddelly Park, South Cessnock)

(Sanctioned by M.A.A.A.)

(By Kev. Taggart)

The weather was near perfect for this our second open Contest. Perfect enough (with some help from the modellers) for two Australian speed records to be virtually shattered.

One by Brian Eather, of "Newcastle Model Aero Club", with a new F.A.I. Team Speed record of 4 min. 43 secs., and one by Andy Kerr, of "Eastern Districts Model Flying Club", with a new Class II Proto Speed of 127.2 m.p.h. (Both pending official confirmation).

The following districts were represented: Eastern Districts (Sydney), Newcastle M.F.C., Wahroonga M.F.C., Dee Why, Kuringai, Doonside, Bankstown and Cessnock M.F.C.

## 1 A TEAM RACE

The 1 A team Speed event started the day. First heat of this event clocked rather slow times. The second heat improved slightly, but slowed down again in the finals. All placings in this race were taken by Eastern District M.F.C.

## F.A.I. TEAM RACE

This looked like the start of any ordinary race until Brian Ether's model clocked a fantastic 4 min. 41 secs. in his heat, and then continued on with

## Australian Speed Records Smashed . . .



Ron Neville's Torp. powered Proto racer. Second to Andy Kerr's record breaking run of 28.3



Brian Eather receiving trophy for his F.A.I. Team Speed win. New Australian record.

this performance to officially break the Australian Record with 4 mins. 43.3 secs. in the final.

This team from Newcastle are showing us that here in Australia fast F.A.I. times can be recorded, as these times are only seconds away from the world's record.

This race was run under strict observance of F.A.I. rules and not lax as we have read of some overseas countries.

## CLASS II TEAM RACE

Entries were not up to expectations this year in this class. This is usually a popular event, as Class II racing is quite popular in this area of the State.

Maybe the boys were saving their models for the N.S.W. State Champs., as rumours are going around that N.S.W. will lower this event to under seven minutes this year. (Watch our, Victoria).

## COMBAT

This particular sport, as it is called, is certainly the most pleasing event for the spectators. A noticeable number of new contestants were entered this year. However, it seems the Sydney boys still have the upper hand, having taken first and second placings. One newcomer entered for the first time in a contest filled third position.

## STUNT

The standard of Stunt this year was higher than ever. Most flyers appear to be flying a much smoother and tighter pattern.

Sydney contestants appear to have the edge on other areas, and showed that a considerable amount of practice has been done on precision Stunt flying.

(Continued on Page 27)



# advanced precision aerobatics...

## STUNT

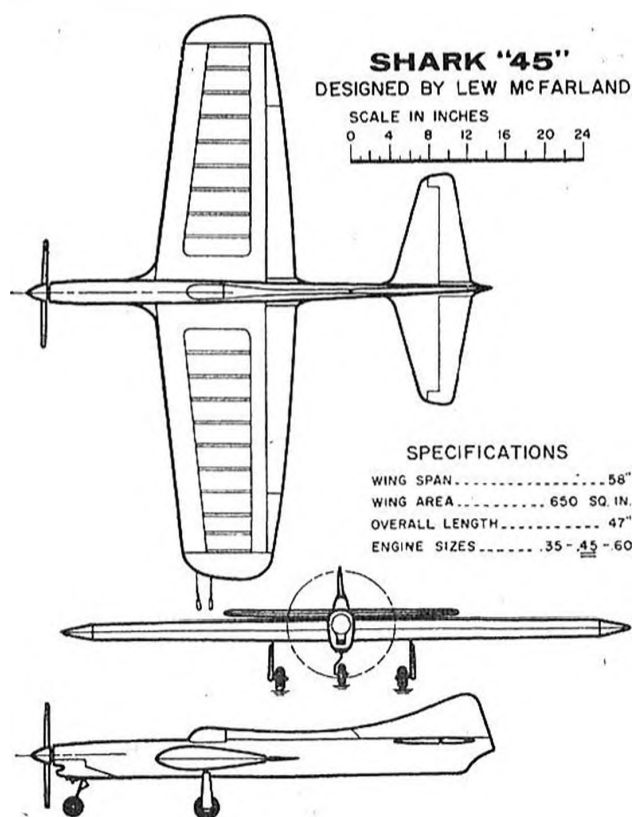
(BY LEW McFARLAND)

**What is the ultimate design and features that should be incorporated into the contest stunt ship?**

This is a question that most of us would like to have answered. I shall try to give a partial answer with the reservation that no one person has all the answers and, at the same time, remind the reader that once we change one variable we are affecting another—thus there may be other set-ups that will give the same results.

I have enjoyed the most success with large ships on 70 ft. lines. The only drawbacks for using 45's is the requirements to use .018 lines on anything .40, thus a slight handicap using the same size lines as a 60. I am hoping that some manufacturer will come out with a .40 stunt engine. Some of the 35's on the market are quite capable of pulling a 700 sq. in., 50 oz. ship for contest work.

I propose a ship with 650 to 700 sq. in. wing area, of which 12-14 per cent. is flap. Airfoils have been kicked around quite a bit and, if you will check, you will note quite a variation in thickness with 12-15 per cent. (of chord) for 15-19 powered jobs. 15-18 per cent. of 29-35 powered and 18-19 per cent. for the (hot 35) 45 powered ones. Maximum thickness should be close to 25 per cent. of chord.



The leading edge should be well rounded ( $\frac{1}{4}$ " x 5/16" radius). Good clean wing tips are also helpful, as well as a 5-10 degree rack back of the leading edge.

Moment arms are quite important. For a 45 ship I find a 14-15 inch nose moment (C.G. to prop) balanced with a 24 $\frac{1}{2}$  inch to 25 $\frac{1}{2}$  inch (C.G. to elevator hinge, line) tail moment, most effective to get good square corners and yet be able to fly the "rounds". You will note these are quite large but, in my opinion, the further the elevator is from the flap the more effective the flap. You will note that on a flying wing the flap acts as an elevator?

You will note the Shark "45" has approximately 230 sq. inches of fuselage side area. This has a purpose. The fuselage "faps" also, especially on the overhead manoeuvres. Only about 22 per cent. of this lateral area is in front of the C.G. This location of lateral area helps maintain line tension on the up-wind side and prevent excessive tension on the downwind side. (See American Modeller, June, 1962, page 50, Vega 35). A solid, but not excessive pull is desired at all times. Several factors are involved here: (1)  $\frac{1}{2}$  degree engine offset, (2) 2 degrees rudder offset, (3) inboard wing 10-15 sq.



**O.S. 49 powered Shark, fitted and flown with Silencer. Built by Don Wood, winner of Qld. Open Stunt.**

inches more area, (4) weight in outboard tip equal to weight of lines lifted by plane  $\frac{1}{2}$  (- $\frac{1}{4}$  oz.), (5) lifting rudder gives more constant pull than offset type, (6) suggest variable lead-outs to get desired yaw. Any one of these six items can impair a ship's manoeuvrability and smoothness if used excessively.

Centre of gravity is quite critical and varies slightly from design to design around the 25 per cent. of chord mark. Fortunately, this factor can be adjusted within reason by adding weight to nose or tail section. A tail-heavy ship (most common) will be overly sensitive, while a nose-heavy one will tend to groove. You can tell a lot about the ship on the landing approach after the engine cuts. A tail-heavy ship will be hard to land and tend to stall.

Since the elevator and stabiliser are lifting surfaces, they should have an 8-10 per cent. symmetrical airfoil. In most cases it will be necessary to build these surfaces up, and to select the wood carefully, in order to keep the model from being tail heavy. Stabiliser and elevator should each have an area close to 20 per cent. of the wing area.

(Continued on Page 27)

# N.S.W. State Championships

## CONTROL LINE STUNT

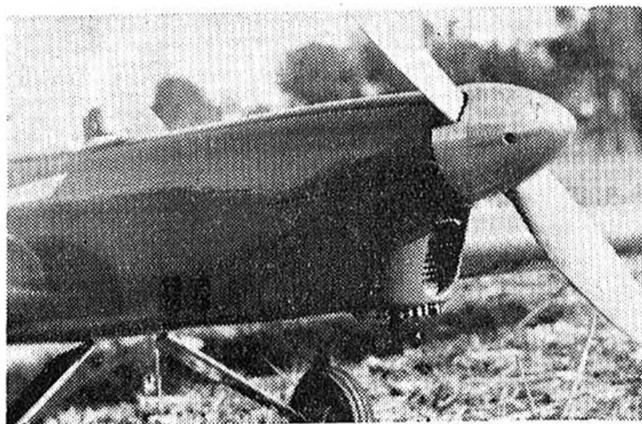
Cris. Lloyd-Owen

This was noteworthy for the high standard of the entries in the open stunt section. All competitors completed the pattern in a competent manner, motors were started quickly and ran well throughout almost all flights. Among the models, Thunderbirds predominated (and filled the first four places), although there was quite a variety of other types—an Ares, a U-2, a Squa and a number of own design models. For the first time at N.S.W. Championships, Merco motors were the most numerous, but there were still plenty of O.S. 35's and a couple of Glo Chiefs and Vecos.

The event got away to a late start, but competitors co-operated well to keep things moving with a minimum of delay between flights. The two outstanding flyers were State Champion Paul Turner and his usual rival Reg Towell. Paul flew a slightly modified Thunderbird with a particularly sleek cowl-ing housing his O.S. 35. Reg., acting on the saying that if you can't beat them, join them, appeared also with a Thunderbird, powered with a Merco 35. Paul retained his title but not by much. Third place was very closely contested. It eventually went to D. ("Herb") Hannah (Thunderbird/Merco) just ahead of Stuart Sherlock (Thunderbird/O.S.). Herb has shown a steady improvement over the last couple of years, while Stuart, a relative newcomer to competitive stunt flying, has an obvious talent in this direction. Ian Brown would have been a possible place-getter if the nose of his elderly but immaculate Thunderbird had not parted company from the rest of the model near the end of his first flight. Other excellent flights were made by Frank Battan with his Veco powered Ares and by John Ogg.

Junior stunt was an easy win for H. Marchant, although if Tony DerKinderen had provided himself with a suitable model, results may have been different. B. Jones was third.

Kuring-gai Club provided the greatest number of entries. Although the placegetters came from Ryde and Doonside, it was obvious that Kuring-gai is a most active club.



Sleek nose shot of Paul Turner's winning Stunter. Power O.S. 35.



D. McMahon's Merco Powered "U-2" from Aero-modeller plans. Finished in silver and black.

## SPEED

(By John Morgan)

Fine, somewhat overcast day and would have been ideal for the 1 p.m. start on the programme, but it was not to be—pylon? What pylon? Borrow the McGee pylon. It just wouldn't be a N.S.W. Championship if it ran smoothly.

At about 3.45 when the battered remains of the McGee pylon at last stood up we commenced to fly our four championship events. Without the really excellent co-operation that was present for the next 2½ hours or so we just wouldn't have had a speed event. One of the heroes of the day was Gary Barker, whose enthusiasm throughout was directly responsible for quite a few good flights by many modellers, including my one Proto run.

Flying started with the Mac 60's and Phil McGee's run at 141.8 was to prove the fastest, with a battle for second and third places.

Dave Hayles flew hard, at the expense of one Mac 60, for second place at 139 m.p.h. Yours truly third at 138 m.p.h., just managing to keep the Barker boys out. A close event and quite fast considering the lack of time.

B Class was a disappointment for Jack Finneran with his healthy Fox 29x, for Jack it was a battle to get a good run with a model that only allowed a meagre fuel supply, resulting in too lean a tune and third place. Young Butler from E.D.M.F.C. managed to take second place by 1/10th sec., with a tight Torp 29R. My Torp, with chattering bearings, was first with a mediocre 127.5 m.p.h.

Ron Neville was a bit unhappy as his healthy Torp, the only healthy one, was handicapped severely with lack of time for a second run. Ron de Chastel managed a few nine lap runs with a howling Eta, but 10 laps make the Kilo. Bad luck, Ron.

Ron Neville flew the Torp in Proto for 109.5, ousting the Qld. lad with the Super Tigre 29, who had 99 m.p.h. to his credit. Proto was decided with a one off run with the Torp 29 monoling model of yours truly with 117.5 m.p.h.

A belated attempt was made to fly F.A.I. speed with McGee and Martin tied with 25.8 times, my Fox 15 model being the only other 15 to brave the conditions for 3rd place. This last point allowing sufficient for the overall champ. of champs trophy to be taken out in the speed event. First time at a N.S.W., according to Yogi Stowe.

Departing impression was a few hardy volunteers holding up the speed pylon on dark, with Gary Barker making a last thundering attempt to place in the 60 event. Had there been enough light to see this spectacle clearly, we might have all be certified—such is speed!

## Hearns Hot Rod & Drag Racers

One of the most interesting out of the rut kits has come to our notice. It's the new Hearns Hobbies propeller driven stock hot rod racer. Looking for a different line is very hard, but Hearns have hit a good thing with this. The motor and airscrew is completely enclosed and you lift the roof to flick start the engine. Air is sucked in through the wind-screen opening and blasts out where the boot lid should be. What makes them out of the rut is their ability to run free against each other. Of course, you can tether them or have straight drag races against the clock, but the speedway team race is definitely the best way of having fun.

The plans show how to set up a track to any chosen design and four or six cars can be raced against each other over a set number of laps. The

crash bars allow them to ricochet off the safety fence and each other. Average engines used are .15's to .35's, but they seem at their best with the .15 to .19 sizes. Over that they tend to get airborne and are useless as drag racers with such power as the torque tends to make them turn in tight circles after a short straight run.

The kits are first class value as they are typically Hearn prefabbed, including numerous plywood body panels. The crash bars are all formed and a first class set of blow moulded race car type wheels are included. A fine touch is the prefabbed aluminium engine mounts, and, of course, all other hardware, like spade and joy bolts, are included. You only need the glue and paint. Don't be sceptical of the wheels. They may not look adequate enough for the rough tumble and speeds (up to 35 m.p.h.), but they have proved most satisfactory.

Summing up, it's a good thing as a deviation for a frustrated team race flier and a very good thing for a lad that may lean more to cars than planes. Some of the experienced boys have made them in as little as 1½ hours, less painting. Very simple to build and good value for the money.



Monty Tyrrell's Hot Rod with roof up, showing installation of Merco 35. Prop is 8 x 8" Tornado.



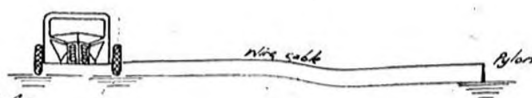
Line up of cars for the start of a Hot Rod race. Hobby is catching on fast in Victoria.

- ① Three suggested ways of running your car are illustrated below.

Drag racing in a straight line. Stop car with a crash barrier of rope and cloth at end of run.

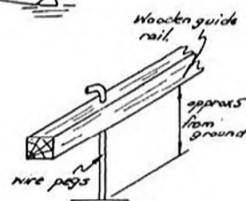
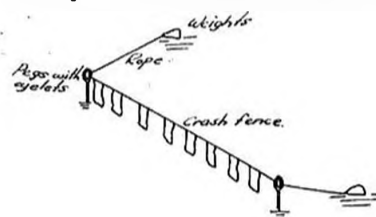
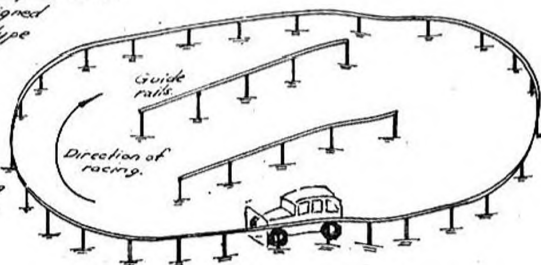


2. Tethered running is suitable for confined areas.

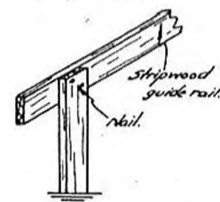


3. Free running on Hearn's Hobbies special track for true hotrod racing. Three or four cars may be raced together. High speeds are attained with spectacular crashes and rolls. The car has been designed by Hearn's Hobbies particularly for this type of racing.

**Track Construction:** Track is made of ½ x ½" timber rails mounted on wire pegs. Variety of shapes can be made keeping in mind that the car tends to swing out at each bend. By correct positioning of guide rails any shape of track can be built and operated successfully.



Alternative methods of constructing track and guide rails.





# The 7th N.S.W. State Championships

HELD AT MACARTHER-ONSLOW FIELD, CAMDEN

(Report by Bert Ronke)

## FLYING SCALE

I am unable to recall flying under worse ground conditions. This was not through bad management, but bad luck. Under the circumstances, I feel that the Association did extremely well. I consider that we need a little more co-operation from member clubs which go to form our Association.

The weather was good the entire weekend, with the odd gust of wind just when model was about to take off.

Placings in control-line were: R. Woodcock, Epping M.F.C., Boeing Steerman Kaydet, 164½ pts., 1; B. Franklyn, Parra-Gran M.F.C., S.E. 54A, 147½ pts., 2; M. Mitchell, A.C.T., Peter Bower's "Fly Baby", 146½ pts., 3.

Allen Edwards and myself had a tough time choosing between the Steerman and the Fly Baby, as both were fantastic, but check and compare points turned in favour of the "Fly Baby". This model had all main components (wings, tailplane, undercarriage, etc.) correctly mounted with flare plates and nuts and bolts. The wings could be detached and mounted along the fuselage on the tailplane. The "Fly Baby" was built to a 1/6th scale and not measured from the plan to an accurate degree which proved Maurice Mitchell's downfall.

The Steerman Kaydet built and flown by Ross Woodcock, of Epping, made a terrific scale like take-off with tail up, and many very shallow bounces and climbed away steadily.

Dennis Slattery usually has no trouble starting his engine, but today his old Frog 500 just was not interested. Finally getting airborne Dennis flew well, but came in heavily.

Gordon Hughes, of Epping, gave the spectators a thrill with a fair turn of speed with his little Piper Super Cruiser, which took off more like a team racer and flew much the same. Though nicely finished and well built, Gordon failed to produce photos of the full size kite to prove the authenticity of his markings and details.

That beautifully made and detailed Piper Tri-pacer built by Barry Bowerman, of Macquarie M.F.C., described in an earlier issue, was next to take to the air. The surface did not treat this E.D. 246 powered 40" span model too kindly, and so Barry could not use this throttle to very good advantage this time. Another downfall was Barry's plan. It was 3/8th less than 1/72nd.

Take one Glo Chief 45 a 2" to the foot S.E. 5A, one throttle, throw them together, add one Franklin named Barry and you have the mixture that is un-

beatable in the flying circle. As usual, Barry started his motor without trouble. Barry usually so casual ran out to the centre, picked up the handle, waved "chocks away", throttled back, and taxied to the take-off area. Took off in a realistic fashion and flew a dozen laps, then throttled back and came in for a rather awkward landing. He wasn't happy, so performed a series of circuits and bumps until he got what he wanted, came in quite well and taxied to the model's starting point. This display earned Barry a big ovation from the large crowd.

Russell Hull, with a very heavy Fairey "Battle" trainer, flew well to fifth place. He made a good attempt at cockpit detail and even had the canopies sliding.

Late arrival was Arthur Cooper with his "fantabulous" Curtis JN4D "Jenny", which won last year's champs. Again, the surface was not kind to Coop's masterpiece and when the "Jenny" took to the air, the O.S. 15 run only for eight laps. Discouraged with the surface conditions, Coop decided to withdraw from the event.

## FREE FLIGHT

Free flight scale kicked off on time at 6 a.m. Conditions: Very still air, very cool and quite a mist rolling down from Razorback Mountain.

Placings were: David Hegarty, Metrop F.F.C., Whitman "Buttercup", 140 pts., 1; Ross Woodcock, Epping, M.F.C., Fokker D VII, 135 pts., 2; Phillip Talbot, Macquarie M.F.C., Luton Minor, 126 pts., 3.

First to attempt a flight was Arthur Butler, who turned up with a Druine Turbulent, though this one is considerably smaller than the Turbulent he flew last year. On his sixth attempt, Butts just managed his qualifying flight with 10 seconds. Boy, this new twenty seconds rule is sure going to shake up a few of those who don't test until they qualify.

Allen Edwards, of Parra-Granv F.C., had a beautifully detailed Albatros of World War One vintage with rigging wires running off here and there. Due to not being trimmed beforehand this fine model failed to qualify.

A Chrislea Super Ace, by Mick May, of Parra-Granv, was another "Test-fly-qualiFLY" job which failed to qualify.

First contestant to qualify was Ross Woodcock with his very accurate Fokker D VII. It was hand-launched to a good R.T.P. type of flight, making a very good approach to landing. This model is of particular interest, as, unlike most German A/c.

of W.W. 1, it was finished in all white. This particular machine was the mount of Herman Goering.

David Hegarty, with a very neat well constructed and well detailed Whitman "Buttercup", hand launched to a spectacular sixty-two second qualifying flight, with the model "ditch rolling" like it was under full control, then the motor cut and the "Buttercup" gliding in fast made a perfect landing.

From Macquarie M.F.C. came Phillip Talbot with a Luton Minor, which proved to be a very good flier and a threat to the more experienced contestant. The Luton was the only entry to R.O.G., and this earned an extra 20 points. It took off very nicely to fly for 20 seconds and land about 15 feet from the take-off point.

### RESULTS

Wakefield : A. Butler, M.F.F.C., 796; B. Beashel, M.F.F.C., 733; A. Edwards, P.G.F.C., 629.

Open rubber : B. Beashel, M.F.F.C., 822; A. Butler, M.F.F.C., 736; A. Cooper, Doonside, 710.

Junior rubber, Bill Payne Trophy : Y. Kynock, Doonside, 298; G. Fahey, Doonside, 204; T. Stowe, Doonside, 162.

A.I. Sailplane : I. Roach, Maitland, 501; L. Fahey, Doonside, 400; A. Edwards, P.G.F.C., 387.

Junior A.I. Sailplane : G. Fahey, Doonside, 284; T. Stowe, Doonside, 275; O. Jago, Doonside, 119.

A2 Sailplane : A. Cooper, Doonside, 687; E. French, Q'land, 664; R. Towell, Doonside, 621.

Multi Radio : T. Prosser, R.C.M.C., 3464; B. Healey, R.C.M.C., 2875; L. Winley, C.R.C.M.C., 2701.

Open 1/2 A Team Race : Partland-Jenson, Newcastle, 9:11; W. East, E.D.M.F.C., 11:25; A. Shing, E.D.M.F.C., 11:43.

Junior Stunt : H. Marchant, Kuringai, 2976; A. DerKindern, Kuringai, 1534; B. Jones, Bankstown, 1075.

Open Stunt : P. Turner, Ryde, 4344; R. Powell, Doonside, 4216; D. Hannah, Doonside, 3880.

Junior Combat : W. East, E.D.M.F.C.; A. Barlow, Doonside; R. Monk, Kuringai.

F.A.I. Speed : W. Smith, Ryde, and P. McGee, F.A.S.T., 25.8; J. Morgan, R.A.S.T., 31.3

Class 2 Speed : J. Morgan, F.A.S.T., 17.6; R. Butler, E.D.M.F.C., 18.9; J. Finneran, F.A.S.T., 19.9.

Class 2 Proto Speed : J. Morgan, F.A.S.T., 30.8; R. Neville, F.A.S.T., 33.0; E. French, Queensland, 36.0.

Class 3 Speed : P. McGee, F.A.S.T., 15.9; D. Hayles, E.D.M.F.C., 16.1; J. Morgan, F.A.S.T., 16.2.

Control Line Scale : W. Woodcock, Epping, 164; B. Franklin, P.G.F.C., 147; M. Mitchell, Canberra, 146.

Class 2 Team Race : Partland-Jenson, Newcastle, 7.52; Abell-Taggart, Cessnock; A. Shing, E.D.M.F.C.

Junior 1/2 A Team Race, Pete Johnson Memorial Trophy : W. East, E.D.M.F.C., 11.4; B. Anstee, Olds; J. Densham, Banks.

F.A.I. Team Race : Roach-Eather, Newcastle, 5:27.5; Partland-Jenson, Newcastle, 5:38.8; L. Brown, E.D.M.F.C., 7:59.0.



Maurice Mitchell fuelling up his large "Fly Baby". Powered by a Micron engine converted to Glow. Took out third place.

Open Combat : A. Shinfield, Kuringai; G. Collum, Kuringai; R. Monk, Kuringai.

Junior Chuck Glider : G. Fahey, Doonside, 140; A. Barlow, Doonside, 137; J. Owers, 116.

Chuck Glider : R. Murray, Canberra, 153; R. Sells, Canberra, 142.5; B. Beashell, M.F.F.C., 140.6.

Open Power Duration : R. McDonald, Maitland, 881; C. Cox, M.F.F.C., 650; D. Hegarty, M.F.F.C., 556.

F.A.I. Power : I. Roach, Maitland, 769; C. Cox, M.F.F.C., 699; A. Butler, M.F.F.C., 403.

Power Scramble (1/2 hour) : J. Hammond, Doonside, 705; G. Owen, P.G.F.C., 589; N. Shennan, Macquarie, 570.

Jettex (2 minute max.) : D. Hegarty, M.F.F.C., 351; A. Butler, M.F.F.C., 322; A. Kynock, Doonside, 132.

Free Flight Scale : D. Hegarty, M.F.F.C., 140; W. Woodcock, Epping, 135; P. Talbot, Macquarie, 125.

Single Radio : T. Prosser, R.C.M.C., 924; L. Winley, C.R.C.M.C., 921; B. Healey, R.C.M.C., 859.

Champion of Champions, senior : J. Morgan.

Champion Club : Doonside.

Most Improved Junior : T. Stowe.



What a way to stop a Glow Chief .45 from running backwards. Barry Franklin winches from the sting. His 2" to the foot SE5 took second place at the N.S.W. State champs. with a superb qualifying flight.

# FLYING MULTI OVERSEAS

**Australian Multi expert, Tony Farnan, on his overseas buying missions, is sometimes able to catch up on radio flying in distant countries. This extract is from a letter just received from New York.**

On my Sundays off I have so far seen and been Multi flying in Hong Kong, Osaka, Tokyo (where I met and saw Ed. Kazmirski flying his Taurus) and the west coast of America.

In Osaka, Japan, I flew with two different radio clubs and had several flights with a Taurus, owned by Japanese National Multi champ, Y. Murata. The Taurus performed smoothly at high speed and weighed just over 6 lbs. This model was fitted with O.S. 12 channel Superhet gear and powered with the new O.S. Max 50 engine, fitted with a Silencer. Mr. Murata said that the silencer was not because of noise problems. He used it because with less noise he could concentrate more fully on his flying. Already a letter from Geoff Glass in Melbourne tells me that he is using the same system on his new Stormer.

One Sunday in Tokyo at a Radio Contest (it attracted 125 entrants), I was lucky enough to meet and see Ed. Kazmirski, of the U.S.A. over here flying his famous Taurus. He has just switched to prototype proportional gear and is at the moment flying carefully, without the surefire confidence for which he was world famous when using Superhet reeds. His flight pattern at Tokyo included two rolls a loop and a wing over. He was loudly applauded by the 500 odd Japanese modellers present.

Kazmirski's Taurus was a perfect lesson in meticulous workmanship as the first step in becoming a champion flyer. Tom Prosser's model is the same.

On to American and the West Coast. Here I spent a whole Saturday flying with such well known U.S. experts as Doug Sparg (flying an Orion), Phil Kraft, Jerry Pullen, Don Mathers, Howard Bonner, Willie Smith, Cliff Weinick, etc.

Had an exciting time flying a Kwick-Fly designed by Phil Kraft and loaned to me by Don



**Tony at the controls of Murata's Taurus. Kneeling is Shico Ogawa. Tony flew the Taurus Inverted at a height of 4 ft. and the owner just smiled (weakly!).**

Mathers. It was fitted with a new Kraft 6 channel gear. It was able to do everything the prototype Proportional outfits could manage in similar aircrafts.

The Kwick-Fly has no dihedral, normal built in ailerons (strip ailerons yaw, and are going out) and the .45 cc. motor mounted upright at 45 degrees.

Next Sunday, Walt Schroeder, of Model Airplane News, is taking me out to Long Island to see the East Coast Multi flyers in action.

I only hope that with the hundreds of feet of movies I have taken so far and all the ideas absorbed, that I can successfully pass some of them on to our Victorian boys to enable them to really get on top this year at Wagga.

## ATTEMPT ON WORLD'S R/C DISTANCE RECORD

West Australian school teacher, Donald Cairns, of Kendenup, 250 miles south of Perth, is shortly to make an attempt on the world record for R/C models. The present record is held by N. Malivob, of Russia, at 114 miles.

Donald is to make his attempt from Wagin to Lake King to inland centres 114 miles apart.



**Tony Farnan flying at Osaka, Japan. The model a Taurus, owned by Jap. National Champion, Y. Murata. The flying field is crushed rock, being reclaimed from the sea. You either land in the water or slither through the stones.**



# AUSTRALIAN TRAILBLAZERS

## NOS. 6 AND 7

(By Monty Tyrrell)

The Trailblazers presented in "Model News" over the years have in the main been foreign built aircraft made famous by Australian aviators. The only exception was Flockhart's Mustang, which was an Australian made plane with a Scottish pilot. As a deviation this coverage will be Australian made light planes that had no major claim to fame outside being early pioneers in the local light aircraft scene.

The Silver Wings Biplane was constructed by George Mackenzie during 1919 and 1920. There was no thought of commercial production, as George was a farmer who had hardly ever seen an aeroplane and the whole project was a triumph of his ingenuity and makeshift know-how. He wanted to make a plane, so read up a few books and got about the job in his barn near Rainbow, Vic. The plane was an original design, no power tools were used and most parts of the aeroplane, including the numerous small metal fittings, were made entirely by hand. He had the engine made by the engineering firm of Kelly and Lewis in Melbourne, so the whole machine was an Australian made project.

When finished the Silver Wings was slightly different to its later development. The upper wing was in three parts, more stagger was used and the interplane struts were V-shaped in the style of a Nieuport 17 World War 1 fighter. The first test flight was in a 15 acre paddock. Though the plane got successfully airborne and flew well, it suffered a bad crash into some small timber on the far side of the paddock. It subsequently developed that the pilot for this effort had no flying experience whatsoever, despite his boasts around the hotels of Rainbow, and he left the town in disgrace amid the anger of the citizens. Nobody was very impressed with the way George had been conned into seeing his two years' work smashed to pieces.

It took George another two years to completely rebuild the plane after this heartbreaking effort. During the rebuild the top wing was altered to one piece and slightly shortened in span, less stagger was used and the interplane struts were altered to the two parallel type. As a point of interest, he altered the ailerons to the Frieze type, even though he had never heard of such a thing and the idea had not been developed and patented overseas. He just thought it would be a better idea from his home learned aeronautical knowledge.

This time George, who could not yet fly himself, decided to have the plane tested by a reputable pilot. So he trucked the plane to Geelong and it went through its tests in the hands of Charlie Pratt. Charlie operated an aero engineering works and flying school at Belmont Common in Geelong. During this period George signed up with the Pratt Brothers as an aircraft engineer, as he had sold the farm, so during the next six years the plane was stationed there.

The plane was used for joy-riding and as a private runabout until it was sold to H. K. Morris and A. Bowen. The only alteration of note in this time was removing the twin fuel tanks on each side of the fuselage and replacing them with one in the upper wing centre section.

When the depression was at its most critical period the new owners stored the plane. When they had to quit the premises they tried to sell it. As the economics of the times made it impossible to find a buyer, they dismantled the plane. The motor went back to Kelly and Lewis, instruments and all useful items were sold and the rest was used as firewood. The airscrew was given back to George Mackenzie, and is the only part of this early example of an Australian-built aircraft still in existence. We are given to understand, however, the motor people still have the engine and occasionally exhibit it at various shows as an interesting piece of early Australian aviation.

The Silver Wings is worthy of study, as it had many advanced features for a home design of 1918. For example, it had a resemblance to the immortal Gipsy Moth from many angles and this famous plane appeared quite a few years after George designed the Silver Wings. They were, coincidentally, very similar in size. A significant point was the Frieze type ailerons incorporated into the structure and the plywood covered fuselage when most contemporary types were still using fabric.

George imported most of the timber from the U.S.A. to build the plane. Spruce went into the fuselage stringers and struts, wing leading and trailing edges and portion of the main spars. Cottonwood plywood was used for covering the fuselage and to box the main spars. The frames in the fuselage structure were cable braced and the four-bladed airscrews were hand carved from Queensland maple. An interesting point was the tail skid. It was made from the hickory in an old buggy pole laying around the farm.

While George was working with the Pratt Brothers at Geelong they got together on a parasol monoplane about the time the Silver Wings was sold to Morris and Bowen. The Heath monoplanes, etc., had proved popular and reliable overseas, so their plane followed this proved format.

Their new creation appeared in 1929 and was known as the Amsco Monoplane. It was a single place parasol monoplane powered with an A.B.C. Scorpion engine, which was a 35 h.p. horizontally opposed twin.

The fuselage followed the construction of the Silver Wings with spruce stringers and struts covered with plywood. The bracing, undercarriage and empennage were all welded from steel tubing and the latter was fabric covered. Solid spruce was used for the wing spars and leading and trailing edges. The ribs were built up from square section

(Continued on Page 27)

PROPELLOR - 4 BLADE MAPLE,  
BRASS SHEATH TIPS, 8'6" D & P.

BOTH COCKPITS RINGED WITH  
LEATHER PADDING AND HAVE  
THICK CELLULOID WINDSCREENS

EMPENNAGE : FRAMEWORK IS  
ALL SPRUCE, FABRIC COVERING,  
STEEL BRACING WIRES, HORNS  
MULTI-PLYWOOD. SYMMET-  
RICAL AIRFOILS

TAILSKID : HICKORY WITH  
RUBBER SHOCK-CORD

FUSELAGE : SPRUCE STRINGERS  
AND STRUTS, COTTONWOOD PLY  
COVERING, FRAME CABLE BRACING.  
COWLING : TWIN PLY LAYER FROM  
REAR U'CARRIAGE LEG FORWARD  
WITH METAL LINING ON INSIDE  
OF BOTTOM FLOOR

A.S.I. PITOT TUBES ON  
FRONT PORT STRUT.

UNDERCARRIAGE :  
LEGS WOOD, STEEL  
SPREADER-BAR,  
FARMAN WHEELS

KELLY & LEWIS  
OHV V8 MOTOR,  
70 B.H.P., WITH  
PROP. GEARED  
TO  $\frac{1}{2}$  C'SHAFT  
SPEED.

WINGS : SPRUCE L.E. & T.E.,  
SPRUCE & PLY BOX MAINSPARS,  
FABRIC COVERING, FRIESE  
TYPE AILERONS ON TOP  
WING ONLY

EXTERNAL CONTROL  
CABLES FOR BOTH  
ELEVATORS, RUDDER

NOTE : THE TWO  
FUEL TANKS, ONE  
EACH FUSELAGE  
SIDE, WERE LATER  
REPLACED BY ONE  
IN THE UPPER MID  
CENTRE SECTION.

FLYING CONTROLS IN THE FRONT  
COCKPIT ONLY. INSTRUMENTS :  
ALTIMETER, R.P.M., AIRSPEED  
INDICATOR, OIL PRESSURE AND  
CLOCK, ALL FROM LARKIN  
AIRCRAFT CO.

BOTH WINGS  
HAD SAME  
ZIP-ZIP THIN  
LIFTING TYPE  
AIRFOIL.

NOTE :

MK I VERSION HAD EQUAL  
SPAN WINGS WITH LOWER  
WING 20" FURTHER AFT &  
"V" TYPE INTERPLANE STRUTS.

COLOR SCHEME  
VARNISHED & POLISHED MAPLE WING  
STRUTS & PROPELLOR, BLACK TYRES,  
REST ALL DOPED SILVER.

NOTE :  
NO ACCURATE PERFORMANCE  
FIGURES ARE AVAILABLE.



THANKS TO MR. GEORGE  
MACKENZIE, OF GEELONG,  
FOR HIS PERSONAL HELP  
AND ACCESS TO PRIVATE  
DATA AS THE ORIGINAL  
DRAWINGS HAVE LONG  
AGO BEEN DESTROYED.

## AUSTRALIAN

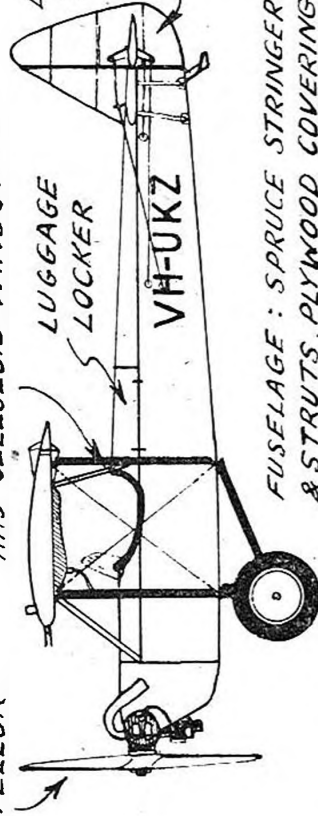
### THE SILVER WINGS BIPLANE

DESIGNED AND BUILT  
1919-1920

BY GEORGE MACKENZIE

RESEARCHED AND DRAWN BY MONTY

2-BLADE WOODEN PROPELLOR  
COCKPIT RINGED WITH PADDING AND  
HAS CELLULOID WINDSCREEN



EMPENNAGE: WELDED STEEL  
TUBE, FABRIC COVERED, STEEL  
STRUTS, SYMMETRICAL  
AIRFOILS

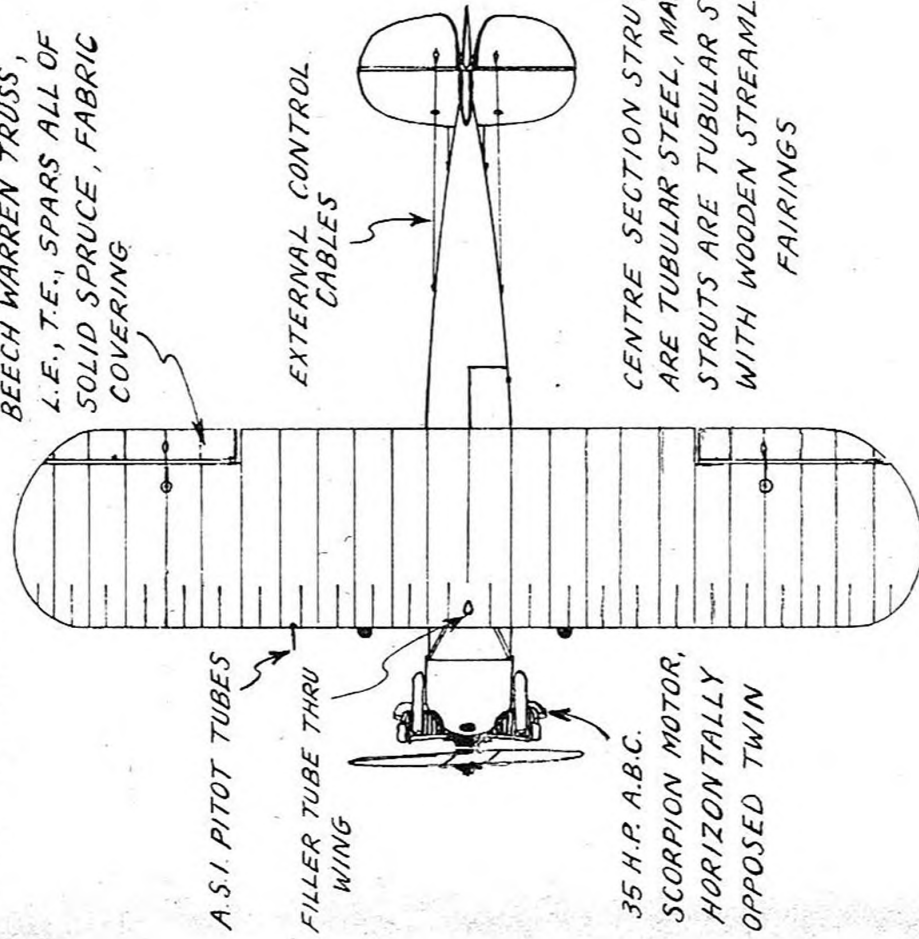
VH-UKZ

FUSELAGE: SPRUCE STRINGERS  
& STRUTS, PLYWOOD COVERING

UNDERCARRIAGE:

TUBE STEEL, WIRE BRACED,  
SOPWITH WHEELS, TYRES  
DUNLOP 26" O.D. X 2½"

WING: CLARK Y SECTION,  
RIBS BUILT UP SPRUCE &  
BEECH WARREN TRUSS,  
L.E., T.E., SPARS ALL OF  
SOLID SPRUCE, FABRIC  
COVERING



A.S.I. PITOT TUBES

FILLER TUBE THRU  
WING

EXTERNAL CONTROL  
CABLES

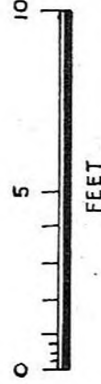
35 H.P. A.B.C.

SCORPION MOTOR,  
HORIZONTALLY  
OPPOSED TWIN

CENTRE SECTION STRUTS  
ARE TUBULAR STEEL, MAIN  
STRUTS ARE TUBULAR STEEL  
WITH WOODEN STREAMLINE  
FAIRINGS

FUEL TANK IS  
UNDERSLUNG ON  
BOTTOM OF WING  
BETWEEN THE  
CENTRE SECTION  
STRUTS

COLOR SCHEME:  
ALL SILVER WITH  
BLACK LETTERING



AmSCO

## TRAILBLAZERS

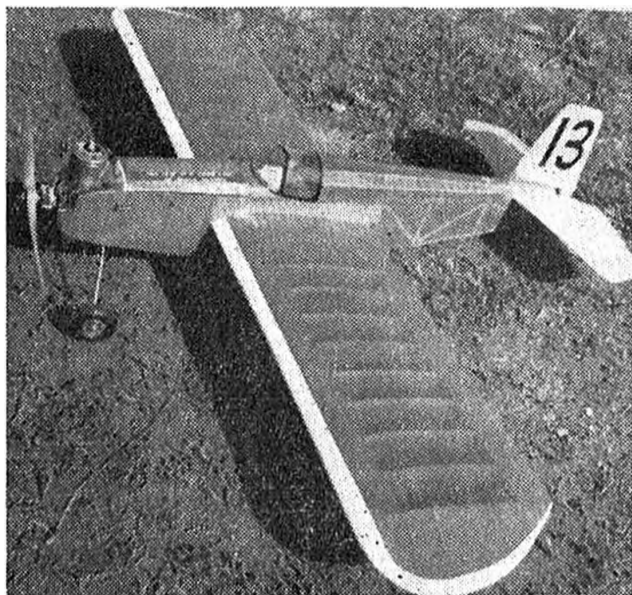
NO 7 THE  
AMSCO MONOPLANE  
DESIGNED AND BUILT  
1928-1929

BY GEORGE MACKENZIE & PERCY PRATT  
MONTY THYRELL FOR MODEL NEWS JOURNAL

REFERENCES:  
GEORGE MACKENZIE, GEELONG  
MELBOURNE SUN - 22.6.29  
" " HERALD - 14.25.6.29  
" " SUN - 17.8.31



# Stuntmaster's Vintage Stunt and Scale Day



Monty Tyrrell's Anderson Spitfire powered Super Zilch. Jeff Dunn's service station at Springvale did not have the heart to charge Monty when he got 9d worth from the Super pump for the spark ignition Anderson. Monty says Golden Fleece is the thing. It powered the winning model.

The V.M.A.A.'s most progressive U-control Club sponsored and ran the event on March 22 at Moorabbin Airport. In spite of the usual Stuntmasters' good pre-publicity, entries were not as good as expected. However, the day was good, considering the V.M.A.A. saw fit to clash our meeting with another meeting on the same day. Possibly the stiff wind, in spite of the fine day, had a bearing on the turn up.

As contests go, the day was typical except for being quickly run through in typical Stuntmasters' fashion, and the fact no protests were entered. There was only one crash. Unfortunately that was the fine 1948 Green Dragon with a Merco 35 being flown by Trevor Wollnough. One of the best turns was the 1947 De Bolt Bipe of Tony Cin-cotta. Early in the day it had a Frog 500 up front, though he substituted a Merco for his official flights. It just crawled around the sky, was virtually indestructable, and though it could not be considered a serious stunter it was a real crowd pleaser with its loose antics at slow speed.

Darryl Hartshorn had a hot combination in the Debolt Stuntwaggon with an Enya 45 for power. Unfortunately a wing warp was most pronounced on the hugh area of this design when wound up to speed and put it out as a real potential winner. Ken Taylor capably flew a twin of this combination with much effect. Monty Tyrrell utilised the only spark ignition engine at the meet with the Anderson Spitfire 65 in the 1947 Super Zilch. He seemed at home with this duo, as after all it was the 18th he'd built according to the signwriting. Brian Birch flew the old 1948 Boxcar with a Merco 35, but could

not prove the capabilities of the machine due to a too new, seizing engine.

As usual, few scale boys turned up. They always scream how few contests are run for them, but when one is turned on they go back to 1909. If the breeze moves a handkerchief it's not safe to fly. At least the old diehards were there, plus one proxy entry to supplement those two. Maybe the N.S.W. Magazine Scale event would boost things. Could a team of enterprising N.S.W. Scale boys come down and give the non-appearing Victorians a lesson?

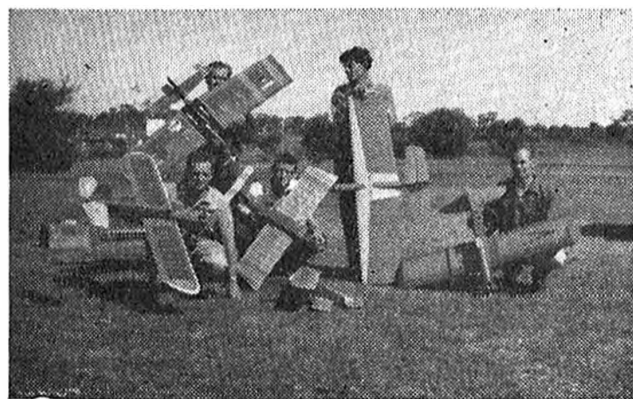
Bob Howard and Ken Dowell did a most capable job of running the vintage stunt, and Trev. Wollnough and Ken Taylor deserve the honours for judging the scale events. Thanks, too, to Mrs. Taylor and the other girls in the canteen.

Results were as follows :

Scale Controline : Barry Reid, Ansaldo Biplane O.S. 49, 119 pts., 1; Rev. R. Shepherd, Flockharts P51D, Taipan 2.5, 111 pts. (proxy operated by John Elliott and Monty Tyrrell), 2; Ed. Keggin, Spitfire, U.S. 29, 104½ pts., 3.

Vintage Stunt : Monty Tyrrell, 1947 Super Zilch, Spitfire 65, 389 pts., 1; Ken Taylor, 1948 Stuntwaggon, Enya 45, 374 pts., 2; Brian Birch, 1948 Allen Boxcar, Merco 35, 369 pts., 3.

The Victorian Stuntmasters Club are most impressed with Magazine Scale. On browsing through "Model News" it is evident the event has more possibilities and interest than true super scale. Therefore, the Stuntmasters have decided to hold two magazine scale events in their 1965 programme on the same day as vintage stunt. They would much appreciate the organisers of this event in N.S.W. forwarding all the gen to the Stuntmasters' secretary, Mr. Ken Dowell, 161 Station Street, Box Hill South, Victoria.



Line up of contestants at Stuntmasters Vintage Stunt. Zilches and Stunt Wagons very popular in this country some years back. Model in centre a Box Car designed by Denis Allen, now of Merco fame.

# TRADE TALK

**GORRIE'S** report surprising interest in Pixie outfits from N.S.W., and despite local interest in this amazing outfit some are still available for immediate delivery, as well as KI and KII escape-ments. Old style multi units at £1 have proved interesting for 29 and 35 O.S.

**"THE MODEL DOCKYARD"** now has available Bond-O-Fil Plastic Filler in 5 oz. tube packs. This product has been used extensively for several years for automotive body and boat work and in a wide range of industries, but only recently has become available in "domestic" form.

Basically a kit consists of a tube of soft, plastic, paste and a tube of "hardener". When hardener is added to the paste, the latter sets and in about 20 minutes can be filed, sawn, drilled or painted and treated as part of the object to which it has been applied.

It would appear to have considerable potential for modelmakers. Trade enquiries to "The Model Dockyard".

**SCIENTIFIC HOBBY DISTRIBUTORS.** Australian agents for Enya motors, have good stocks of the new Enya .29 series 4 Glow Motor. Although on outward appearances it is not much different from the .29 3B, all major components are new.

The crank case and cylinder castings are new. The cylinder head is of new design and is held in place with six screws instead of four, as on the previous model. It is still supplied with two heads.

The new front housing carries an enlarged crankshaft and provision is made for a rotary valve operated crank case pressurised fuel system. The manufacturer's claimed performance is 0.08 b.h.p.

**RONALD G. DE CHASTEL** recently sent us a sample of a line of hinges especially made for aero-modellers. Made of brass, they are neat, light, strong and above all easy to use. Ideal for Radio Control, Control Line, Flying Scale or wherever a movable surface is required. Price 4/6.

**MODEL ROCKETRY** has two new engines and three new kits available to modellers. The engines are: 1/4A 8-2 (total impulse 0-0.17lb./sec.), C.8-0

(total impulse 0-1.5lb./sec.). The 1/4A engine is ideal for testing models of your own design, for if you use a larger engine, and your rocket is not stabilised you will most probably never see the model in one piece again. The C.8-0 engine is a high powered booster engine. When coupled with our B.8-4 or B.3-5 engines, altitudes close to 2,500 feet may be obtained. The new kits are the Aries II, Jambo I and the Micro-Probe.

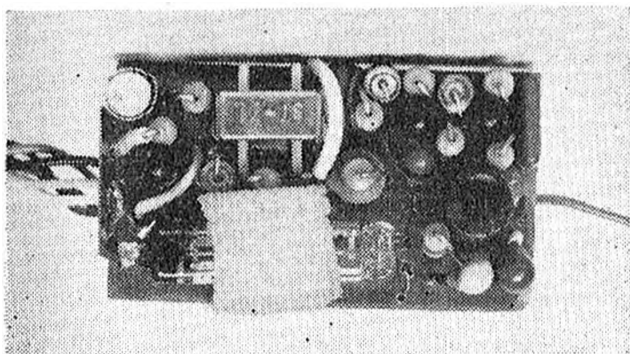
The Aries II kit is a two-stage model, with altitude capabilities of 1,800 feet plus. Employs a parachute recovery system. Only 12/6 each.

The Jambo II kit is a rugged, reliable, single stage sporting model. Ideal for the beginner. Employs a parachute recovery system with a new piston ejection system, which eliminates parachute failure. A full 20 inch long. Only 12/6 each.

The Micro-Probe kit is a two stage model, with altitude capabilities of 2,000 feet, plus. Employs a streamer recovery system. 10/6 each.

**SILVERTONE ELECTRONICS:** Expect to release their new RX in the next few weeks. It is said to be the most powerful relayless single RX available on the market today. It is capable of operating unmodified escapements on 4 1/2 V.

The Americans are showing great interest in this receiver and are already investigating import possibilities. They say that some of their 3 V RXS are to fiddle to adjust and a lot of work has to be done on the escapement.



New Silvertone Single Channel Receiver. Due for release in May.

## Silvertone Electronics RADIO CONTROL SPECIALISTS

We have now taken over completely from John Marquette (Advance Radio Control), and as a result are now stocking everything for the R/C Modeller.

Such hard to get items as Bonner Equipment and Spares, Du Bro Accessories, R/C motors, and a wide variety of miscellaneous hardware. Not forgetting, of course, a complete range of Silvertone Spares in stock at all times

Write now for our FREE Price List and Catalogue.

Trade Inquiries Welcome.

**Silvertone Electronics**  
727 PRINCES HIGHWAY, TEMPE,  
N.S.W. — LL2101.

# Radio Notes



**BARRY ANGUS**, of the Melbourne M.A.R.C.S. Club, is more than pleased with the performance of his new Taurus. Ship has Orbit 12 gear, Merco 49 power and uses wheel brakes for very snazzy accelerating take-offs and braked landings. He is so pleased he is at the moment making a twin for the ensemble. Has also started an American Duck Hawk design and in the very near future will be starting on a huge biplane for a Merco 61.

**TONY FARNAN**, also of the M.A.R.C.S., is due back from overseas two days before the Victorian multi championships. We believe, however, he is keeping in practice. Last letter mentioned flying a borrowed multi ship whilst in Japan and if we know him he'll be doing the same thing whilst in the U.S.A.

We believe one of the M.A.R.C.S. members has a most effective method of stopping people flying. Watts his method? Ask Ian. He knows from experience.

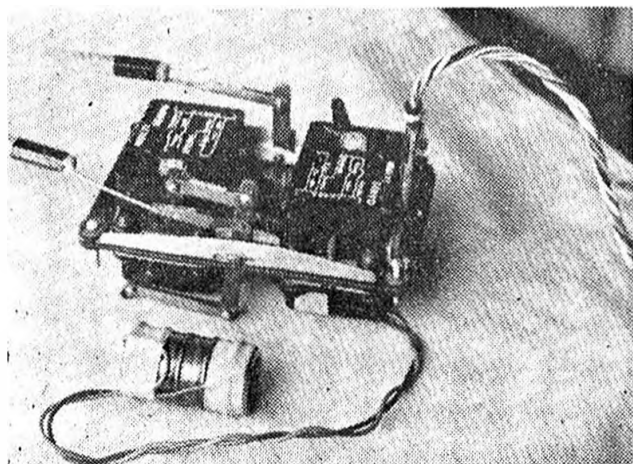
**STEVE RALPH**, of the Tasmanian modellers, was recently in Victoria and S.A., and spent a pleasant couple of weeks mooching around the hobby dealers and doing a spot of sport flying, including radio. Hobby items must be in short supply on the apple isle as the Princess nearly sank when his Mini Minor boarded it.

## R.C.M.C. OF N.S.W. NEWS

(By Ross Williams, P.R.O.)

Our club was very successful in the radio events at the recent N.S.W. Championships. Tom Prosser made it a double by winning the Multi and Single function events. Basil Healy backed him up with a second in Multi and was the "third man" as usual in single function.

Our club was present at Rooty Hill recently at a contest staged by the Cumberland Club. In addition to the usual events they staged some rather novel events, such as a contest to perform the most spins within one minute of take off. This was won by Tom Prosser with his Nationals winning

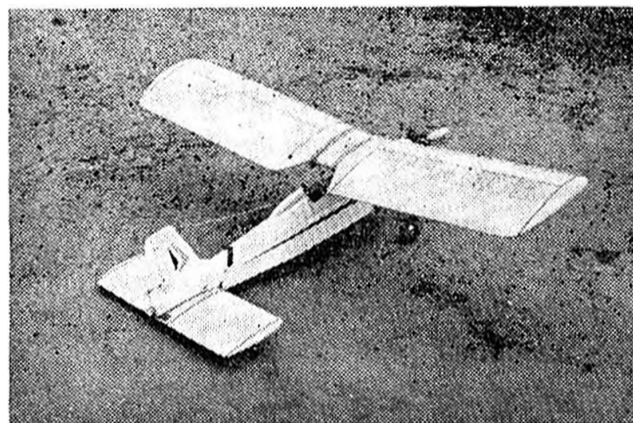


**Ft./Lt. Turton's neat setup for R.C.S. Servo's for installation in his Tri Square. Kit by Mid West.**

"Sultan", which now sports a Ventral fin to improve outside loops. Tom completed 22 spins. John Marquette took his event a little too seriously and flew his Merco 49 powered "Hasty Tasty" into the branches of a tree on recovery from his last spin.

It is always pleasing to see "old hands" coming back to modelling. The latest comeback is by former control line stunt champion, Max Cummings, who is starting out on radio with an Aeroflyte Invader which he has successfully flown on several club days at Riverstone.

A rather amusing instructor and pupil incident took place at Riverstone recently. The pupil was in command at the time, flying his multi under the watchful eye of his instructor, when suddenly the mainplane parted company with the fuselage. Whereupon the pupil handed the transmitter to his instructor with the comment, "Here, you take it".



**Ross Williams' "Parakeet" powered with an Enya .09. Seen at the N.S.W. State champs. Radio gear Silvertone. TX and RX.**

After the inevitable prang the instructor said, "I throttled back, but it would not respond to the elevator".

Charlie Peake is taking a step into the future with what is possibly the world's first ducted fan "full house" multi delta. This model is equipped with a 12 channel Orbit superhet receiver and transmi53w. It is launched by catapult and its "banshee" like sound in flight is really something to behold. Charlie has had quite a few successful flights to date.

John Marquette's twin multi powered by two Veco 35's is now a reality and has had several successful flights to date. These flights were of a trimming nature and this model shows a lot of promise.

## M.A.R.C.S. NEWSLETTER

(P.R.O., G. W. Enery)

1964 . . . we are starting to settle down after a hectic National's time, in which our members who attended them did not do as well as was expected.

Multi events in which engine trouble plagued our top fliers was nothing short of disastrous. It was extremely disappointing to watch Tony Farnan, Barry Angus and Ian Watts put up performances no where near as equal to their flying here at home, especially Tony, who really is a polished performer on the magic box, but it was not to be their year. Maybe at the 18th, eh?

Intermediate saw Noel Fell fly reasonably well, but he could not top the score of the Winley family of fine fliers.

They won that event and the single, too—much muttering under the breath of yours truly, who came second, and third was Tony Walsham.

Although I must say that the flying conditions for the single day were atrocious, a good 25 knot gale blowing, which took its toll of models.



Now we settle down to build and practise for the next M.A.R.C.S. v. R.C.M.C. contest at Wagga. This year we are having five events, and they are: Multi, Intermediate (6 channel) (new rules) Single Channel (new rules), Radio Control Scale and Pylon racing.

Of all the events, the one that seems to be catching on in a big way is the Scale. Many members are starting scale projects or have completed same. I can estimate that nine or ten M.A.R.C.S. have interest along this line.

To mention a few: George Mallett, Luton Minor; Jack Walsham, Luton Minor; Bill Lynch, S.E. 5A; Goff Tuck, Tiger Moth; Les Heap, Cessna Skyline; Jack Bone, Avro Avian; Gerry Enery, Cessna 336.

Apart from this there are a wild array of multis in the same process. Geoff Glass has two Stormers nearly finished, so has John Lamont (the kit magnate). Jack Bone completing a new biplane for 10 channels. Bill Abbott hoeing into his new Taurus kit, and another Taurus being flown by Barry Angus has him drooling over its flight performance. Personally speaking, I think that the Taurus is the nicest looking multi designed to date.

On the accident scene, we have had a couple of bad prangs of late, Tony Walsham having a wing come off his Falcon. At the completion of an outside loop, made a mess of the fuselage.

Then a couple of weeks later Ian Watts had the same trouble. Needless to say, with the same dire results.

Oh, well, back to the building board, Ian, old mate! Must not forget to send him C.O.D. one large box of rubber bands.

I feel I should relate this little snippet—John St. Clair test flying his new O/D on 6 channels, first trimming flight, requires slight alteration to trim, so John brings model down on in excellently till dead on line for a perfect landing. Model still about 8 ft. on the deck, he hits button to idle off motors, oops, down elevator. Welcome to the club, as I said before there's a lot of rebuilding going on at the moment.

Quite a few of the members heading down to Warnambool to compete in the Western Districts champs. We wish them good luck as we had a ball up at Echuca for the Murray Valley champs.

Flying field was excellent, as was the standard of flying. Results were as follows: Tony Walsham, Erk., 700 pts., 1; Gerry Enery, Rudder Bird, 650 pts., 2; George Mallett, Marcsman, 530 pts., 3.

Thanks, Brian, a terrific day.

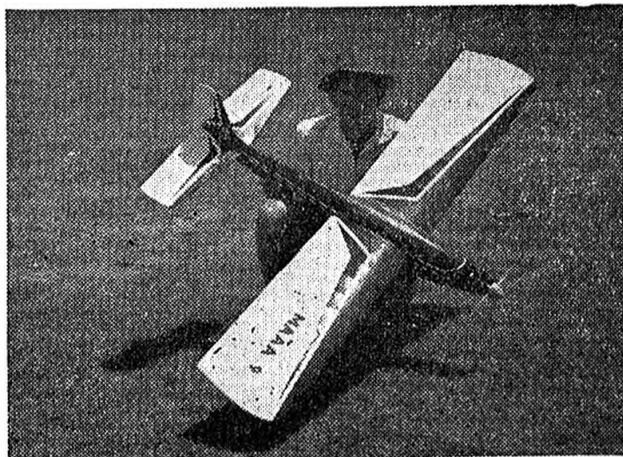
On April 5 we are having a big day on the Laverton airstrip as guest of Kleth Hearn and his A.T.C. group. We are looking forward to this day, as most of us are using steerable nose gear and the strips at Laverton will show us just how effective they can be. Boundry Road is not the best of strips to show off this type of ground control. Some will be trying out wheel brakes, too.

Last week we were guests of Keith and the A.T.C. at their drill hall in North Melbourne. Jack Bone gave the boys a lecture on Radio Control, and we watched a film on "The 50 Years of Flight". Treated to an excellent supper, and sojourned to the officers mess to partake of the glad tidings to round off a good night.

On March 22 we held the Model Dockyard trophy for intermediate control. Very poor roll up. Flyers were Ian Watts, Keith Follett, Bob Allan, George Mallett. Extremely hot blustery north winds marred the event. Results were: George Mallett, Marcsman, 1; Keith Follett, O/D, 2; Ian Watts, Marcsman, 3.

I would not dare tell the points, but I'll just say that Ian came third with only the take off points of one round. He has woken up to that rubber band lark).

It's interesting to note that more and more M.A.R.C.S. members are gathering a full stable of



Basil Healy, Pres. R.C.M.S. of N.S.W. Model a Gee String. Power supplied by Super Tigre .56. Radio Gear Reptone 8 Channel.

models, such as rudder only kits, pylon racers, full house multis, and, as I mentioned before, scale models. It will make our big gala day to be held early October a roaring success. We intend to have a full flying day, plus novelty events and a large static display, but more of that at a later date. Till then back to the dihedral board.

#### CUMBERLAND RADIO CONTROLLED MODELLERS' CLUB

On Sunday last, 1st March, our club, the C.R.C.M.C., held an open competition on our home ground at Rooty Hill.

This competition was run in several parts. To start the day we had a two round event for rudder only to F.A.I. rules. We like to hold this event a little before Easter as a dress rehearsal for "The States".

This part of the programme took until lunch time, for conditions were very exacting with a strong turbulent wind blowing. Excellent flying was the order of the day, by both our members and members of the R.C.M.C., but Lyell Winley, a very consistent flyer, was too good for the rest of us and took first place, followed by Tom Prosser, with Basil Healy third.

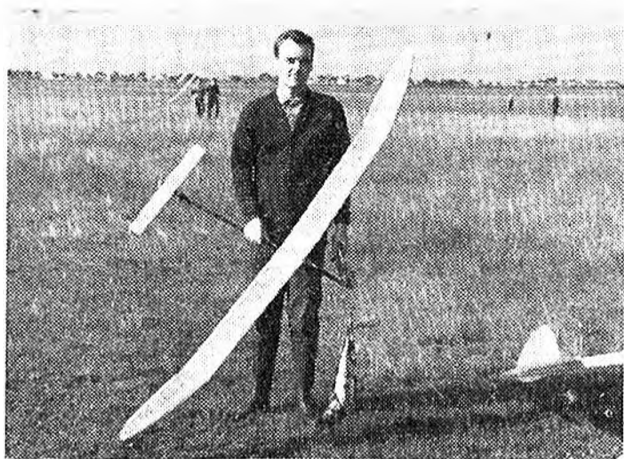
Event 2: Entrants had to be multi and each flyer had two minutes in which to take off, climb for height and execute as many consecutive spins as possible. This proved most entertaining and very hotly fought out event. When results were compared, Tom Prosser and Lyell Winley were equal with 20½ spins each, but in the fly-off Tom was too strong and managed to take the honours with a fine display.

Other events of the afternoon session were spirals for the single boys, Pylon race for both single and multi, run in two parts and spot landings.

Unfortunately a wild rain and wind storm did not allow us to finish the programme as testified by Lyell, who was airborne with a single channel ship when a 50 m.p.h. wind hit, blowing him down wind half a mile before he finally managed to put the model on the deck among some trees, luckily with no damage.

Lyell, Tom and Basil took away all the prizes between them, with Tom getting the largest share as usual.

The day was voted a great success by all present, and although it was quite late in the afternoon when the weather was again flyable the multi flyers treated all and sundry to a very enjoyable demonstration of how a model should be flown.



Brian Laughton with a SANS EGAL A/2 sailplane. Free Flight seems set for a good year this year in Victoria.

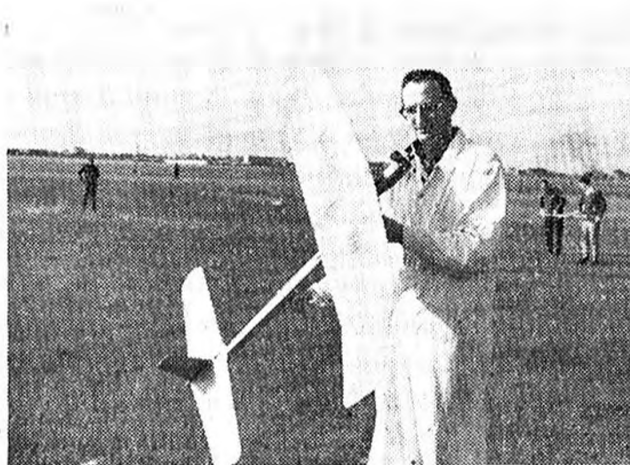


Popular Victorian "Wakefield" exponent, Reg. Allemby. The model is of his own design. He was the 1963 Solarbo Trophy winner.

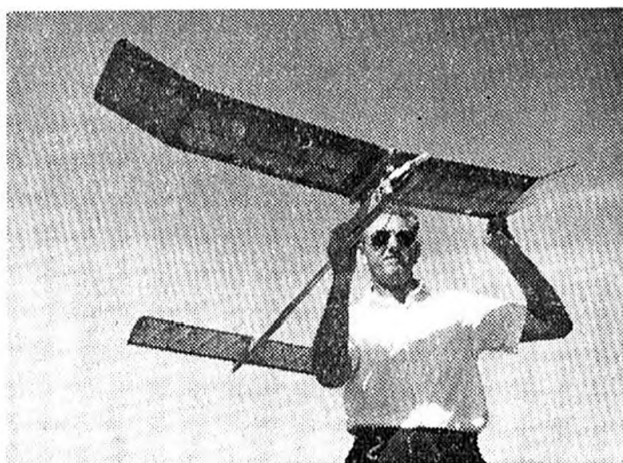


Norm. Bell with his Ritz "Continental" A/2 Sailplane and a Ambroid Jet stream A/1 Sailplane. Most of the photographs on this page were taken by Norm.

## Victorian Free Flight Modellers in Action at Boundary Road



Max Nicholls never ceases to astonish the patrons of Boundary Road flying field with the number of models he stores in the boot of his Valiant. Seen here holding his Class III Viking, K. & B. .23.



The most active Free Flighter in Australia, Ford Lloyd. Model is a TEXAN powered by K. & B. 15R on pressure. Spectacular climb.

# Contest Results

## MURRAY VALLEY CHAMPIONSHIPS

(By Brian Douglas)

The Murray Valley Championships for 1964 were held on March 8 and 9 in near perfect conditions.

Controline events were held at Victoria Park, Cincotta, Wilson, James team were very successful, winning both F.A.I. and Class II team races.

Stunt was won by Ken Taylor with a lead of 46 points over Ken Dowell.

The effort of Trevor Woolnough's large Merco stunter in the controline weight lifting event had to be seen to be believed. It lifted over 11 lbs. or lead, but just could not equal the effort of Ken Taylor's Cox powered model.

Unluckiest contestants were the Taylor brothers, form Cohuna who had the fastest F.A.I. team racer on the ground. Their model when in front came in on the lines on takeoff. Their pit stops were terrific.

Free flight events were held about six miles out on the Swan Hill Road.

Results were :

Power ratio : B. Laughton, AV 21.7, 1; J. Sum-sion, AV 16.06, 2; J. St. Clair, AV 12.9, 3.

Glider : J. Sumsion, 374.3 secs., 1; J. Lloyd, 321.5 secs., 2.

Rubber : P. Lloyd, 248.2 secs., 1.

Hurl Glider : A. Maddick 1, P. Lloyd 2.

Single Function Radio : A. Walsham 1, G. Enery 2, G. Mallet 3.

The introduction of radio control to the programme was a great success, as a good crowd was in attendance to see this event.

Ford Lloyd finally broke his run of success by wrecking his stable of power models.

Tom Peter took home the bacon in Open rubber, so this kept the family record intact.

The work of the Taylor brothers, Max Heap, Robin Yates and Bernie Ketchell with stop watches was really appreciated. Club President once again took the hurl glider honours.

To quote Norm Bell, the free flight field was 100 per cent. better than last Nats. one, as there were plenty of trees on edge of field for shade.

## VICTORIAN NEWS

1964 Hearn's Hobbies Trophy, Junior and Senior Stunt), Albert Park :

Senior : Ken Taylor 1, Brian Burch 2, Trevor Woolnough 3. One point seperated 2nd and 3rd.

K. Dowell, 17th Nats. Stunt winner, did not complete his first flight, as his model was extensively damaged.

Junior : Brendon Stetch 1.

Comment : "The filthiest weather to date, gusty winds, cold, rain."

## MANION-MURRO TROPHY

Heats : 1, D. Kidd-A. Kimonides, 6:53.5, eta 29, Vic.; 2, R. Wilson-G. James, 6:58.5, O.S. .29; 3, G. Lawson-K. Fryer, 7:35, Enya .29.

Final : 1, D. Kidd-A. Kimonides, 7:6; 2, G. Lawson-K. Fryer, 7:36; 3, R. Wilson-G. James, 8:36.

## RESULTS OF THE TEAM RACE DAY AT SANDGATE

"B" Class : Ray Little (N.M.A.A.) and Rod Smith (Sandgate).

"C" Class : Fred Dotti (Stardusters) and Rob Edgerton (N.M.A.A.).

Rat Race : R. Smith (Sandgate) and R. Walters (Sandgate).

Results of Stardusters Speed and Combat Day on April 12 : Combat, Rob Edgerton (N.M.A.A.).

Control Line events for the State championships will be at Deagon, Keperra, Petrie.

## NEWTOWN MODEL AERONAUTICAL ASSOCIATION

As a warm up programme prior to the Championships, N.M.A.A. is conducting a series of events to cover the entire State programme.

Results : A2, A. Goorie; Wakefield, A. Gorrie; Jetex, G. North; Class I Power A. Gorrie; Open Rubber, A. Gorrie; Class II, A. Gorrie; Junior Sailplane, Arthur Gorrie (jnr.); F.A.I. Power, A. Gorrie; Chuck Glider, John Lewis.

# BOOK REVIEW

(By Bert Ronke)

The Commonwealth "Boomerang", edited by Roy Cross, described by Geof. Pentland, with drawings by Tony Shennan, is truly a beauty.

If you thought the Hurricane manual was a good piece of work, then you won't find words good enough to describe this latest from Kookaburra Technical Publications.

As in their previous publication, the "Boomerang" is well presented, covering the design stages of the "Boomer" from its ancestor to "Wirraway", descriptions and operational data is most interesting.

Within its 24 pages, one goes for a brief tour through the aircraft with a stack of very clear photos of both planes to show the design influence. There are seven views of the cockpit and instrument panel, and the seat, ten perspective drawings of the installation of the control systems and the usual immaculate quality scale views by Tony Shennan, which include five separate side views of variants, one side view in tone and another plan view showing camouflage pattern, and to top it off, there is a terrific two-page cutaway by one known so well to modellers, Roy Cross.

Technical information is excellent. For instance, did you know the "Boomerang" could outclimb such famous aircraft as the "Kittyhawk", "Hurricane", "Spitfire" and the Focke Wulf 190 F-3?

The cockpit and control layout drawings are printed direct from the servicing manuel, so it must be correct.

All this, between a good quality stiff cover and 24 pages, for 10/-, surely one couldn't expect more?

Keep your eyes open for the "Lightning" and the "Whirlwind".



# CLUB NOTES

## HOLDFAST MODEL AERO CLUB HOLDFAST BAY, S.A.

(By G. W. Barron)

The boys have really been racing about lately; displays here, comps there, and considering this is only just after the Nats. it is darn mysterious. It has been thought that some of the experts at the Nats. dissolved pep pills in their Glo Juice, and our members inhaled the fumes.

In fact, the Chairman Pete Lyas, is even completing his C/L "Pliggio" "for the Nats." (the exact ones not quoted). The full scale noisy twin makes an excellent subject for scale, but the gull wing and odd shaped nacelles had Pete gibbering for days.

Rog. Duance is flying a pretty little stepped-hull floatplane these days, equipped with single channel proportional gear. This job must be covered in tin foil, judging by the places it lands on—and survives.

On April 12, April 19 and May 3 we are holding our club Championships. In recent years stunt, open combat, etc., were held with the usual hot shot flier scooping the pool, leaving quaking juniors muttering about the futility of entering, etc.

This year, it was decided to expand an idea given to us by a chap from Vic., Don Halls, some time ago. For the benefit of other clubs which may like to try it as a variation, I list the rules below:

One model is used for four events. 2.5 cc. max. cap., wing area over 200 square ins., tank 2 cubic ins., one or more fixed wheels, 50 feet lines.

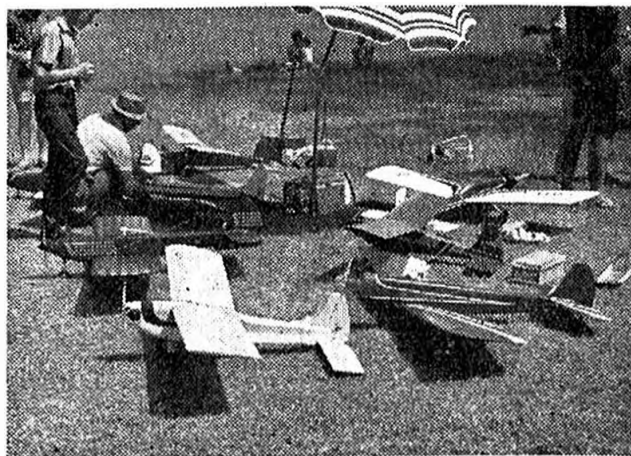
The events are stunt, speed, teamrace, combat, run to M.A.A.A. rules (sort of). Points 5 down to 1, awarded for the first five places every event. The winner gains top points over all four contests. It is fair for all and a lot of fun. And it is amazing what happens to even an expert's model after two or so varied comps!

At the meeting of March 13, a flying circus was formed. As we have been very active with displays lately, it was felt an organised team with a repertoire of tricks and varied programmes could do the club a lot of good. We have had the Maitland (S.A.) Show Committee after us already (as we pulled their show afternoon out of the doldrums last year) for a further display this year.

I will advertise in our local paper, giving the circus organiser's name, Rog. Duance, 38 Blackler Avenue, Brayville, S.A., inviting any fete or charity afternoon committee to inquire about a display. This should spread the good word of modelling around.

A short time ago some of our members flew in a display at Rowley Park speedway, where sky-rockets, bombs, etc., were set off around the models as they circulated. Any pranged model was paid for and without doubt the whole show went off with a big bang.

At the meeting of February 14, yours truly put up a world class (?) R.T.P. flight of 35 m.p.h. with a Jetex 350 job. This old Jetex is really feeling its age, as it is older than over half our members. A fortnight later Rog. Duance did a slowest



Pic. of the pits at the Cumberland field day, taken by Ross Williams. Model with horizontal stripes is Tom Prosser's Nationals winning Sultan now fitted with Ventral fin.

speed (R.T.P.) flight at 9 m.p.h. with a .15 cc. Bambi. She was just hanging on the 6 ft. line, with flaps the size of the wing. It was suggested that by reversing the pitch of the aluminium prop (4 x 4) and flying it Canard style the speed would be negative. Anyone have a theory to support this?

As we purchase fuel and dope in bulk, we are able to offer members these items at a slight concession and it is incredible the gallons per week the lads go through. The members of the Club Committee feel they drink the stuff.

It surely is good for the motor manufacturers as pistons wear out at a good rate of knots with the amount of flying done. Having a racecourse as permanent field makes all the difference in the world, and one is sure of finding at least one yo-yo boy there any Sunday 2 p.m. to 5 p.m.

If any club, reading these notes, would like to write to use and exchange mags., plans and ideas (especially overseas clubs and interstate clubs) we would be delighted to hear from you. Write to H.M.A.C., 13 Grantham Grove, Paradise, South Australia. We also welcome anyone from the home State and just about specialise in juniors. At February 14 we had 40 juniors to 25 seniors—all financial. (The enforcing of a clause threatening removal of names from the club books if unpaid by two months after the A.G.M. was like magic—tough, aren't we?).

Until next Mag., keep pranging.

## NEWCASTLE MODEL AERO CLUB

Surprise, surprise! I DIDN'T get my throat cut for the last set of Club Notes I wrote. The reason there were no news from Newcastle in the last issue is that if I'd said then what I felt I would have had it cut. Right here. In Newcastle.

Why? Well, it appears that we were going to run a contest. In fact, we went to some trouble over it. I even screamed my head off about it right here in this column. Then the Council stepped in and told us that we could run the contest—between

the hours of 2 and 6. No morning flying. So, the club cancelled the contest. Happy little story, isn't it?

By the next issue of "Model News" we should have some more definite things to say about our contest—which has been postponed, NOT cancelled.

We went to the State Championships. Congratulations to John Partland, who won 1A and B team speed, and came second in F.A.I. team speed; to Brain Eather, who won F.A.I. team speed, and who recently set a new record at Cessnock, and to young David Curry, who flew into second place in Proto. Also to Ian Roach, who won AI and F.A.I. power, and to Rod McDonald, who won Open power. Only for the fact that these two Newcastle boys fly with Maitland Club, Ivor would not have captured the club champion trophy from East by one point! Congrats. to Doonside, anyhow, but you'd better watch our next time. Of course, for a consideration we might lend you a few of our members.

Apart from the successful members already mentioned, Newcastle was well represented with Leo and Brian Tillitzki in stunt, Alf. Williams and Ralph Hughes dogged by the most wretched luck in T/R and Combat, to say nothing of the whole Weekes family, George Ray and his sons, Pete Smith and Geoff Brown, who all came along to lend moral support and cheer us on.

I think we all had a good time. (I certainly did—can't remember when I got involved in so many arguments!) I'm sure that the pleasant memories will far outlast the memories of wrecked models, ruined motors, ploughed field type take off grounds, and any minor inconveniences. Let us not forget, however, the efforts of a few like Ivor, Lyle Winley and Len Brown, who did an awful lot of work to make the contest work at all. From op. here we would like to say "Thank you". I must say that I'm a little disgusted with some of our leading speed flyers who chose not to fly because the ground was too rough (and this they're surely entitled to do), but who then didn't bother to come up and help run the show. As it was, I believe it was the Free Flight boys who mowed the circles, and when we finally did get the speed started at half past three, it was only a travesty of a State Championship. I doubt if anyone managed to get more than a quarter of their attempts in. And even then the last couple were made in almost total darkness. And to fly Sixties without even a rope around the circle! I wonder how many other modellers still dream of the little boy who wandered into the flight circle just as a Sixty was about to be hand launched? How long can we hope to remain lucky? We have enough trouble getting sites now; can anyone imagine how we'd go if some small child were to be killed, or seriously injured? I prefer not to.

Doesn't seem to make any difference how well intentioned I am at the start, I always manage to finish up on a low voice.

RON NEVILLE.

#### ILLAWARRA MODEL FLYING CLUB

By bowing of heads and bending of knees, we were finally allowed a whole day on an oval at Albion Park to run our club championships.

Sticky weather—generally our lot—took toll of the motors in most events. Times were poor and

performances ragged, but nothing could dampen our joy at actually having an oval all day to ourselves. (We are still dreaming of Newcastle's good fortune).

Brian Holmes piled up enough points to come out on top as "Champ.", with Graeme Austin and Dennis Burrows sharing second place.

Due to high tension power lines in the vicinity of the oval, we had to cancel R/C, F/F and Power Scramble. Chuck Gliders were the only models allowed free rein, and Brian Holmes took out the trophy. Saw Stan Burrows busy with pliers trying to convert a battered team racer into a glider, but shame at such debasement made it bury its head in the mud.

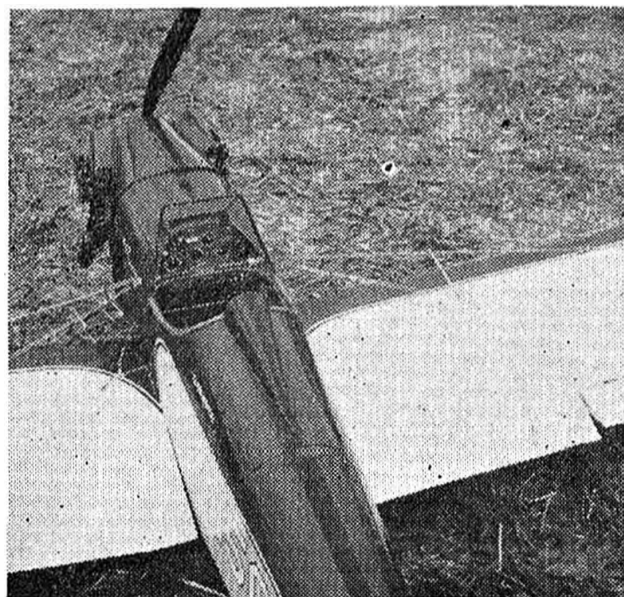
Faces were red among the old hand Rat Racers when four foot nothing, 11 years old Chris Austin beat them at their own game in the open Rat Race. Flying a O.S. 29 powered tri cart Piper, he came in second, to loud cheers from the spectators. His brother Graeme just beat him home for first place. More cheers for Chris later when he took out the Novice trophy.

In the "A" class Rat Race, one of the planes decided it was more friendly in the centre circle and decided to join the Pilots. We were treated to an exhibition of square dancing that would have done credit to a dance floor. Handles changed hands in quick succession and the footwork was a joy to behold. Lap counting became a nightmare, but David Owen kept his head—or his feet—or his hands—or something, and won the event.

Dennis Burrows, flying a "Thunderbird", reaped the benefit of experience at the S.A. "Nats." and carried off the Stunt trophy.

Motor trouble marred the Combat events and most streamers stayed intact in all rounds. Unlike most Combat events, the fliers actually had planes to take back home.

In the Proto Speed, we could not be sure whether it was the fastest or the slowest time we had to record. David Owen managed to drag out



M. Mitchell's "Fly Baby" 1/6 full size. Perfectly detailed. Wings fold. Full cockpit detail.

74 m.p.h. in the "A" class and Brian Holmes 86 m.p.h. in the "B" class, but the sighs and head shaking showed the lack of pride in their wins. It was just one of those "days", and the team racers just tucked their motors under their wings and faded from the scene.

It was all very disappointing for the organisers, but we did have an oval and we did have a whole day to ourselves and who knows we may even get another chance next year!

Results: Stunt, D. Burrows 1, B. Holmes 2, S. Burrows 3; Open Combat, J. Simon 1, B. Holmes 2; Open Rat Race, G. Austin 1, C. Austin 2, B. Holmes 3; "A" Class R/R, D. Owen 1, B. Holmes 2, G. Austin 3; "A" Class Proto Speed, D. Owen 1, B. McFarlane 2, B. Holmes 3; "B" Class Proto Speed, B. Holmes 1, G. Austin 2, B. McFarlane 3; Chuck Glider, B. Holmes 1, D. Burrows 2; Novice, C. Austin 1, D. Hamilton 2, F. Kuulkers 3.

### STARDUSTERS M.A.C. NOTES

The Stardusters held their first open competition for the year at the club field at Keperra on 12th April, 1964.

The entries were fewer than expected, but nevertheless some good combat was seen, the best being the final between Ron Walter and Bob Edgerton.

As usual, quite a large number of spectators watched proceedings from the roadway overlooking the field. Speed, as usual, was poorly patronised, so an open speed contest was conducted, the results of the day being:

Combat, R. Edgerton, N.M.A.A. Fox 35X; F.A.I. Speed, D. McKellar, Stardusters, Fox 15XX; Open Speed, E. J. French, Stardusters Super Tigre 29.

Des. McKellar demonstrated how easy it is to fly triplanes free flight. John was last seen heading in a westerly direction through the moat surrounding the field.

Tom Porter and Des. McKellar both had successful flights with their Radio models. Tom Porter not satisfied to fly in the air, got to flying through trees, swamps, combat circles, etc.

The next open competition will be a half hour power scramble and balloon bursting on Empire Day, 24th May. A club sailplane event will be held in the morning and the open competition will be conducted in the afternoon. During the day radio models will probably be flown, pranged, jumped on, etc.

A barbecue and fire works display will be held in the evening. Everyone is welcome.

If you were there last year and enjoyed it, tell your friends. If you didn't enjoy it, tell your enemies and let them suffer. Hope to see you there.

JOHN FRENCH.

### CASINO M.A.C.

It has been a long time since "Model News" has heard from Casino Model Aero Club. However, the time has not been completely wasted. Since our last article the interest has shifted from that of C/L to R/C. At the time of writing there are seven sets of gear in the town. All sporting varied models.

To date the most successful and most experienced flyer is "Spud" Baker, who is still flying his original R/C model, a 6 ft. Stinson "S", powered by a K. and B. Stallion. This veteran model has some

300 flights to its credit. Originally containing O.S. C/W gear, it now sports a F. and M. Saturn receiver operated by Venus transmitter. Under construction at the moment is a Penetrator, and it should be flying by the time of publication.

Norman Kaines, who is also using F. and M. gear, is now building one of the "Midwest" Bird-dogs. It looks a good kit and should fly well.

Among the younger radio boys is Robert Lakett, who, although he has not had a great deal of building experience, managed to get some models into the air and has had quite a few successful flights. Robert also uses F. and M. gear of the superhet type.

Another new comer to R/C is Dudley Senze. Dudley also owns a 6 ft. Stinson and it is remarkable to see this enormous model climb away, as it is powered only by a 2.5 diesel. At the moment Dudley has under construction a 72 in. Farchild P.T. 21. This also should turn out a good model, as Dudley really does a good job. An interesting point about the Stinson is that it is being controlled by an O.S. Pixie, which has not given an ounce of trouble in a total of 30 odd flights.

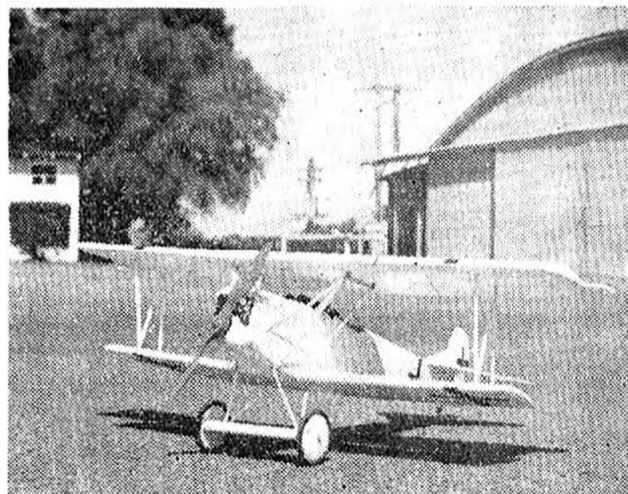
Although there has been a tendency to turn R/C, many of the boys still enjoyed the C/L and have been gaining a lot of experience in the past 12 months.

On Easter Saturday a small contest was held at Lismore in conjunction with the Lismore club. This outing was very successful and I'm sure that our boys enjoyed themselves. Among the flyers from Casino were Noel Hicks, Robert Ellis, Les ("Speed") Jordan, Neville Bienkie. Neville managed to take first prize with his Sabre 8 cc. powered Stunt model. Bob Carroll, jr., took second place and Noel Hicks, of Casino, third.

Recently our club lost its secretary, Wayne Lodington, who has taken up a career in the R.A.A.F. Good luck, Wayne.

Any clubs organising field days, please let us know, as we will be only too pleased to attend.

JOHN THOMAS.



Neat little 1/12th scale F/F Fokker DVII, by Ross Woodcock. Very accurate. Placed 2nd in F/F at State Champs. Photo, Bert Ronke.



**STUNT (Continued from Page 9).**

The control system is the heart of any good stunt plane. Here the movements of the pilot are transferred into action. Sloppy fittings and bending pushrods can mean real trouble. This is prevented by teflon, nylon or ball-bearing bushings, plus plywood around the hole where the pushrod passes through the fuselage formers.

There is one school of thought that suggests a small amount of play at the elevator hook up (3/16" up and down) in order to combat the tendency to "Hunt" in flight. There is some logic here, since rarely can we expect to have our controls hooked up so that they align perfectly. I find that a ratio of 25 degrees flap movement to each 35 degrees elevator movement for each inch of lead out movement gives best results.

Wedge, semi-pressure and baffled tanks seem to be the rule.

The preceding discussion is far from complete, thus I suggest you read every article you can find on stunt and try to pick out what is correct and useful and apply it to your own planes. It is the person who is able to abstract and combine ideas, then apply them to his own design, who will come up with the best plane. There is no longer any such thing as an original stunt plane.

—From "Model Aviation".

**Cessnock Hunters, 1964 Field Day (Continued)****PROTO SPEED CLASS II**

This is a new event to this district and after noting the interest aroused it would seem a number of flyers will accept it as another outlet.

Andrew Kerr, of Eastern Districts M.F.C., rigged with a Monoline model and a K. & B. 29R, set a new Australian record with an average speed of 127.2 m.p.h. From a standing start over 14 laps, that's really moving.

This model and motor combination, we believe, is capable of still lowering this record (if Andy can keep up to it).

Ron Neville, of Newcastle M.F.C., is another Proto man to watch. With a motor not run in yet Ron clocked 114 m.p.h. Ron believes in going one better than monoline control. He uses gravity control, takes off with an elevator then sheds it in flight. (Seems the dope he uses attacks the elevator hinges). This combination provided the spectators with two beautiful high speed prangs.

From the abuse heard around the field, it seems most of the boys had quite an enjoyable day. We hope to see you back again next year.

**RESULTS**

1/4 A Team Speed: Shurman and Shing, Eastern Districts M.F.C., 1; J. McKellow, Eastern Districts M.F.C., 2; W. Eastellow, Eastern Districts M.F.C., 3.

F.A.I. Team Speed: B. Eather, Newcastle M.F.C., 1; Abel and Taggart, Cessnock Hunters, 2; R. Nagel, Wahroonga M.F.C., 3.

Class II Team Speed: G. Pullin, Cessnock Hunters, 1; Abel and Taggart, Cessnock Hunters, 2; D. Hayles, Eastern Districts M.F.C., 3.

Combat: J. Ogg, Dee Why M.F.C., 1; J. Densham, Bankstown M.F.C., 2; L. Kennedy, Cessnock Hunters, 3.

Stunt: R. Towell, Doonside M.F.C., 1; N. Carlos, Dee Why M.F.C., 2; D. Hanna, Doonside M.F.C., 3.

Class II Proto Speed: A. Kerr, Eastern Districts M.F.C., 1; R. Neville, Newcastle M.F.C., 2; Abel and Taggart, Cessnock Hunters, 3.

**MAITLAND AEROMODELLERS CLUB**

# Annual Field Day

**Queen's Birthday Weekend, June, 1964**

Good Prizes for All Events. Special Prize for Best Junior in Each Event.

Hotel Accommodation may be booked by contacting Club Secretary. Limited accommodation will be available in the Clubhouse (10/-). It will be necessary to bring your own blankets, etc.

**CONTROL LINE CONTEST**

Sunday morning at Maitland Park. Flying starts at 9 a.m. sharp: 1/4 A Team Speed, F.A.I. Team Speed, Class II Team Speed, Combat, Stunt.

**FREE FLIGHT CONTEST**

Monday morning at field adjacent to Burlington Mills. Flying starts 9 a.m.: Half Hour Power Scramble, Chuck Glider, Open Rubber, Open Sailplane, Open Power, Single Radio Control, Multi Radio Control.

Entry Fees: 5/- Nomination Fee, plus 3/- per event. Entries close on 1st June, 1964. Late entries will be accepted on the flying field prior to the day's flying.

Send entry form and fees to: The Hon. Secretary, Maitland Aeromodellers Club, Mr. G. Ward, Sinclair Street, East Maitland, N.S.W.

**Australian Trailblazers (Continued)**

spruce and beech with a Warren truss design. Being practical men, they used wheels from a Sopwith fighter, as they had a spare pair around the hangar.

The plane was silver doped all over and came on to the register as VH-UKZ. It gave sterling service as a private runabout in the early 1930's until Pratt and Mackenzie separated as aircraft engineers and operators. DCA records show the Amsco as being taken off the register in July, 1931, though the reason is not stated.

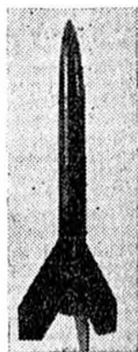
Nothing much was heard of the Amsco till after the 1939-1945 war. It then appeared as an entrance decoration on a used car lot in the Melbourne suburb of Richmond. After spending a couple of years at this it appeared soon after as a display piece at a Ringwood garage. About 1956 it disappeared again. At the time of writing the Aviation Historical Society of Australia are trying to trace its whereabouts. If any reader should happen to know could they contact the author, c/- "Model News" or Mr. K. Meggs, 2 Hume Street, Beaumaris, Victoria.

**EPILOGUE**

George Mackenzie went on to obtain numerous endorsements to his aircraft engineer's ticket and after modifying many ex-military Lockheeds, Ryans, etc., for civilian use just after World War 2 he dropped right out of the aviation picture. In 1948 the Geelong Club staged a gala flying day, which included a Wakefield event. Amongst the numerous competitors at this memorable day were such stars as Alan Lim Joon, Ted Gregory and the late Alan King, who were all State and National champions. There was a real line up of talent, and then some. The Wakefield event was won by George Mackenzie, who had come out of the past to give a classic example to the younger champions of just how the old timers used to do it. Unfortunately George dropped out of the scene again and last we heard he was in the earthmoving and contracting business.

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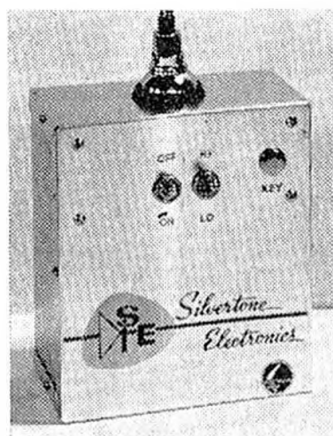
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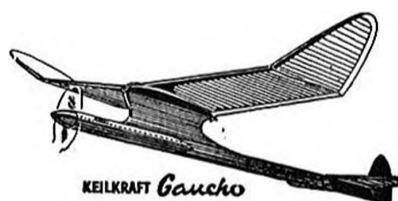
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