

# Model

2/-

FEBRUARY, MARCH, 1957

# News



## BRIAN'S COMBAT

38in. Span

.19 to .35 Stunter

## LIFT SIFTER

69in. Span

A.2 Sailplane



**FULL COVERAGE OF 10<sup>TH</sup> NATIONALS**



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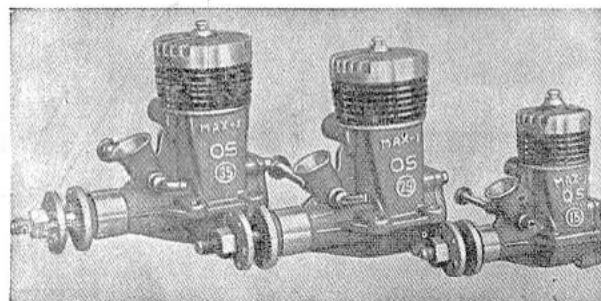
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1st. SENIOR COMBAT.	Vic. Champs. 1956.
1st. OPEN STUNT.	Vic. Champs. 1956.
1st. JUNIOR STUNT.	Vic. Champs. 1956.
1st. JUNIOR COMBAT.	Vic. Champs. 1956.
1st. OPEN STUNT.	H. H. Trophy. 1956.



### FLASH!

CLEAN SWEEP AT 10th AUSTRALIAN  
NATIONALS

### O.S. MAX GAIN MOST 1st's

1st. Combat .....	R. Ellis	Max. 29
1st. JUNIOR STUNT .....	I. Wright	Max. 29
1st. Class II Teams Race.	D. Whitely	Max. 29
1st. Butchers' Picnic .....	R. Hyde.	Max. 35
1st. Class II F/F Power .....	R. Bird.	Max. 29
1st. Class III F/F Power .....	R. Bird	Max. 35

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# MODEL NEWS

Volume 1. No. 2

February, March, 1957

Edited by Adrian Bryant and Russell Hammond

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## COVER STORY

Multi-engine ships were all the rage at this year's Nationals, but few could match the Invader shown on the front cover. This outstanding effort placed 3rd in the final results and was the darling of the public. Built by Melbourne modeller, Jack Bone, this 9ft. monster weighed 13lbs. Power was supplied by two Anderson Spitfires. The finish was out of this world, finished right down to the last rivet, working controls and crew. Well done, Jack.

## Editorial . . .

### A DOUBTFULL HONOUR

*The average modeller today just uses and abuses the "working bullocks" of model flying—the officials.*

*He uses the officials to do all the jobs he is too lazy to do himself. Let him find our flying fields, let him answer the correspondence, let him try and collect our subs.... Let him collect the prizes, let him organise the contests, we're too busy pot hunting.*

*Each year officials all over the country give up hundreds of hours of their limited time to organise clubs and run contests for us modellers. When the contests come around, do we let them enjoy the day? No! We protest over every little incident—we go crook at all the timers and judges.... We lose sight of "We're flying for fun." Whatever they do, they do it wrong. They get no pleasure out of us picking holes in everything they do.*

*What sort of creature is the aeromodeller, when men, successful in their own professions, can't run a contest, a club or State association up to the standard demanded by them. It is a doubtful honour in some States to be an aeromodelling official, and these officials are sick and tired of the abuse and ridicule they cop.*

*Fellers, for the coming year let's get behind our officials, our club secs. and State associations—let's jump in and pull our weight with the working bullocks!*

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

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1. Just what the photo says. Photo taken in corner of billets on Traralgon showgrounds. 2. Bond Baker launching his last flight in Wakefield. This flight put him in the team and Bryant out. 3. Jack and Keith Hearn flew down in their own plane. Do all hobby shop owners look like this after a few years? 4. Fred Taylor and his winning Halifax. Exact scale. Beat a lot of better finished models. Multies, popular this year. 5. Ron Daynes' control line Catalina in flight. Power 2 Sabre 2.49's. Also had 4 engine Super Fort. 6. Warren Shirmer, N.S.W., with his entry in stunt. A semi-scale Ryan S.T. Warren took off class III team speed. 7. Mal Chase, from South Australia, tuning his F.A.I. power model. 8. Rick Ellis launching in class II power. Rick, 18-year-old carpenter-joiner, 1957 Australian champion of champions. 9. Jim Mulcahy, of Queensland, last year's winner of the Radio Control event. Model features everything. Jim out of luck this year. 10. Ron Bird, last year's champion of champions and Wakefield winner. Out of luck this year. But won Class II and Class III power.

## "BRIANS COMBAT"

**A top notch Combat Job, and a fast, smooth Stunter by the Lismore expert, Brian Gander**

Brian was a leading free flight modeller till he took to U/C in 1951. His time is now divided between stunt, combat, team speed and a Jaguar, with most of the time going to the Jag.

**BRIAN'S COMBAT**; features the now popular "assymetrical stability" as its inventor Harold de Bolt calls it.

By mounting the control plate inboard, the center of gravity is outboard from the pivot point, as is the centre of drag.

All of which adds to the stability of the model.

### Construction

**WINGS:** Cut 13 ribs to the shape shown on the side view of the fuselage, 11 from 1/8in. sheet and 2 from 3/16in. sheet. Cut the 2, 3/16in. ribs and 2 of the 1/8in. ribs 1/16in. smaller all round to take the center section sheeting.

Slot a hard 1/4in. by 1in. balsa trailing edge for the wing ribs at the position shown on the plan.

Drill half the wing ribs for the lead out wires.

Fit ribs to slotted trailing edge, add leading edge and top and bot-

tom 1/4in. by 3/16in. spars. Cement well.

Study plan for the position of control plate and method of fitting in position. Cement the control plate platform securely in position. Cover top and bottom of wing center section with 1/16in. sheet, leaving a hole in the bottom for free movement of the pull push rod. Add leading edge sheeting top and bot. Cement on the 1/8in. sheet tips. Sand the completed wing and recement all joints.

**FUSELAGE:** Cut fuselage sides from 1/8in. sheet balsa to the shape shown on plan. Cut out for wing position. Cut engine bearers to length and cement and gusset to fuselage sides, after binding under carriage in position. Cut 1/8in. ply formers and one from 1/8in. balsa, cement in correct position on fuselage sides and bring the rear of fuselage together. Fit in stunt tank and cover the top and

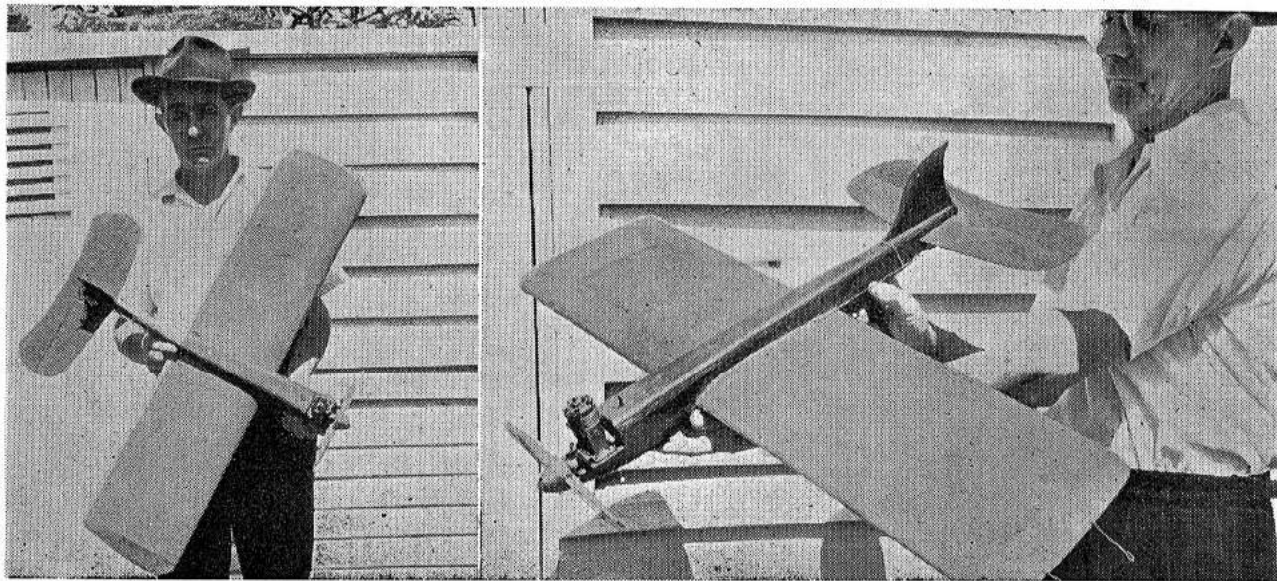
bottom of fuselage with 1/4in. balsa. Round off corners, sand smooth.

**TAIL PLANE:** Cut stabilizer and elevator from 1/8in. sheet, sand smooth and taper out to the edges. Join stabilizer and elevator together with tape hinges. Position elevator horn.

**FIN:** Cut to shape from plywood and slot into the rear of the fuselage. Cement well. Drill small hole to take streamer attachment.

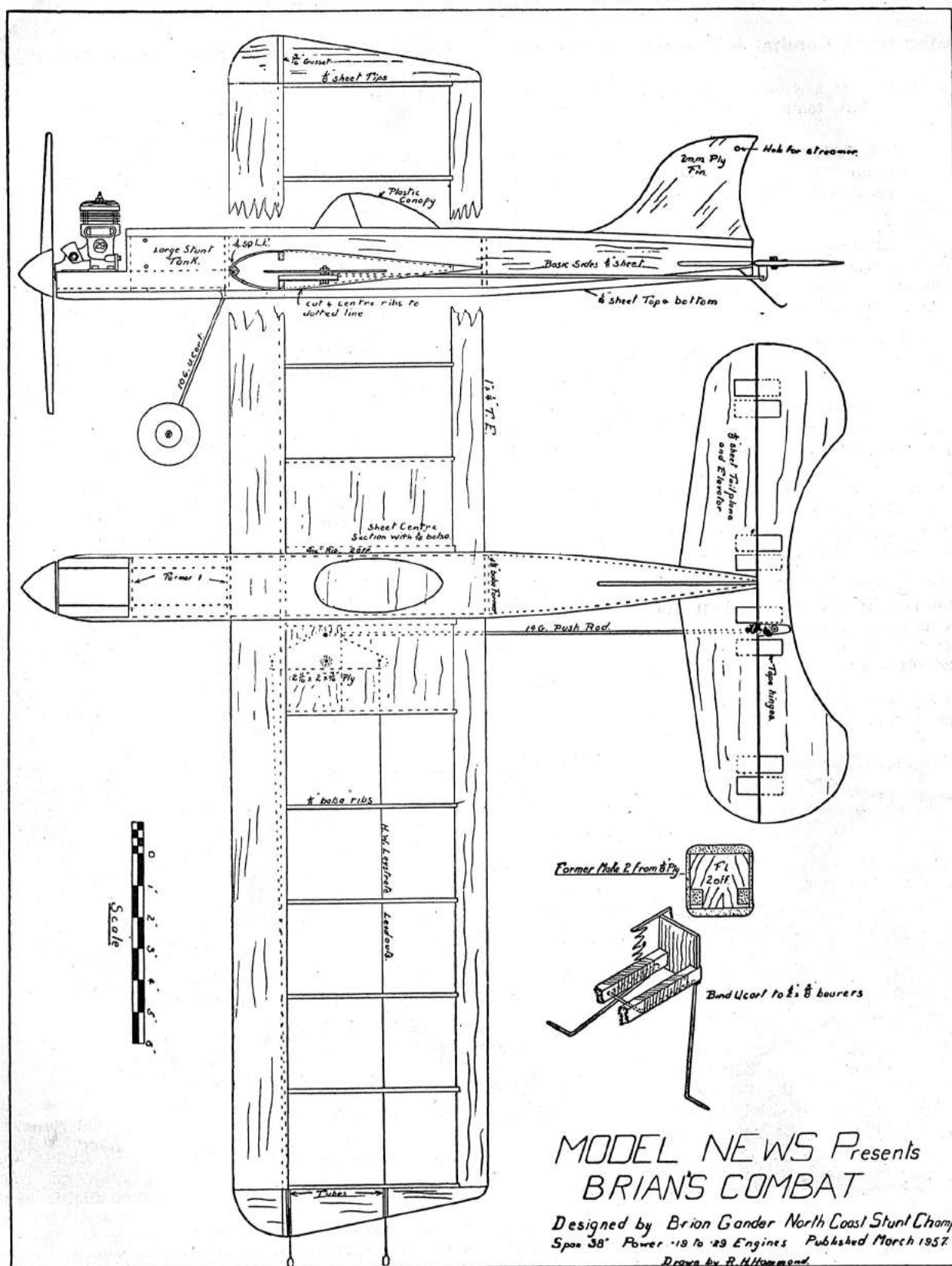
**ASSEMBLY:** Fit stabilizer in position. Slide wing through fuselage. Cement both securely. Join Pull push rod to elevator horn. Mount motor and smooth off nose into spinner. Sand down completed model and recement all joints.

Cover the completed model with model span. Give whole model 3 or 4 coats of dope. Add canopy and wheels. Proof the model with a synthetic fuel enamel.



Ern Gander, father of Brian, holding Brian's Fox .29 powered combat model. Many of this model flying in Northern N.S.W. Designed as a "quickie" for combat, model has a good contest record. Fast smooth stunter.

**FULL SIZE PLANS AVAILABLE, 10/- POST FREE**





## FREE FLIGHT AT THE 10th NATIONALS

The free flight side of the 10th Nats. was held over 3 days spaced a day apart.

The first flyaway recorded, was that of the official tent, which took off in a wind that blew the mortgage off the local farms.

One bod took the lid off his model box and had his A/2 blown to bits—no one else attempted to fly a sailplane on the first day.

As the day wore on it became evident that the modeller with enough patience to leave his model in the box would be the winner.

Towards the close of the first day, modellers competing in FAI events realised any time they could put up would stand them in good stead over the final 3 rounds on the next free flight day.

Many went out and flew—some good flights, many crashes.

Only Jetex mastered the wind, and handled it better than the Hurl gliders.

The contests were well and firmly run by the contest directors and it was to their credit that not one protest was lodged.

**JETEX:** This section was the star turn of the first day. In a wind that kept almost everything in its box the Jetex boys came into their own. The event drew 27 entrants and the way these small models handled the wind was an eye-opener. This section showed more originality in design than any other section. Each size of jet unit had its following but it was the jetmasters that took the trophies.

**A/2 SAILPLANE:** The first two rounds of the A/2 were held on the first day and no times were recorded. It was impossible to bring an A/2 out into the gale in one piece.

The final 3 rounds were held on the 5th day in much better conditions. Bob Howie, of S.A., just nosed Russ Hammond, of N.S.W.,

out of first place, with Buckmaster of Vic. third and Jacobs of Tassie in fourth place.

These four make up the Aussie A/2 team for the internationals.

Jacobs flew a Seraf and all the others had own designed models. Howie's model is already 2 years old and won last year's South Aussie Champs. Hammond's model was of the same design he used to win last year's F.A.I. Championship and was finished on the field just before the contest.

**CLASS II POWER:** Saw Ron Bird and his new O.S. 29 power model in action for the first time. This high thrust line job is the best big power model this country has seen. The model features a Pencil wing and tail, the fuselage length is the same, in fact the only difference is the high thrust line.

The model turned in a Max. off a 5.4 second motor run. This model would outclimb a homesick angel.

A big K. and B. 19 powered Stomper flown by Wally Norton was second.

**CLASS III POWER:** Ron Bird used his class II model to win this event, just swapped the O.S. 29 motor for an O.S. 35 and left the rest of the field for dead. His average ratio for both classes was better than 20.

**CLASS I POWER:** Rick Ellis worked hard to win this closely fought contest with his Webra 1.5 powered original design from Noel Harding.

B. Healeys' Dart powered home design was in 3rd place.

The winning ratio of 6.32 isn't startling, but 6.32 tells you nothing of the conditions under which this contest was flown.

**F.A.I. POWER:** Southern Belle, Ray Halstead's very successful F.A.I. model, took top honours in this event.

This low C.L.A. Webra powered model has had a very successful contest season. A Saber 150 was

used by Jim Fullerton on his second place getter. This model featured all the gadgets that one expects to find on a model by Fullerton.

Rick Ellis used the same model that he used to win Class I power and came home third.

Fourth place went to Basil Healy, flying as usual an Elfin 2.49 powered Stomper. This four is the team to represent Australia at the World's Champs.

**HURL GLIDER:** Everyone was in this one and after combat it had the biggest entry of all. It was flown during the height of the gale and the times are a little short of amazing.

**HURL GLIDER SCRAMBLE:** This half hour unofficial was entered by anyone who had a model left. M. Buckmaster was first from Greenhill and Boughton, all of Vic.

**F.A.I. SAILPLANE:** Five flights were required in the F.A.I. sailplane this year instead of the usual 3.

The keener bods had to fly in 17 different rounds, making it a full day.

Dave Anderson, of S.A., and B. Healy, of N.S.W., were the only ones using models designed for this event; most others used their A/2 jobs.

This time it was R. Hammond 1st, with Howie second, both using the same models they used in the A/2.

R. Hammond won this event last year.

B. Healy, N.S.W., took out third place with the model he used to take second place last year. This model was featured on last month's cover of Model News.

**WAKEFIELD:** No flights were recorded during the first round and only 4 returned flights in the second. At the end of the first day Van Leuven was leading from Haysom, Bryant and Bird.



The weather for the final three rounds a few days later was a vast improvement and brought out a lot of models that had been safely left in their boxes during the gale.

The winner was Peter van Leuven's model proxy flown by Ray Halstead of Vic. It would do anyone, who has ever thought of sending a model overseas to be proxy flown, good to see the trouble Peter went to with his models.

He sent 2, one for windy and one for calm weather. Complete flying and trimming instructions, it would take this issue to describe his set-up fully. His model featured all balsa fuselage, and turbulators on the prop and wings.

Haysom used the model he built in a caravan at the last Nats.

Bond Baker, fresh back from Europe, had no trouble running up

3 maxs. in the last 3 rounds for 3rd place. Surely his model is one of the best Wakefield jobs in the world today.

Last year's winner, Ron Bird, was fourth and these four make up the Australian Wakefield team for this year.

Most models followed the typical Aust. design. Twin Fins, one bladed Folders and retracting U/C. However, M. Chase from S.A. was flying a model with a single fin and a double bladed folding prop.

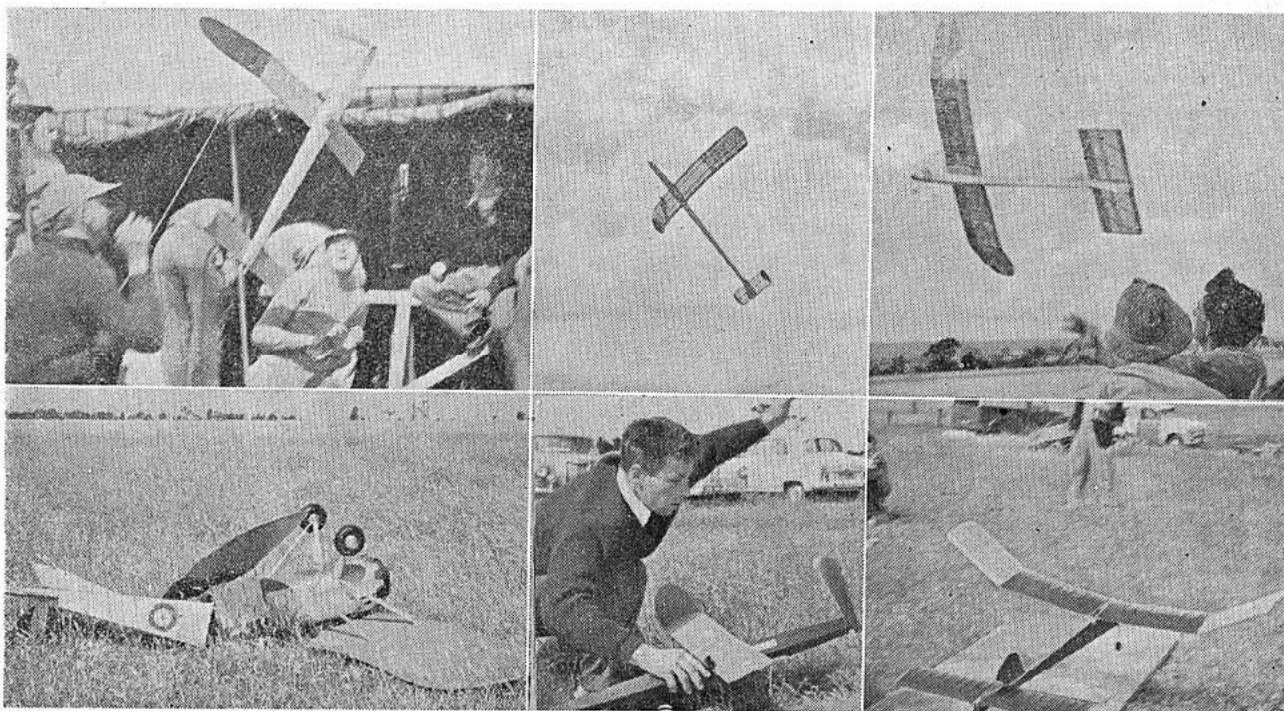
**POWER SCRAMBLE:** This event never fails to draw a large crowd of competitors and spectators. In this event you hardly find two models alike and no model ever ends the contest in the condition it started.

Once again the Mills .75 proved itself the top notch scramble motor by taking first and second places.

Bond Baker used a Mills .75 powered flying saucer and placed high up. His saucer caused much interest and amusement and won him the prize for the most unusual model at the 10th Nats.

**FREE FLIGHT FLYING SCALE:** The winner of this event was never in doubt. Geoff Pentland's Luscombe Skypal was the most perfect scale model in both sections and the way its Webra 2.49 hauled it around the sky left little to be desired.

Fred Taylor who won the Control line flying scale was second with a Widgeon and a Tiger Moth, in the hands of Vic Dubber, was third.



1. **D. BOUGHTON** launches his V.T.O. Wakefield. Bob Greenhill, Dick Rendell, Rick Ellis and Mal Chase look on.
2. **BOB AMEY'S NORDEC** going up on the tow line. Wings folded a few minutes later. It was windy.
3. **JIM PALMER, OF LISMORE**, launching in Class 1 power. His Slick Stick was a sure winner but was treed. Unlucky competitor all round.
4. **BOTTOM ROW: KEN DE BOMFORD** brought part of this model from Tassie and finished it at the Nats. It flew. Model is unhurt but crashes as above. Goes back together easily.
5. **D. WINTER, OF VIC.**, launching in the Wakefield. All competitors used Pirellie rubber. One bladers and twin fins favoured by most.
6. **BASIL HEALY'S AMCO** powered Stomper taking off. Basil always on form, gained many places as usual. Legs belong to Fed. Sec., Bill Grabowsky.

If you are looking around for a winner—a model that has been placed in every contest, build . . .

## LIFT SIFTER

(BY RUSS HAMMOND, AUSTRALIAN F.A.I. SAILPLANE CHAMPION)

This model is simple to build and fly so building and flying instructions have been kept to a minimum.

### CONSTRUCTION.

**WINGS:** The wings are built flat in one piece.

Cut out all ribs. Pin down 3/8 inch by 1/8 inch leading edge. Slot the lin. by 1/4 in. trailing edge for the ribs at the position shown on the plan. Pack up trailing edge 3/16 in. to conform with the under camber of the wing. Add all ribs. Fit 1/8 in. hard top spar. Fix 1/32 inch sheeting.

When dry turn wing over and position all bottom spars.

Cut wing at position shown for dihedral. Add wing braces and cement well.

**FUSELAGE:** Start by laying out basic fuselage side from 1/8 in. by 1/4 in. strip balsa. Cover top side with 1/16 in. sheet balsa. When dry turn over and pin down again to stop the fuselage from twisting while the second side is being added. Before adding the second side, make up all the wire fittings, in-

cluding the adjustable tow hook. Cement securely in position.

The tow hook is connected to the Auto rudder with light lay-straight wire, which must be fitted in position before the second side goes on.

Make and fit the platforms for the wing and stabilizer.

Add the second side. When dry remove from building board and add platforms.

**FIN:** The fin is quite simple and straight forward. The only point to watch is the rudder; make sure it swings free. Make rudder as shown; do not carry through in one piece as this will weaken the fin.

**STABILIZER:** This will present no problems. The finished structure is strong and light. Cement on all hooks with gauze and they will never pull free.

Cut out tip fins for wing and tailplane, and cover with tissue.

**FINISHING:** Sand down completed framework. Test all joints. Recement all joints.

Cover completed model with light weight tissue.

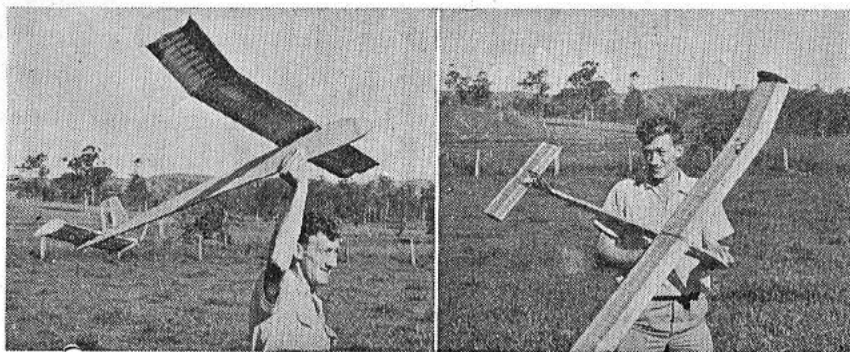
Water shrink the tissue and when dry give the model 3 or 4 coats of full size glider dope.

To waterproof the model against flying in rain or damp conditions, completely fuelproof the model.

**FLYING:** The first SIFTER was completed during the first round of the F.A.I. champs. at the 9th Nats. and had only one short hop before it was entered. It won this event, was lost and a new SIFTER was made for this year's F.A.I. and A/2 events at the 10th Nats. There was no time to test this one either. Trimming is simple.

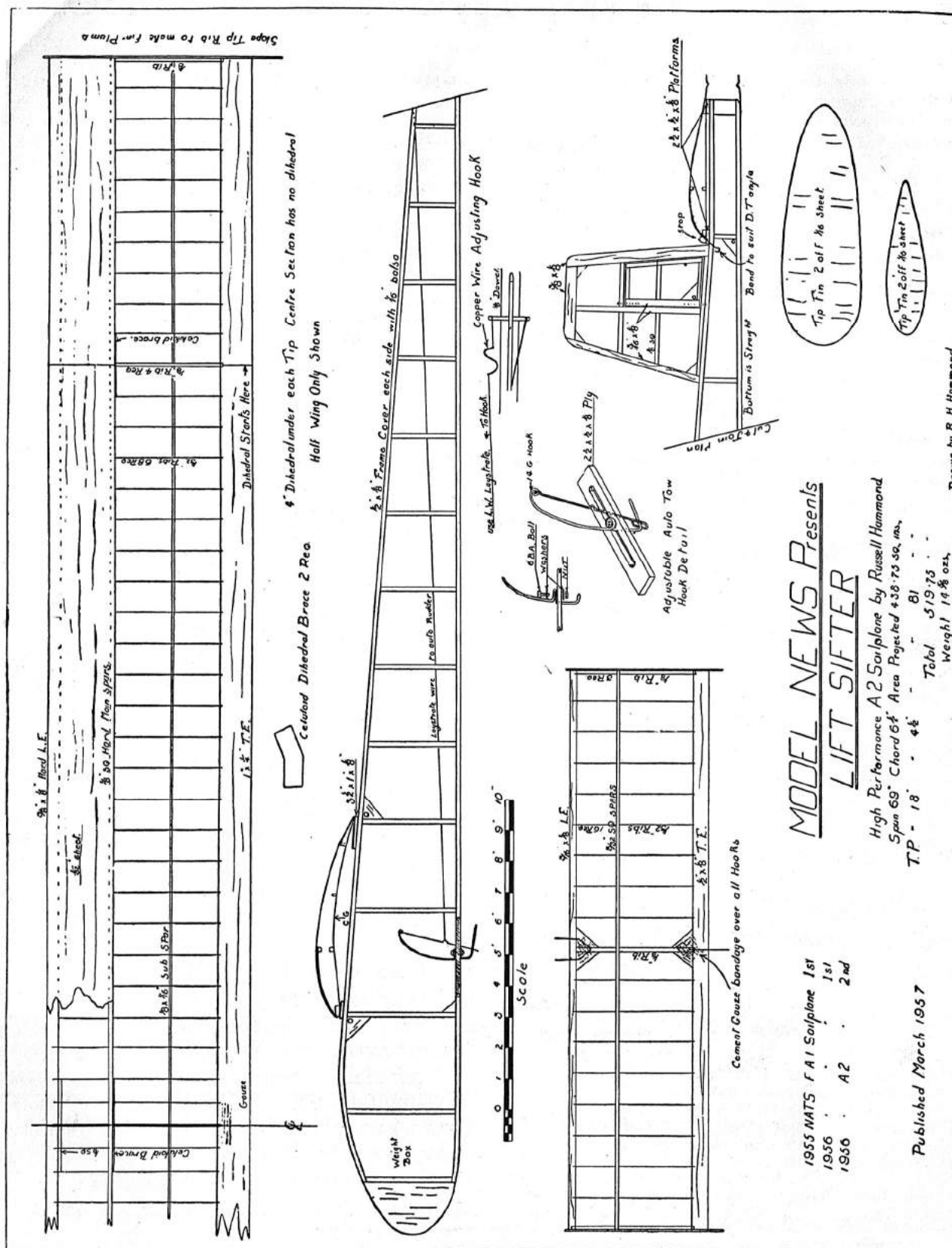
With the model weighed up to A/2 minimum, the tow hook and C.G. at the position shown on the plan, the model should fly straight off the board.

Any alteration to the glide circle can be made by adjusting the auto rudder. Your name and address and a good D.T. on this one please.



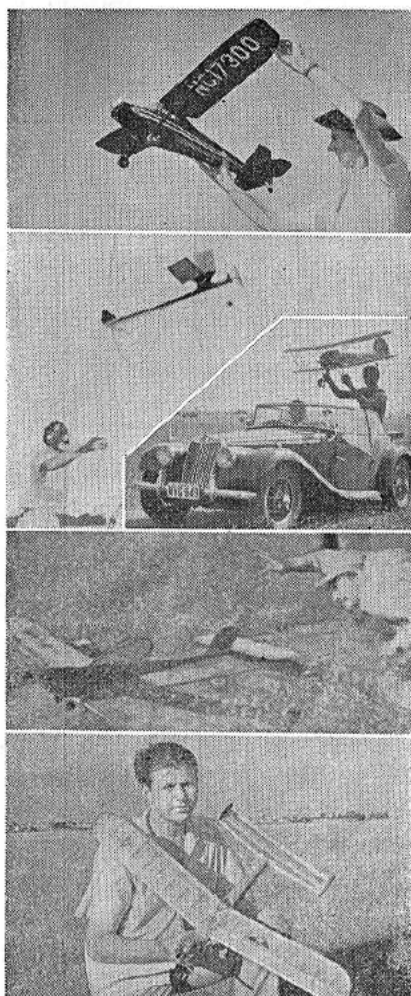
1. RUSS HAMMOND, about to launch Lift Sifter. Simple to tow, anyone can tow it. Model features tip fins and Auto rudder.
2. LIFT SIFTER has a real contest record. Has been entered in 3 Australian Championships for 2 firsts and a 2nd. Simple to build and fly.





# Complete Official Results, 1

## FREE FLIGHT



1. WINNING ENTRY in the Flying scale. Geoff Pentland's Sky Pal.

2. MAX CRAWFORD launching his Class 1 power model. All the way from the Northern Territory. First Modeller from up that way to compete at Nats.

3. KEN DE BOMFORD'S M.G. from Tassie, giving lift to Bob Greenhill and his Gloster Gladiator. Competitor in Flying scale.

4. HARDEST MAN TO PHOTOGRAPH AT NATS. Ray Halstead. Model won International power. RAY proxy flew Van Leuven's Wakefield, from West. Aust., into first place in Wakefield trophy. RAY also won sportsman award.

5. WINNER OF THE POWER SCRAMBLE, C. Marsden, of Vic. Model powered with Mills .75. Most scramble jobs are.

### POWER RATIO CLASS I

1st RICK ELLIS, (Vic.), Ratio 6.32	Motor Webra 1 .5
2nd NOEL HARDING, (Vic.), Ratio 5.7	Motor O.S. 15
3rd BASIL HEALY (N.S.W.), Ratio 5.6	Motor Dart .5

### POWER RATIO CLASS II

1st RON BIRD (Vic.), Ratio 21.33	Motor O.S. .29
2nd WALLY NORTON (Vic.), Ratio 15.8	Motor K. & B. .19
3rd RICK ELLIS (Vic.), Ratio 13.5	Motor Saber .19

### POWER RATIO CLASS III

1st RON BIRD (Vic.), Ratio 20.6	Motor O.S. .35
2nd RICK ELLIS (Vic.) Ratio 6.29	Motor Saber .35
3rd ROY MOODIE (Vic.), Ratio 4.96	Motor Enya .36

### F.A.I. POWER

1st RAY HALSTEAD (Vic.), 520 secs.	Motor Webra 2.49
2nd JIM FULLERTON (Vic.), 433 secs.	Motor Saber 1.5
3rd RICK ELLIS (Vic.), 428.1 secs.	Motor Webra 1.5
4th BASIL HEALY (N.S.W.) 364.4 secs.	Motor Elfin 2.49

### JETEX

1st C. STONES (Vic.), 213.8.	Jetmaster
2nd G. SINCLAIR (Vic.), 198	Jetmaster
3rd MERV BUCKMASTER (Vic.), 192	Jetmaster

### HURL GLIDER

1st COL STONES (Vic.), 237.2
2nd WALLY NORTON (Vic.), 153.4
3rd GEOFF PENTLAND (Vic.), 126.4

### F.A.I. SAILPLANE

1st RUSS HAMMOND (N.S.W.), 835.7	Own Design
2nd BOB HOWIE (S.A.), 767.1	Southern Sue, Own Design
3rd BASIL HEALY (N.S.W.), 751.6	Own Design

### A/2 SAILPLANE

1st BOB HOWIE (S.A.), 507.2	Southern Sue, Own Design
2nd RUSS HAMMOND (N.S.W.), 488.5	Own Design
3rd D. JACOBS (Tas.), 487	Seraf
4th MERV BUCKMASTER (Vic.), 453.8	Modif. Tadpole

### WAKEFIELD

1st VAN LEUVAN (W.A.), 646.9	Single Folder Pirelli rubber
2nd MAX HAYSOM (Vic.), 586	Single Folder Pirelli rubber
3rd BOND BAKER (Qld.), 540	Single Folder Pirelli rubber
4th RON BIRD (Vic.), 520	Single Folder Pirelli rubber

### HURL GLIDER SCRAMBLE

1st MERV BUCKMASTER (Vic.).
2nd BOB GREENHILL (Vic.).
3rd DON BROUGHTON (Vic.).

### F.F. FLYING SCALE

GEOFF PENTLAND (Vic.), Luscombe Sky Pal	Motor Webra 2.49
2nd FRED TAYLOR (Vic.), Widgeon	
3rd VIC DUBBER (Vic.), Tiger Moth	Mills 1.3

### POWER SCRAMBLE

1st C. MARSDEN (Vic.).	Motor Mills .75
2nd BASIL HEALY (N.S.W.)	Motor Mills .75
3rd NOEL HARDING (Vic.).	O.S. .15

### RADIO CONTROL

1st B. ROBINSON (Vic.).
2nd I. WATTS (Vic.).
3rd TEYCHENNE (Vic.).



# 10th Australian Nationals

## CONTROL LINE

TEAM SPEED CLASS I	1st B. DEASON (Vic.)	Motor Oliver Tiger
	2nd BILL MCGREGOR (Vic.)	Motor Oliver Tiger
	3rd DARCY PECK (N.S.W.)	Motor Oliver Tiger
TEAM SPEED CLASS II	1st D. WHITELY (Vic.)	Motor O.S. .29
	2nd DARCY PECK (N.S.W.)	Motor K. & B. .29 R
	3rd B. TURNER (Vic.)	Motor K. & B. .29 R
TEAM SPEED CLASS III	1st WARREN SHURMER (N.S.W.)	Motor K. & B. .35
	2nd RON JONES (N.S.W.)	Motor K. & B. .35
	3rd D. SAXBY (S.A.)	Motor K. & B. .35
ADVERTISER TROPHY	1st VICTORIA (DENIS WHITELY)	O.S. .29
	8 minutes 42 secs., new Australian record	
	2nd N.S.W. (DARCY PECK)	Fox .29
	3rd QUEENSLAND (RON MORRISON)	K. & B. .29 R
SPEED CLASS I	1st LEN BUCK (S.A.), 96 m.p.h.	E.D. 2.46 Glow Plug
	2nd G. SINCLAIR (Vic.), 89 m.p.h.	
	3rd H. NEHRYBECKI (N.S.W.), 82 m.p.h.	
SPEED CLASS II	1st JACK FINNERAN (N.S.W.), 136 m.p.h.	Motor Dooling .29
	2nd LEN BUCK, S.A., 120 m.p.h.	Motor Dooling .29
SPEED CLASS III	1st LEN BUCK, S.A., 149.1 m.p.h.	Motor McCoy 60
	2nd MAL SHARP, S.A., 136 m.p.h.	Motor Dooling 61
STUNT	1st DAVY CROCKETT, Vic., 342 points	
	2nd NORM SUTCLIFFE, N.S.W., 334 points	Motor Saber 35
	3rd TONY FARNAN, Vic. 332 points	Motor O.S. .35
JUNIOR STUNT	1st I. WRIGHT, Vic.	Motor O.S. .29
	2nd J. PFEIFER, Vic.	Motor O.S. .29
	3rd RUSS MORRISON, Qld.	Motor O.S. .29
CONTROL LINE FLYING SCALE	1st FRED TAYLOR, Vic., Halifax	
	2nd MAX NEWNHAM, Qld., Vicount	Motors 4 Saber .29's
	3rd JACK BONE, Vic., Invader	Motors 2 Anderson Spitfires
COMBAT	1st RICK ELLIS, Vic.	O.S. .29
	2nd RAY SILVER, S.A.	Saber .29
	3rd M. WISE, Vic.	Saber .29
JUNIOR COMBAT	J. PFEIFER, Vic.	
BEST STUNT MODEL	B. WHITFORD, Vic.	BEST JUNIOR COMBAT MODEL I. WRIGHT, Vic.
BEST TEAM SPEED MODEL	Class I, John Brehaut, Vic.	Class II, Len Bent, Vic. Class III, Ron Jones, N.S.W.

Champion of Champions Rick Ellis, of Victoria

Junior Champion, I. Wright, Victoria.

The Aeromodeller Shield was won by Victoria with 70 points.

The most unusual model, Bond Baker, Qld., Flying Saucer

Unluckiest Competitor Adrian Bryant, N.S.W.

1. WINNERS OF B CLASS teams race. Model powered with O.S. .29. The same model and team, Max Hayson, Denis Whitely and Adrian Bellamey, won the Advertiser trophy for Victoria. New Australian record.

2. VIC. GRAYSON'S Dynajet powered Panther. Entry in Control line flying Scale. Spectacular flying at night.

3. POTENTATE, LEN BUCK (in bowler). Holding his winning class speed job. Powered with a Mac. 60, did 149.1 m.p.h. on Monoline. Zilch Tyrrell in white cap. In the foreground Mal Sharpe's second place getter and last year's winner. Dooling 61 powered.

4. B. DEASON, all smiles after winning the class A team race. Model powered by Oliver Tiger. The Olivers made a clean sweep of the race, taking all 3 places.



# CIRCULATING AROUND THE SHOW GROUND

(BY MONTY TYRRELL)

The 10th Nationals controline events saw an improvement on the general standard we have come to expect in the big annual get together. So, let's analyse each section in turn.

IN THE SPEED events the South Australians took the grand slam, almost, which is only what was expected of them. Len Buck and Mal Sharpe gave every other contestant a lesson in slick, smooth team working which, as the results show, really paid off. In Class III, Len used a Monoline system which evidently seems to have a future as his all-time Australian record of 149.1 m.p.h. shows. Notwithstanding the large amount of team racers flown in the three classes the entry of pure speed ships was gratifying and this hitherto neglected phase seems to be on the up and up. Unluckiest contestant was the grand old man of Australian model flying, Jack Finneran. Despite repeated efforts he just couldn't get his Class III ship really going but in his sportsman-like manner took that in his stride. He definitely would have given Len Buck a run for his money. However, he made up for it in Class II by winning that section with his six-year-old Circulator.

CONTROLIN SCALE was much more popular than usual. Nine ships, six of which had four motors, turned in qualifying flights. One Super Constellation powered by Sabre 35's, was clocked at just over the 80 m.p.h. mark, which was some going and, in general, motor starting was not as bad as expected on the multis, all getting airborne within a reasonable time. Max Newnham really took the cake by being out to the handle within sixteen seconds after starting the first motor. Along with Jack Bone he really stole the show. The Viscount of Max's and The Invader of the latter were without a doubt the most magnificently finished

ships in Australian modelling history. However, they had to be content with the places as the modest Halifax of Fred Taylor had just that small edge in fidelity that allowed Fred to win by a small margin. An interesting deviation from the normal thing was provided by Vic Grayson's Grumman Panther, which really looked spectacular flying in the dark. Another point of interest is that all the ukie scales were outpointed in the fidelity department by the winning free flight scale Luscombe.

CLOSE TO THIRTY well made stunt planes, 29½ of which followed the Bob Palmer trend, lined up for appearance points. I never saw any powered with a motor smaller than a K&B 19, which shows the futility of small stunts in this country except as playthings for the kids in the parlour. The Victorians had already conceded the event to Tony Farnan but, strangely Tony met with a spot of bother which is most unusual for him and Davey Crockett kept his slight edge from the favourite. Tony's troubles also allowed N. Sutcliffe to dethrone him by a mere two points. The standard in general was good when one considers the stiff wind that prevailed on the day. Dizzy Bolwell, from Victoria, showed that when he concentrates more on serious stunting and less on trying to thrill the crowd with hair raising manoeuvres at low altitude he could be the greatest stunt flier we have ever seen. His name could appear with monotony on the perpetual trophy in the Nats to come.

TEAM SPEED was the usual ruthless affair with no quarter taken or given. More than ever this Nationals showed it's about time the average team speed merchant took stock of his sportsmanship as the number of protests made the events, which were of a very good standard indeed, a com-

plete farce. It is evident that quite a few hot shots in this sphere don't know how to take a beating and have the attitude of winning at all costs. If the cap fits wear it fellers and endeavour to put your religion back on the high plane it deserves as, after all, it is one of the most popular events. You may not have so many protests lodged against you if you lodged a few less yourself.

On the technical side the Oliver Tigers dominated the Class I as expected. The one and only glow motor to reach the final was operated by one of Australia's top specialists, so the writing appears to be on the wall. In Class II the Japanese O.S. 29 has started to make inroads on the K&B and McCoys and proved this point by winning both Class II events in record time in one instance and very good time in the other in the hands of the same team. Due to a pit misfortune the Class II time would have been closer to eight minutes in the Open final as the winning machine was well past the five miles when the watch read four minutes. The Class III had a better than usual entry with the N.S.W. boys dominating. It is interesting that most do not favour 10 c.c. motors. The nett result is the event looks like a funeral compared to the other two classes. The difference between a 35 and 29 is negligible so when the 35 is used in these large planes on longer lines the nett result is not very impressive.

THE OFFICIALS were not very happy about certain points in the combat but most of the contestants were, so the event must be declared a huge success, which is as it should be. It was really fast and furious. The heat winners were fast and the losers were furious. The final was almost flown in the dark after an exciting day of balsa bashing and Ray Silva





1. **BEFORE AND AFTER.** All the way from Tassie to do this. Len Quinn's Super Constellation powered by 4, 5 C.C. motors provided the best crash in its class.

2. **FIRST TIME UNPLACED SINCE 1950.** Jack Black's C Class team racer. spark. Model released when pilot Powered with Jee Bee 60 motor on didn't have hold to handle. Wing from a Valkyrie built in 37. Jack has just transferred to Europe, where he will fly for Swissair.

3. **TONY FARNAN** with his O.S. .29 powered Montgomery Ramrod. Many experts put this one through the book after the stunt championship.

4. 1st and 2nd **TEAMS** in the class 3 team race. From Cabramatta club, N.S.W. In centre in white, Suttcliffe, who was just beaten in the Senior stunt.

deserves full marks for reaching the final with his manouvreable Class II Team Racer. However, the superior experience of Rick Ellis told and even with his stunter after the demise of the race half way through the final, Ray was beaten but not disgraced.

It was gratifying to see pots included for the crewmen of winning racers as they do after all contribute to the success in no small way. What a hell of a position some hot shots would be in if they had a lousy pilot or a confirmed indoor flier as an engine starter. Was also pleasing to see a pot for the best finished racers in each class as a lot of team racers would put the scale models to shame. Johnnie Brehaut ought to make a scale model. He's been threatening to for years. Now all we want is a trophy for the guy who lodges the most protests in team speed and we would have a complete ensemble as everybody would be in on the act.

### NO NEW ZEALAND NEWS!

The write up on this year's New Zealand Nationals hadn't come to hand by the time we went to press. We hope to have this article for the next issue. Come on Kiwis, let's have some news of club activities, doings and photos from over your way.

To club secretaries all over: How about letting Model News hear about your club activities.

### NEXT MONTH

Plans for B Deasons Class A team racer.

Winner of the Australian championships at the 10th Australian Nationals.

A team racer with a difference.

Gordon Burford tells you how to tune your Sabre .29 for team racing.

Topping the score in stunt.

Monty Tyrrell, winner of over 40 stunt contests, gives away the secrets that will put you up with the good ones.

Plus many more articles . . . . . watch for the next issue.

## AERO-FLYTE PRODUCTS

Modellers! Ask your local dealer to show you the full range of "Aero-Flyte" kits and accessories.

### VULCAN 2.5 C.C. STUNTER STUNTMASER 5 C.C. SUPER STUNTER AND COMBAT MODEL

These kits contain tank, ready-formed U/carriage, wheels, etc. All plywood and balsa parts FULLY pre-cut.

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K. & B. .29.  
O.S. Max. .15.  
O.S. Max. .29.  
O.S. Max. .35.  
McCoy .29.  
McCoy .36.  
A.M. 10.  
A.M. 25.  
A.M. 35.

## KITS

Montgomery  
—Ramrod 5/6 c.c. Stunter.  
—Stiletto 2½ c.c. Stunter.

## Aero Flyte

—Vulcan 2½ c.c. Stunter.  
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K. & B. Glo Plugs.  
McCoy Glo Plugs.  
K.L.G. Glo Plugs.  
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" Standard Escapement.  
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" Shorting Plug.  
" 7 Pin Plug.  
" Light Weight Slide Switch.  
" Junior Troll, Receiver & Transmitter.  
E.D. 3 Reed Units.  
" Standard Escapements.  
" Potentiometers.  
E.C.C. 1061 Transmitters.  
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## PROGRAMME

FOR

## 1957 NORTH COAST CHAMPIONSHIPS

To be held at Lismore  
on the 20th and 21st April  
(EASTER WEEKEND)

### Control Line (Saturday)

- (1) CLASS 1 TEAMS RACE (up to 2.5 c.c. motors).
- (2) CLASS 2 TEAMS RACE (up to 5 c.c. motors).
- (3) CONTROL LINE SCALE.
- (4) STUNT.
- (5) COMBAT.

### Free Flight (Sunday)

- (1) OPEN SAILPLANE (164 ft. line, 3 min. Max. 3 flights).
- (2) OPEN RUBBER (3 min. Max. 3 flights).
- (3) OPEN POWER (up to 1 c.c., 3 min. Max. 3 flights, 15 sec. motor run).
- (4) OPEN POWER (over 1 c.c., 3 min. Max. 3 flights, 15 sec. motor run).
- (5) FREE FLIGHT FLYING SCALE.
- (6) RADIO CONTROL.
- (7) POWER SCRAMBLE (from 3.30 to 4.30 p.m.).

FLYING COMMENCES AT 8 A.M. NO ROUNDS.

NOMINATION FEE 5/-, PLUS 2/6 PER EVENT.

WE guarantee you a good show and trophies comparable with last years' North Coast Championships. To be conducted by North Coast Model Aeroplane Clubs.

All correspondence to: J. Palmer, 155 Keen Street, Lismore, (Organising Secretary).

Entry forms from the Secretary.

If accommodation is required please advise at least 1 month before contest.

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You asked for it. Starting in the next issue. Fellows, to get rid of your surplus gear, place an advt. in  
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### In the next issue

for the smaller trader and hobby shop  
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(L. L. Griffiths)

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## TRADE NOTES

### MODEL NEWS BUILDS

#### MONTGOMERY'S 2.5 C.C. SUPER STUNTER THE STILETTO

If this issue is a few days late you can put the blame on the STILETTO — the kit featured in this month's Trade Notes.

Two days before we went to Press we were still drooling over the contents of this kit. The only thing not included is the wheels.

The quality of the balsa was good and from the appearance of it we would go as far as to say each piece was selected with its particular job in mind.

We noted from the packing slip enclosed that the balsa was supplied by Arthur Milner & Co. Milners are the largest firm of their kind in the Southern Hemisphere and have been supplying balsa to the Australian market for over 30 years.

In their factory they have installed the world's most up-to-date machinery, which no doubt accounts for the first class cutting.

The Stiletto contains a printed building instruction leaflet and for once we followed the builders' instructions.

We now recommend this as a quick way of building a kit.

We followed the instructions step by step and everything we wanted was in the box.

The accessory packet contained eye bolts, mounting bolts, leadout tube, paxolin bell crank and washers.

The tank was preformed and only needed soldering. This was about the longest single item on the whole job.

We even found 2 grades of sandpaper to finish off the job with and there was still enough glue left to go over and recement all joints. Nothing is perfect, and after we covered the wings we found we didn't have enough tissue

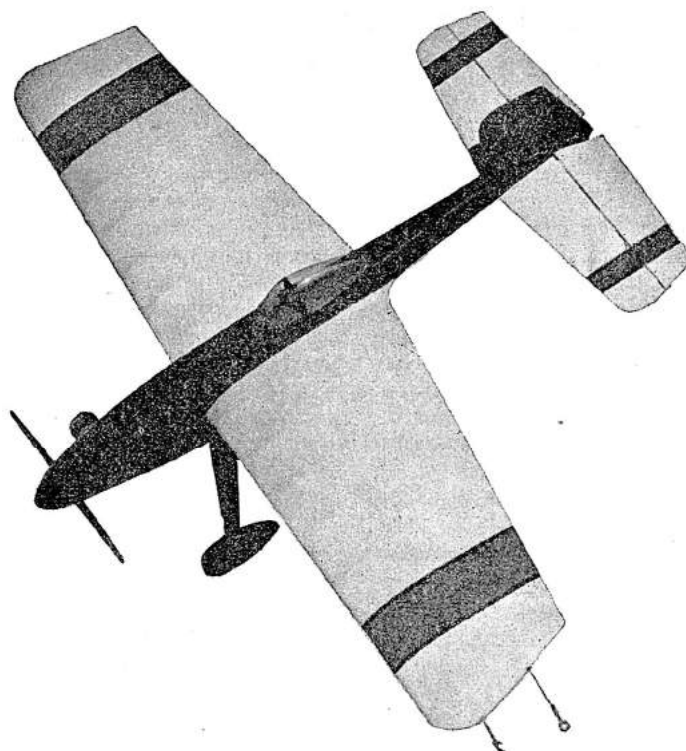
to cover the fuselage and the tail surfaces. Not that everyone covers the fuselage and tail with tissue, but it so happens that we do.

This was the only shortage we found in the kit. Still our kit contained 2 sets of engine bearers, so we didn't mind.

We liked the 4 transfers; they added a lot to the final finish of the model.

We didn't have time to test fly the model, but more about that later. Our STILETTO is fitted with a WEBRA mach. 1, while another STILETTO we are having built by a local bod is to be powered with a O.S. 15 which the NORTH COAST HOBBY CENTRE sent over to have put through its paces.

From the dealers' point of view, we would say — the white cardboard box is strong and double wire stitched. The attractive box label is in 5 colours. The 20in. by 5 in. box is packed full and firm. A good feature when you supply by mail.



To anyone looking for a good 2½ to 3½ C.C. stunter we can recommend—STILETTO.

A new 2½ C.C. Diesel is being produced in Melbourne. That's all we know about that one.

The name of Sabre Motors has now been changed to Taipan.

The manufacturer, Gordon Burford, tells us that to celebrate their 10 years of engine manufacturing he is going to bring out a TAIPAN .29 specially designed for team racing. The motor will feature quick starting while hot.

He is also going back into the Propeller business. Remember the GEE BEE props of the late forties. The new range will be completely finished, highly polished and the sizes will be 8/6 in., 8/8 in., 9/6 in., 10/6 in. for a start.

Last year a SABRE .35 powered Ramrod 750 won second place in the American Nationals.

Next month we hope to review Hearn's new class A team racer, The Swift, and the long awaited Montgomery "Ramrod".



## LETTERS TO THE EDITORS

Dear Sirs,

Congratulations! I read your editorial with great interest and agree with it all. I feel sure that modellers all over Australia will appreciate your efforts and since aeromodellers are always willing to reduce things to pieces, they will offer much criticism. Having finished the commercial and being an aeromodeller — here comes my share.

**THE COVER**, I think could be improved by following successful English and American Mags, and devoting the whole of the cover to picture area with the title in smaller, neater, dashing type, perhaps script.

**SIZE**: Personally I would prefer it smaller in area with more pages for the same amount of material.

**INSIDE PICTURES**: Too small; might be better if spaced as on page 6 to break up long printed columns.

**PLANS**: Perhaps a more distinct title and less grain lines would help.

**STATE NEWS**: I would like to see this section broken up into brief club reports covering Aust. and New Zealand.

**PLEASE**: No overseas news unless really outstanding; it's an Australian and N.Z. mag.

**TRADE NEWS**: Don't really mind if brief.

**FREE FLIGHT POWER**: Don't think it will find much interest here in South Australia.

**SAILPLANE**: Same as free flight power.

**RUBBER**: Same as for free flight power and sailplane.

**F.A.I. CONTEST MODELS**: Don't think it would be of much interest here unless outstanding.

**STUNT**: Yes.

**SPEED**: In moderation.

**TEAM SPEED**: It's about time someone devoted more space to this side of flying. It's about the most popular side of flying here.

**RADIO CONTROL**: Beginners' articles here would be helpful.

**BEGINNERS**: Don't overdo it; we modellers don't stay beginners . . . for long you know!

Well, there it is. MY ideal mag.

I hope it gets bigger and better. Best of luck.

W. G. FITCH.

Henley South,  
South Australia.

Dear Sirs,

I like your Mag, and think it has been a long time overdue. Could you include an article in your next issue, an article of "Fuel Formulas for Speed and Lappage"? This would be of great interest.

The trend over here as elsewhere seems to be to keep what you know about fuels a close secret, in fact the subject seems to be taboo to most modellers. If you could run an article on this subject I'm sure that it would be of great interest to many of your readers.

Wishing you every success with the Mag. and hoping that your subscription list grows beyond your expectations.

D. HUTCHINSON.

Athelstone.

Editor's Note.—We are lining up an expert to do an article on this subject in the near future. In the meantime, Mr. Hutchinson, take heart and read of the "Up and Coming" in "Seen and Heard at the Nats." column.

Dear Sirs,

I would like to express my appreciation of your new Mag. It will fill a definite gap which has existed for some time.

At the same time I don't think you would mind a few suggestions.

Firstly, I think your plans are

particularly good, but how about making them 1/5 scale when they are noted as being so. "Carioca was something like 2in. out in the wing span when worked out as a 1/5.

In control line we need 5 CC stunters, combat and team racers. Australian and New Zealand News.

T. B. PROSSER.

Parks.

\* Editor's Note.—The plans were drawn out full size, but the block maker, not realising that this plan had to be reduced to exactly 1/5 just reduced it till it fitted the page. You have seen the results yourself.

Dear Adrian,

The first issue of your model mag. "MODEL NEWS" to hand via Arthur Gorrie and as you suggested it fills a very vacant gap in Australian and New Zealand modellers' world.

I hope you and Russ have great success with the Magazine.

I think it is (as Arthur Gorrie always says) — MIGHTY.

JOHNNY ABBOTT.

"Doonabri", Wollongong.

Dear Sirs,

Would you please send me any information on tuning a Sabre 29 for team racing?

S. HALLORAN.

Editor's Note.—We were in touch with the engine designer himself, Gordon Burford, and we have an article in hand from him on the subject for the next issue.

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## Seen and overheard at the Nationals

**RADIO CONTROL:** A technical means of upsetting the flight path of a free flight model.

Fed. Sec. Grabowsky, flying in the chuck glider scramble, didn't run after his glider, he rumbled after it.

Sloverings cackendoorff. King Billy's translation of "My covering slackened off" at 3 in the morning.

Tony Farnan, working off steam after the Stunt Champs. with a Ramrod O.S. powered. He's not flying that model; he's assaulting the atmosphere.

There is to be no pushing and shoving when they hold the Nats. in Tassie next year—you may capsize the joint.

Hearn's down to their last plane! I told you there was nothing in the model trade; Jack and Keith flew down in their only Leopard Moth.

An up and coming team race pilot shoved his head in the caravan of a long established expert. "Mix me up some of your hot brew and I could win the next heat."

So while the up and coming waited outside the door, the long established went to work. A bit of methane in a bottle of old fuel and topped off with pineapple juice. Away went the up and coming.

Half an hour later and another win under his belt. Boy! That brew's hot; it upped my laps by 15.

It won't be as windy next year in Tassie; the joint's not big enough.

A bush lawyer would have a better chance of winning at the Nats. than an aeromodeller.

Two main requirements for fast team racing—self-service processing and super tuned stop watches.

## SHARPE ON SPEED

MAL SHARPE, former Australian speed champ., gives the lowdown on speed at the Nats.

Speed showed a change for the better this year with the greatest increase in Class II. This increase was due to the imports of Fox 29 R's. The most outstanding flight was that of Len Buck of A.S., who demonstrated Monoline flying with Class II and Class III models.

Len showed that to successfully compete in speed events you must have good equipment to back up your models.

**Class I:** Len Buck easily won this event with a glow plugged E.D. 2.46 motor and was one of the few competitors to use a dolly for take-off.

**Class II:** This event drew the largest number of competitors, but the tussle between the Dooling 29's, Fox 29 R's and K&B didn't develop. The 29 R's were somewhat temperamental and the hysterical K&B's didn't show up. The Dool-

ings had it their own way and Jack Finneran set a new record of 136 m.p.h. and Len Buck took second place with 121 m.p.h.

**Class III:** Speeds of 150 to 160 were spoken of as being necessary to place in this event.

However, Len Buck shrieked around on the monoline at 149.1 and set a new Aust. record. Ron Morrison didn't return a time and the Old Master Finneran failed to get off.

Mal Sharp, former Aust. Champ. and record holder for this section was second with 136.7 m.p.h.

There were many potential record breakers on the field but lack of knowledge of their equipment kept them on the ground.

The interest shown during and after the events augers well for an increase in the popularity of speed at the next Nats.

If this year's results can be used as a gauge, new records should be established in all classes next year.

## SUMMING UP STUNT

(By BOB HOWIE, Australian and South Australian A/2 Champion and leading Australian stunt judge.)

Stunt has recovered from the slump which has affected it over the last few years.

Thirty models faced the judges for appearance points and these ranged from original designs to kit models.

The standard of workmanship was extremely high and coupled with the trend towards full scale features created a most impressive array.

Tony Farnan, flying "Socks", his fast O.S. 29 stunter, was first away and turned on a terrific performance.

It was evident that the results would be very close if other competitors were to match his effort.

High winds and gusty conditions made flying difficult.

John Crocket, of Victoria, handled the conditions well and scored 342 points. Norm Sutcliffe, of the Cabramatta M.F.C., with 334

points, filled in second place, and Tony Farnan, 2 points away, third.

Junior stunt was flown concurrently with the senior event and the competitors were subject to the same windy conditions.

Victorian Ian Wright's effort was well done and with 197 points he scored a clear cut victory to become the 1957 junior stunt champion.

Eights and square manoeuvres were the deciding factors in this year's event and the day is not far distant when Australia will have to follow the lead of the A.M.A. of America by introducing the sham-rock into the stunt pattern.

Model design also played a large part in the results.

**BUT!** The ultimate is yet to be reached in regard to a good all-round machine which will handle the high winds and yet perform the stunt pattern creditably.

## THE NATIONALS CAR TRIALS

(BY ZEPHYR ZILCH)

For the first time the social activities included a car trial on which a few words would not go astray. The whole affair was a huge success in more ways than many and the general vote was for more of it.

Some funny things took place, the funniest of which was the competing of a certain Nationals official who, by this fact of competing, really balled up an important conference, which could not commence till, like MacArthur, he had returned. Another funny thing about this aspect was one gent whose name we cannot mention confided in me he would sooner be in it than the "great Australian adjective" conference anyhow. He was rewarded a few days alter for his sticking to duty by winning the Grabowsky versus Rose Chuck Glider contest from Rose.

In the woods on my control point, the first car to pull in had a driver who let flow with abuse and said Colin Cliff was not on the last control to mark his score sheet, which, of course, was not marked to justify his point. As nobody knew who was on what

control anyhow and this guy was very late, I'd like to know how he knew Colin Cliff was in the woods, as it was all hush hush. It's one way of making up time I suppose.

One contestant never got to Jim Fullarton's control, which was on the end of the hardest stretch and was one big cause of worry, as it looked as if search parties would be needed. He was last to return and on returning remarked the beer at a pub thirteen miles west of the course was very good. So maybe he's not so dumb. I am still trying to figure out Len Bent. He pulled up to get his card marked, said, "Where to?" and I said over to the right. He set sail and ten minutes later came back into my control from the left. The road maps show it's not possible to do that. Roy Moodie caused a stir. Three less experienced types followed him when he swung down some country lane. They can't be blamed as he'd been doing alright so the "he knows his onions types" naturally tagged along. The result was some hick is still trying to get over four cars screeching to a halt in his garden, U-turning and disappearing again like the Arabs that silently steal away.

Dizzy Bolwell left Traralgon, headed south and after a few miles came into another town from the west without seeing a control. Now this large town was evidently missing from the map so he rushed into a milk bar to ascertain the name of the town under discussion. The soda jerk obligingly told him he was in Traralgon. Don't things look different from the other end. We are still trying to figure that out, too.

Two other intrepid types arrived at my control dead on time, which is a good thing for both except that they nearly had a head-on collision. That also is not possible the way the trial was laid out so maybe we had another Len Bent in the making. At the end we noted that everybody had missed number three secret control and we were gleefully deducting points when we were interrupted by the said control man who came in and said everybody must be lost. He was surprised when we informed him that 99 per cent. were back and was more surprised to find he'd been at the wrong spot. It was a poor show as he was the only official who never had either a bottle, girl or radio to keep him company during the siesta in the dark and lonely woods.

Despite a wilting water pump, relaxing radiator and such, Mal Chase came out on top of the field of twenty-one, with Tony Farnan, Len Buck and Basil Healy being the runners-up. The battered vehicles were an Austin A40, Holden Special, Ford Customline and Standard Cadet respectively.

The funniest thing of the trial was that no protests were submitted.

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# CLUB NEWS

(FROM ARTHUR GORRIE)

## RESULTS OF THE N.M.A.A. CHAMPIONSHIPS FOR 1956

### FREE FLIGHT

Free Flight Power: A. Bettens.  
Sailplane: G. Pickers.  
Jetex: C. Somers.  
Chuck Glider: C. Somers.  
Scale: M. Ware.  
Power Scramble: A. Gorrie.

### CONTROL LINE

Stunt: M. Ware.  
Class A., T. Race: Ron Morrison.  
Class B: John Hornibrook.  
Class C: A. Gorrie.  
Speed, Class II: A. Gorrie.  
Speed, Class III: R. Adams.  
Combat: A. Gorrie.  
Special Trophy for the Best Sport: P. Scott.

The N.M.A.A. holds a championship event for any event voted for each year and has been doing so for the last six years.

Free Flight Power and Control Line Stunt each have a perpetual trophy hand made and also the winners receive a replica.

The N.M.A.A. has conducted four Open events sanctioned by the M.A.A.Q., in which affiliated members of the M.A.A.A. can compete.

The club has flown competitively during the year at: Stanthorpe, Kyogle, Warwick.

N.M.A.A. members gave demonstrations at the Mt. Gravatt Show, the Beaudesert Show and also at a recent Stamina Christmas Show at the Brisbane Exhibition grounds.

A recent Over the Water Day at Southport was postponed owing to weather but it was gratifying to find 11 free flight models with floats on and two control liners. A mighty sight. We spent some minutes gliding models off the retaining wall at the Broadwater—lovely. The event goes on next year.

Feature of the recent "Jet" combat was a prize for first, prize for second, prize for best looking model, prize for semi-final winners, prize for heat winners, prize for everyone who entered.

This is the N.M.A.A. idea of a contest. The sponsor or the spectator pays. Contestants pay 2/6 to pay for neatly printed entry forms which are sent out all over the country as circulars.

The N.M.A.A. has been waging a battle for control line sites, resulting in two being allotted to them, one of which they have handed over to the M.A.A.Q. at Marchant Park. All clubs may fly on either park although the better surface exists at Marchant Park. Other area is in Caswell Street, East Brisbane. The result of numerous letters and representations and time away from work.

This is the first time for at least six years that the M.A.A.Q. has officially had a field of its own.

### STANTHORPE MODEL AERO CLUB:

By this time we have all been to the Nats., hoping we all had a good time and meet with moderate success.

Preparations for this big event go back many months. But more than one bod has packed a partly finished model in hopes of having enough time to finish it down there.

Never before have I seen models packed with such concern for their safety. Should there be any torn tissue on arrival—stand clear and plug your ears.

Remember in the last issue we said we were after the combat trophy at the Stanthorpe-Newtown challenge day — well, local boy Ken Scott won the bacon with some very nice flying.

But, oh brother! Did we flop in the B class teams race. We ended up the day with more pieces than models.

Big interest is now centering around Radio control. This is a new addition to club activities and has proved a big attraction.

(Notes from Neil Crisp.)

### N.S.W. NEWS

#### COFFS HARBOUR MODEL AEROPLANE CLUB:

Being right on the coast most of

the flying done around here is control line. Radio control is well established.

One Sunday recently the boys were out flying radio control on the local drome. One bod was bringing a radio control job in to land when it struck the power lines. Two 11,000 volt lines bounced together and the town had its biggest blackout since the war. It was just on dinner time and a lot of half cooked tucker was spoilt. Flying fields are getting hard to get down here.

### SOUTH COAST M.F.C.:

As far as club news is concerned, we are a small club of 30 odd members. Our chief interest is in control line flying, as the sea is so close to our flying fields that contest free flight is out of the question.

However, we do put up a chuck glider now and again and at times a sports power job. In control line we fly stunt and combat, a little team speed and very little scale or speed. We have had a few successes in metropolitan contests, but mostly fly for fun. Clyd Macdonald has high hopes for his H.M.V. controlled R.6B. I do a bit of flying most Sundays, but spend most of my time with the youngsters. We have some promising young fellows down here. Will send some interesting news next time.

(Notes from Johnny Abbott.)

### MOUNT ISA

Maurice Bradney, ex N.M.A.A. 1956 Combat, Wakefield, Sailplane. Scale Champion now leading light in Mt. Isa, where apart from flying O.S.15 powered Aeronca Sedan with H.M.V., and flying in stunt events and combat events and full sized gliders, finds time to teach some of the younger fry of Mt. Isa the 3 R's. Now Secretary of the Mt. Isa club with 25 members. Developing a design of own Fixite V which is to be powered by O.S.29, which are becoming increasingly popular in Mt. Ist.

### LONGREACH

Alan Westbrook, ex of Sandgate Model Flying Club (out of Brisbane), went out west to make a complete break away from models and for other reasons. Big joke. Alan now has half the population flying regularly and have formed a pretty decent sort of club. The locals wouldn't be in control line at any price with clear country right out to Alice Springs, but after losing several models at 3,000 odd feet and holding power scrambles at 1,020 feet they are seeing the light.

Control line is the answer they reckon. Stunt Queens, Flapjacks, Demons and Combateers are having O.S.29s and 35s installed up front.

### CAIRNS

Allan McCully is getting ready for the big Easter Parade of Control Line events which they hold annually. These fellows up North are no bushwackers and I would really like to see some of them get down for a State Championship some time. From all accounts the organisation both here and at Townsville, where they have just held a big do, is out of this world.

O.S. 29s and 35s will be figuring in their events this year.

### BRISBANE N.M.A.A.

The N.M.A.A. is getting ready to hold a series of elimination contests to be run right through the year to determine club champions over a bracket of 3 contests for each event.

### STARDUSTERS

Fred, Les Dotti and Dad arrived back from the Nationals and now are thinking about getting ready for the State events.

### STANTHORPE

STANTHORPE.—This town has really gone ahead with a bang in a short time. Apart from holding several open events, they are the last Qld. State champs. The control line side of course. They even got a couple of car loads to go down for the Nationals.

### IPSWICH

IPSWICH.—Keith Molloy tells me that a car load of their blokes went down to the Nat., got crook and had to come home. So far!

The rumour going around at the Nats. was that it was too cold for the Bananabenders. A 4,000 mile trip for naught.

### N.S.W. NEWS

WARWICK. — Geoff Johnston tried his hand at free flight. Then brought ANOTHER Mills .75 A Ballinda and a large length of D.I.T. fuse.

### TAMWORTH

TAMWORTH.— Our club mostly combat and stunt. Competed recently for a trophy donated by club sec., J. Galloway. The trophy competed for on the point score system covered Combat, Stunt, B Class teams race and Scramble.

Results:

Combat: Ken Randell. Frog 500.

Team Race: Bill James. Sabre .29.

Stunt: D. White, Veco 29.

Scramble: Brian Potter, Mills .75 Tomboy.

Our flying field is portion of the old aerodrome granted us by D.C.A. It is maintained by club members.

The club sec. is as keen as mustard, and can always be relied on to put on a show, if and when his model flies.

What, no glue? On his last flight his motor and wheels took off and left the model behind.

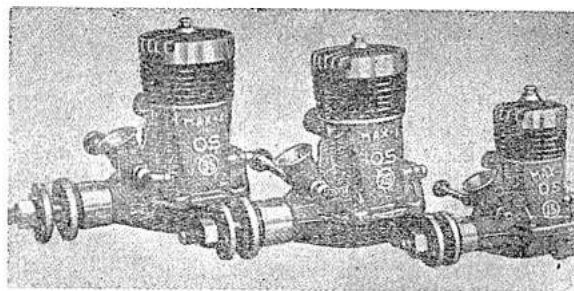
Notes from Brian Potter.



Davy Martin with his K. & B. powered Pow Wow. Davy started off 56 with a win in the Advertiser trophy and had a very successful year. Heard lately that he has gone over to boats.

Photo Monty Tyrrell.

## O.S. WINS AGAIN !!



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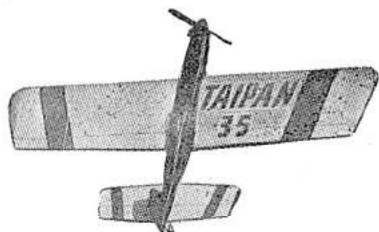
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(Near Clarence Corner

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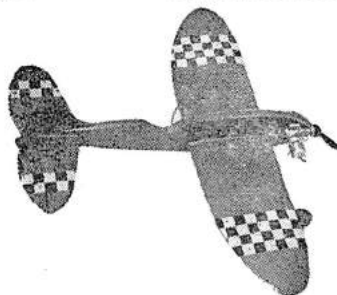
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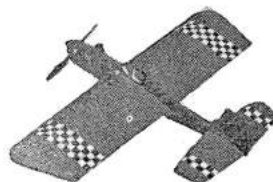
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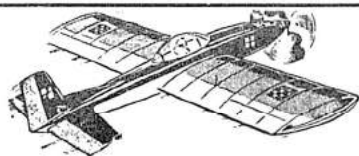
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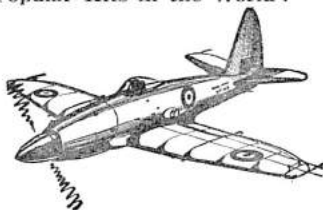
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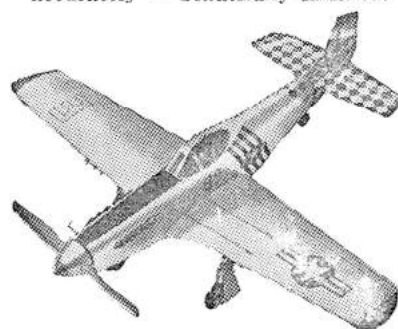
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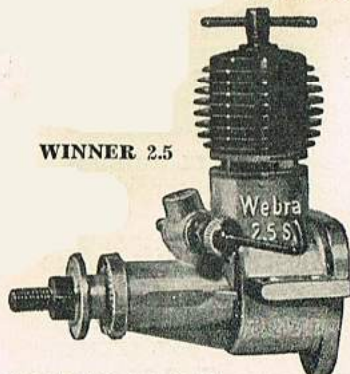
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## TECHNICAL DETAILS:

Bore: .56 inches.  
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Bore: .61 inches.  
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Revolution: Anti-clockwise  
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Crankcase, front bearing and back plate pressure die castings, sand blasted finish. Twin ball bearing crankshaft bearing.

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Stroke: .45 inches.  
Weight: 3 ozs.  
Capacity: 1.48 c.c.; .09 cubic inches.

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Performance: .18 h.p. at 14,500 r.p.m.



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