

Model News

AUSTRALIAN and NEW ZEALAND MODELLING

MARCH
1965

REGISTERED AT THE G.P.O.
SYDNEY, FOR
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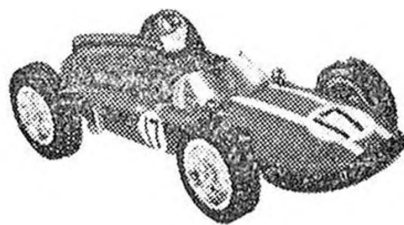
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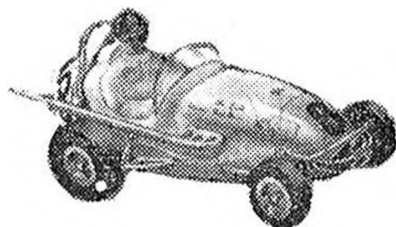
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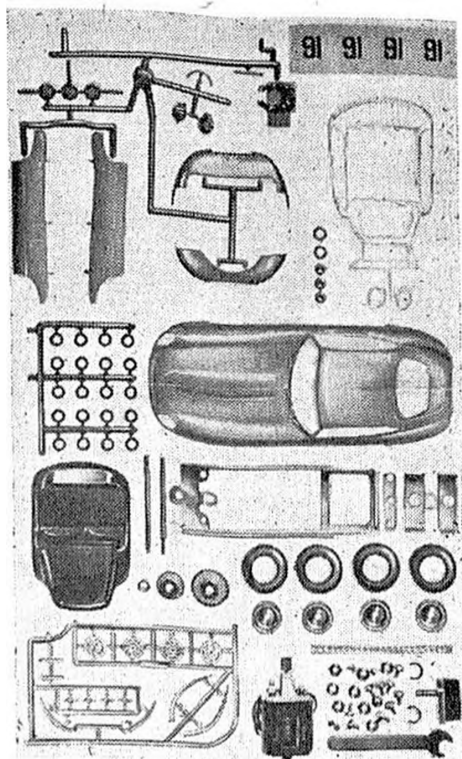
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MODEL NEWS

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NEXT ISSUE APRIL - MAY

Editorial deadline 1st of month prior to month of issue.

Advertising deadline 25th of month prior to month of issue.

COVER STORY

Eddie Keggin C/L scale winner. Crew left to right, Monty Tyrrel (pilot); Eddie Keggin (captain); John Elliot (flight engineer). Note authentic uniforms.

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News and Views

RESIGNATION OF FEDERAL SECRETARY

Mr. W. S. (Bill) Grabousky has resigned as Federal Secretary after ten years in office — the longest time anybody has ever held office in the Federal sphere and longer than all in State organizations with the possible exceptions of Arthur Gorrie in Queensland and Ivor F. Stowe in N.S.W., both of whom seem to have had few years out of office since the war ended.

At the Federal Conference held at Melbourne in January, Bill's resignation was accepted with the deepest regret.

In reply to the tributes paid to him by delegates from the States, Mr. Grabousky said that he would like to have continued in office but his new job of Secretary of the Victorian Swimming Association had made it impossible for him to be present at the Nationals, since this period coincided with the busy period in the swimming season.

He pointed out that he felt his successor should be someone who had been modelling a long time, who knew modellers, and was known to modellers, and above all, a person who could attend the Nationals. In closing he appealed to all States to support the new Federal Secretary who ever he would be, as only by the strongest possible support could MAA of A remain a strong and vital force in Australian modelling.

THE BIG NEWS

At the conference it was moved, seconded and carried unanimously that the motion to withdraw the MAA of A charter from the MAAQ as moved and carried at the Eichura conference and subsequently confirmed by the Camden Conference was not in accordance with the MAA of A constitution in use at that time.

The implications of this are:

1. MAAQ is affiliated until June 30, 1965.
2. Non-member fees paid by an MAAQ flier at the 64-65 NATS will be refunded.
3. All members of MAAQ who were financial with MAA of A at the time of the Eichura conference are financial until June 30, 1965.
4. The Federal Secretary to advise MAAQ of these decisions at an early date.

TO THE EDITOR

Sir,

I have read with interest, your review of our first publication, "The Hawker Hurricane Described" by Francis K. Mason, Ac. R.Ae.S., but was rather disturbed to note a reported comment by Sir Sidney Camm about the Manual Drawings. We have never had Sir Sidney's permission to quote him on any statement regarding our booklet, but wish to say that we believe our drawings to be reasonably accurate, much time and effort having been expended to ensure that they were.

We would merely add that their accuracy may easily be checked by readers, by cross reference to the many photographs available, and to known facts and figures. Suffice to say that Hawkers' official 3-view 'handout' for publicity purposes was traced from our Manual originals and supersedes their previous drawings.

Since the drawing was executed, much additional data and many unusual photographs have come to light and we hope at a later date to provide a completely new set of drawings in a less cramped manner, containing all this information. 1/36th scale reprints of amended originals are available now from us, along with 1/36th scale prints of the P-38 fighting and the CA-12 to 19 Boomerang, price to be announced.

We thank you for your interest, and in passing mention that Mr. Hushunite and Mr. Henmann have merely expressed willingness to write for us. Our writers do include those others mentioned as well as Bruce Robertson, Robert Shaw, P.R. man for Short Bros., Belfast, Cdr. G. W. R. Nicholl (Walrus Manual!), Australian Ken Merrick who is a "Halifax" expert and numerous others.

Sincerely, for KOOKOBURRA TECHNICAL PUBLICATIONS — A. Shennan.

F.A.I. PRESIDENT

Dr. Walter A. Good, 49, Maryland, U.S.A., was elected President of the Committee for International Aeromodelling at its yearly meeting in Paris.

A physicist with John Hopkins Applied Physics Lab in Silver Spring, Maryland, Dr. Good has been an active model plane builder for more than 30 years. He was one of the pioneers of radio controlled model aircraft, and won the U.S.A. championship in this category in 1937 and in several more recent years.

He succeeds Henry J. Nicholls, London, England, to the presidency. CIAM is the model aircraft division of the Federation Aeronautique Internationale, official organization for world-wide aviation records.

Dr. Good is Past President of the Academy of Model Aeronautics which, as an affiliate of the National Aeronautic Association, governs model aviation in the United States.

As President of the international organization, Dr. Good plans to promote increased interest in model aircraft record attempts among member nations and improved world championship competitions for model aircraft.

Dr. Walter A. Good succeeds Henry J. Nicholls, England. Rudy Beck, Hungary, was elected Vice President; A. Roussel, Belgium, Secretary; and R. Cerny, Czechoslovakia, Technical Secretary.

F.A.I. RULE CHANGES

The Committee for International Aeromodelling adopted significant new rules and procedures at the annual Federation Aeronautique Internationale meeting in Paris.

The free flight world championships will be held in mid-July in Kauhava, Finland. R/C world championships will be held at Lyungbyhed, Sweden, August 9-15. No indoor championships will be held in 1965, but are scheduled for 1966.

Provisional rules have been adopted for competition flying of scale models in all three basic categories: free flight, control line and radio control. Also, control line combat, free flight (compass) steered glider for slope soaring, and model rocketry now have provisional rules, and soon could become official record categories.

New record categories were established for radio controlled gliders in straight line speed, requiring two passes through a 200 meter course, and distance in a closed circuit, based on the total distance flown around two pylons in one flight. These two categories bring the total number of FAI world record categories to 34. Currently, the U.S. holds seven world records, Russia 14, and the remainder by other member countries or no record established.

Other radio control rules changes included: approval of a rotating judging system for world championships, reducing the maximum flying time in R/C multi, from 15 to 12 min., and in record attempts forbidding the use of assistant pilots to fly the model. Perhaps the most significant R/C rules change concerned prefabricated models. Although defeated in the R/C sub-committee, the full committee approved use of prefabricated "fibreglass fuselages, poly-foam wings, etc." Not permitted is "a complete, ready-to-fly R/C model which has been built by a person other than the pilot . . ."

A number of control line model rules changes were made. In world record attempts, no physical assistance such as whipping will be permitted. Essentially, this applies world championships contest requirements to world record attempts.

For safety reasons, monoline diameter was increased to a minimum of .016. Clearer definitions were given to glow and compression ignition engines, and identification numbers are required on FAI control line aircraft in only one place instead of the several places previously required.

Several changes will encourage larger stunt models. An increased optional control line length of 70.2 feet has been approved, comparable to AMA's standard 70 ft. A maximum pull test of 44 lbs. will be used regardless of model weight.

Team race warm-up time is increased from 30 sec. to 1 min. Qualifying team races will be over a 10 km. course, but the Russian proposal that a 20 km. final race be run to determine winners was accepted.

No changes were made in free flight model specifications, and the significant procedural change was broadening of flyoff periods for championships to 1 min. increments instead of 30 sec.

Airprop Hydroplanes

(By Noel Shennan)

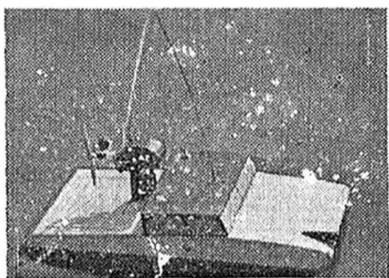
Starting off on hydroplanes was reminiscent of my early days with model aircraft; things that looked right just weren't, and adjustments and design mods, tried in desperation, turned out O.K. Here's the tale of the fun Dennis Scott and I had when we decided to use our radio in airprop hydros.

We had no trouble making the first boats. Dennis' getting waterborne some weeks ahead of mine. His boat was approximately 9" by 20" and with a 2.5 Taipan diesel mounted on a pylon about a quarter of the length from the stern. This went well, having speed and capable of manoeuvring tightly. A big success in fact, the only snag becoming apparent in windy weather when it flipped over in a cross-wind turn. Dennis still reckons his radio works under water, as he could still wiggle the rudder!

Being a scale bug, I just had to make mine different, and ended up with a twin boomed hull, with the motor (Cox .049) mounted on a pylon over the cabin, up forrad (have to go nautical, chaps!). After installing the Pixie receiver, I just had to call it Pixilated, which a dictionary will tell you means "amusingly eccentric". Hah! I had named it far better than I knew! Put in twin rudders, driven by a K.11 escapement. Man, it looked and sounded like "Bluebird", and the only cloud on my horizon was an almost complete lack of control. The circles were large and after it climbed four feet up a bank and over a fallen tree, we thoughtfully carted it home.

Over the following weeks I tried more rudder, one rudder, removed the underfins . . . no good. So I shoved the motor pylon back to where you see it in the picture. Several runs were made with this, with fair control, but the second boat was ready and experiments were abandoned on "Pixilated". On reflection, I'd say that with twin

rudders, and a dagger fin just at the back of the cabin the control in turns could be quite good. The side area of the booms could also have been a factor in holding it straight. The solution to this was then No. 2.



"Pixilated", a Cox .049 powered hydroplane. Uses Pixie radio on 40 meg. Configuration not a success, wants further development.

This boat was conventional as far as this type of hydroplane goes, with a flat bottomed hull 9" by 20". The Cox .049 again provided the urge, driving a 6 x 3 prop. As the Cox runs either way, I simply had to start it backwards. Many's the time I have cursed the Cox for this, but when I wanted to start it backwards, guess? Yep, it wanted to go the right way!

The Pixie Rx was used, having proved reliable in the first boat, and the aerial was a length of piano wire soldered to a small banana plug. This fitted into a socket in the cabin roof. An after hatch was fitted to provide access to the escapement rubber. Mistake. Collected all the goo from the motor, so it was sealed up and the escapement reversed and the rubber taken to the bows, hence the bullet sticking out in front. This boat had a central fin terminating in a rudder about one inch square, and provided circles of about 8 to 10 feet diameter.

One interesting experiment was brought about by Dennis removing the underfin from his boat. This gave a very large turning circle, indicating that the fin acts as a flow straightener. Putting the fin back brought the turn to normal.

Now there is very little to putting one of these hydroplanes together, and if you haven't any radio, well, make a free runner. Try and use diesel for the free job, as they get upset rather more than the R/C jobs and glo motors don't take kindly to water. If your glo does get dunked, the quickest way to get it into use again is to take off the backplate and drain off the water and glo fuel you'll find inside. Squirt the crankcase out with fuel, drain off and re-assemble. Otherwise you'll spend a lot of time trying to start it in the usual way and they don't start easily on a water/fuel mixture.

The requirements in design are basically few, but there are a lot of detail points to watch, any one of which can spoil a day's boating. First off, using a motor .75 to 1.5 cc the hull size will be about 9 inches wide by eighteen long, height to suit the radio gear used and with waterproofing requirements in mind. The motor is best mounted on a pylon set about 1/4 of the hull length from the stern to the prop if the unit is a pusher, add motor length to this if as a tractor. Use a heavy ply centre with secure mounting for this pylon and make sure starting the donk won't pull it loose!

The C.G. will have to be well back to get the bows up, so arrange to have the radio and batteries as far as possible sternwards. But PLEASE don't put the radio hatch where the goo from the motor can run all over it. I managed to do that and it is most unpleasant.

Use a motor that starts easily and will not overheat. Provide a large fuel tank for it.

Cover the hull frame (nothing more than sides and four $\frac{3}{4}$ " sheet rectangles needed for this), with nothing less than $\frac{1}{8}$ " sheet balsa. If you intend to ram rocks make the hull bottom of thin ply. Yes, I know it's hard to get! Having done that, carry out the most important part of the job, namely painting. Treat as for an aircraft using rather more coats than usual. Remember, the thin paint skin is all that stands between your wooden boat and gallons of wet water. If you are looking down your aristocratic nose by this time, go get a book on full size boats and find out what materials the big boats use, but they'll be expensive and not particularly easy to use.

Experiment all you want, you cannot get into trouble with a boat like this.

A word on the radio side. Aircraft type escapements are quite O.K. but the rubber is a nuisance. A servo is a better proposition, and gives you more time on the pond as you don't have to come in to rewind.

We have had lots of fun with our hydros, as Dennis is on 27 meg. and I'm using 40 meg. Two boats creaming along together look really great, and things get interesting when we both try to occupy the same piece of water. I find this water side of the hobby much more relaxing than aircraft and there is a greater sense of control with single channel gear. This is no doubt due to holding rudder for long periods in the turns... you can feel yourself driving it through the turn with the button held down.

Have a go, it's fun!

The problem of retrieving a stalled boat from the middle of a large pond was solved with a canoe for some time, but when this became unavailable we used a ramming technique that worked well enough but required a degree of control that made the operation a little dicey. Picture your pride and joy being violently assaulted amidships by a hydroplane slipping along at around then knots. So we evolved the towing manoeuvre, where another boat takes out a thread around the drifting one and brings the end back. Haul in gently and there you are! This is not recommended for distances over 100 feet, as the drag of the wet thread seriously interferes with the steering of the rescue boat.

Other ideas mooted so far include auxiliary electric motors, and mast and sail that pops up from the deck. Of course, if all else fails, you can always sit down and have a quiet smoke while the wind blows your boat ashore.



Red and white Cox .049 Boat has aerial fitted with banana plug for easy removal. Boat by Author.

The Victorian Model Power Boat Society

Demonstration and Field Day, held at the Olympic Swimming Pool at Lilydale.

The morning was spent in tuning and preparing the boats (of which there were about 20 present), practice runs, etc., and displaying them to and answering questions from quite a number of interested spectators.

In the early afternoon a bouyed course was set out and at 2 p.m. various competitions were held for straight running, radio controlled steering and a novelty event.

The results of these were:

Straight Running	Senior	B. Wheelan	
	Junior	D. Fernie	
Novelty (Bumping the Buoys)		P. Ballard	
Radio Controlled Steering	Senior	G. Mitchell	
	Junior	B. Whellan	1st
		B. Hince	2nd

These competitors created great interest among the spectators and we hope that our Membership will grow steadily as a result.

The Society is now getting really well known and we are booked to give demonstrations during January, February and March, 1965, until in April at Easter when we hope to hold the Annual Speed and Radio Control Championships mentioned in the November issue.

The Venues will be held at Ringwood Lake on Easter Saturday and at Coburg Park on the Monday. Further details can be obtained from the Society. We would still welcome enquiries from Interstate Modellers who might like to participate.

The Victorian Model Power Boat Society,
C/- 1 Elm Tree Road, Doncaster, Victoria.



The 18th National Model Aircraft Championships, Melbourne, 64-65

The Nats have come and gone, lessons learned, friendships renewed.

Overall the weatherman was kind. The free-flight activities took place under conditions varying from fair to perfect.

Processing Day was a shocker, with constant rain and high winds. The Queenslanders wondered what they had struck and the many campers put in a miserable day.

The processing was carried out in the Heatherton Oval Hall situated next to the control line field. Processing went smoothly and quickly with everyone praying for better and warmer weather.

The first day of competitive activities was cool, overcast, with south-westerly winds.

The control line field was well protected by trees and the wind did not appear to trouble the models.

Control line scale was run off and won by E. Koggin with a magnificent Boeing Fortress. This fine model was powered by four E. D. Hunter 3.46 Diesels and proved to be a stable flier. Monty Tyrrell did a smooth job piloting this craft through its winning flight. An interesting point is that all three members of the team wore authentic U.S. Air Force uniforms which added considerably to the colour of the event.

The control line field surface was exceptionally good, green flat and well mowed. Thanks are due to Keith Follet who was the man who got this fine ground and its facilities. Bouquets also to Val Follet and Mrs. Ray for the fine job they did in the hobby shop and canteen. The financial success of the 18th Nats. owes a lot to these good people.

The first free flight day dawned cold, wet and windy. Some early birds got to the field at 5.30. Fortunately conditions improved rapidly. The weather cleared, and while the moderate wind remained thermal activity was intense.

It was decided to fly 2 minute maxes, as the very long grass made recovering difficult. In some places the grass was 5 feet high and the recovery of models became a major problem.

Roger Oliver, who was leading the field in A.I. sailplane, lost his model and his chances in the event. Norm Bell lost his A.I. twice and his

- (1) Senior Stunt winner at last — Ken Taylor and beautiful Fox 59 Stunter.
- (2) Tom Prosser Australia's outstanding Radio Flyer. Victorious N.S.W. Radio Team torpedoed all other States. — Those in doubt see results O.D. Model Silvertone Superhet.
- (3) Leading F.A.I. team racing exponent — Brian Eather and superb natural wood finish model Eta 15 powered — world class performance.
- (4) Sean O'Connor power scramble winner. Original design model made the night before. Mills .75 powered.
- (5) Jack Finneran — Mr. Speed himself. Discusses F.A.I. Speed Model with well known Jim Fullarton. Set new F.A.I. record with 125.7 m.p.h. G15 Super Tigre.
- (6) National Champion Norm Bell and his brood. H.T.L. Vikings — Ritz Continental — Jetstream — Minicano.



Open-power model twice. On three of these occasions they were found by other modellers.

Free-flight is now of such a high standard that immense recovery areas are a necessity.

It was extremely noticeable in the free flight events right throughout the Nationals the unselfish help given to flyers by flyers in recovery of their models. Cars were frequently used as paved roads surround the whole area.

The radio events were being conducted on the same large field about a quarter mile from free flight activities. Very good crowds were in attendance at radio; few at the free flights.

Thanks are due to the Marcs group for the fine preparation of the field. The weatherman helped also, of course, with copious quantities of water some time prior to the contests.

THURSDAY, 31st DECEMBER: SPEED DAY.

A beautiful day, calm, clear and cool: all those prayers paid off. The hot nitro-guzzlers liked the conditions, and motors were really turning over.

Jack Finneran (Mr. Speed himself) was whamming round the circle at a great rate of knots. Len Buck was breathing down his neck, and these two old rivals had a ball.

Speed flying had a great come-back and its future looks bright. Proto speed is certain to be well contested in '65.

As usual most of the noise was coming from the combat circle which seemed more sedate this year.

FRIDAY, 1st JANUARY, 1965:

And what a day to start the New Year. Absolutely perfect free-flight weather. (Freak weather for Melbourne): 3 minute max. walk 100 yards. Five Nordics in the one thermal. In flat conditions Norm Bell's Nordic falls off the line at 40 feet and away for a max.

In middle morning thermals disappear and dead air claims many good models. It becomes a battle of tactics with one eye on pilot models and the other on the round time watch.

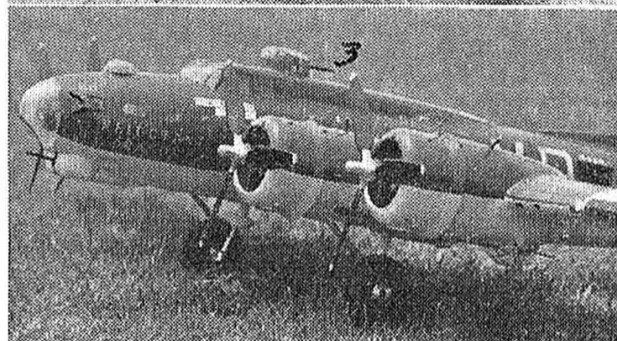
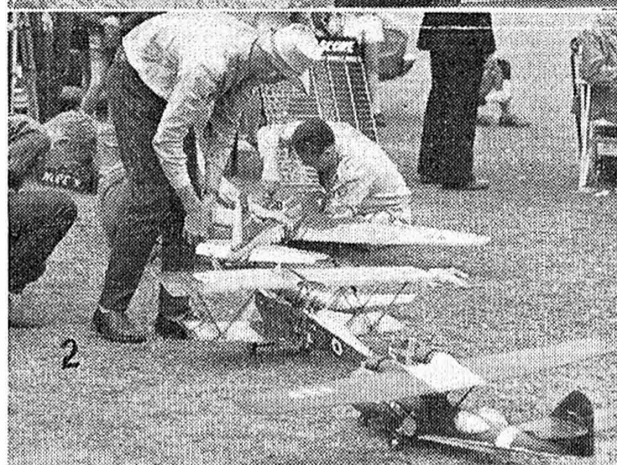
Class (1) models go to tremendous height on power and fall out of the sky in ridiculously short times. Places chop and change all day. This is free-flight at its very best.

SATURDAY, 2nd JANUARY:

Weather fair. Mild temperatures and a brisk south-westerly wind. Much activity in Team Race circles: some unpleasantness, fortunately of a minor nature. Ken Taylor finally wins senior stunt, much deserved for a good model and a good pilot.

Hard-working Jim Ray wins award best appearance 1/2 A. Team Racer.

Overall, New South Wales was too strong in Speed and Team Race, and on foreign territory, too. What will they do to the Victorians and other States when they get them on home ground!



- (1) Free Flight scale winner David Marshall and OS15 powered Gloster Gamecock.
- (2) Control Line Scale Flight Line.
- (3) Close up of winning B17 Fortress powered by 4-ED 3.46 Hunter Diesels.
- (4) Rev. Sheppard and beautifully detailed P51 Mustang. Placed 3rd.
- (5) Ken Taylor and beautifully detailed free flight scale job.

TUESDAY, 4th JANUARY:

Fine and warm. People pulling out for home now. It's a sad sight to see the field quieter and slowly empty.

Only cleaning up remains. The cleaning teams thanks to those campers who left their camp in such good condition. Thanks, fellas.

It was a good Nats. Financially a success: modellers flew well and had a good time: performances all time high.

Socially the Nats was a failure. A venture of this size just can't be staged over 25 square miles of city and suburbs. The control line and free-flight fields were 22 miles apart.

It must be remembered that most modellers enjoy talking to other modellers, apart from flying in competition. It's a lesson learned, and the next Host State is certain to have noticed this short-coming.

LAST — BUT NOT LEAST

Those helpers who really worked to get this Nats rolling. Mr. Freeflight, Floyd Lloyd, the spark plug in this venture, worked unceasingly.

Mr. and Mrs. Percy Ray, and son, Jim.

Mr. and Mrs. Keith Follet and family.

John Pfeifer of the Model Dockyard.

George Mallet of Central Aircraft.

Jerry Ennery.

Bill Evans.

These good people come to mind instantly. There are many others which space will not permit mention. Our sincere thanks to all — and see you next year.

SPEED

The weather on Thursday was good for speed flying, and the number of fast flights recorded is an indication of the revival of interest occurring in these events. A total of 63 entries were handled by Gordon Burford, Peter Ellis, and assistants.

On the technical side, most of the models were old and well worn, with very few using monoline successfully. There were, of course, many who tried to take advantage of the one wire system, but most of them pranged, all winning flights being made with the more controllable two line models.

F.A.I. SPEED resulted in a terrific struggle for first place between Jack Finneran of N.S.W. and Len Buck of S.A., both using the latest model Super Tigre motors. Their fastest flights tied at 125.7 mph. Their second fastest flights also tied at 124.3 mph. Only the third flight separated the two with 121.6 mph to Finneran and a no-flight by Buck, who had trouble getting into the pylon with his monoline control until he eventually managed by taking off with his handle already in the pylon.

There was a sprinkling of K&Bs and Foxes present, but it was left to an older model Super Tigre to fill third place for the Newcastle team of Neville-Hughes-Jenson at 115 mph. Past Nats winner Graham Rice was still faithful to his O.S. factory special 15R, but failed to make 100 mph.

CLASS 2 SPEED resulted in another great win for Jack Finneran, with three screaming flights of over 140 mph any one of which would have been good enough to win. Again he used a two line model, demonstrating the terrific power churned out by the K&B 29R, which established its supremacy at the last Nats. Third once more was the Newcastle team, also with K&B, and splitting the two came Farnam-Holtham's O.S. with a flight of 139.5 mph.

CLASS 3 SPEED was won comfortably by New South Welshman Phillip McGee, for the third time in a row, as on previous occasions his winning flight was on two lines after unsuccessful attempts with monoline. His 147.5 mph was a new record on the new line lengths, and was done with a Rossi 60 motor, replacing the old McCoy that has dominated this event for so many years. A flight 9 mph slower later in the afternoon gave Ivor Stowe second place, while in third place was E. French of Queensland.

PROTO SPEED, flown on the last day, was also faster than at any previous Nationals. When Queenslander Neilson's red Super Tigre model zipped around at 118.4 mph early in the day, it was evident that it was going to take some beating. Ron Neville's Newcastle team might have done it if their uni-line model had been flyable, but the best their K&B could manage on two lines was 113.9 mph for second place, with Queenslander D. McKellar 1 mph slower, third.

Among the also-rans was Hans Bertina from Perth, whose chances ended when his ETA did a shaft run on the first flight, and Geoff Lawson with the fastest of the teamracers at 107.2 mph. John Tidley tried a proto ship with the new O.S. 29R speed special in practice before deciding to use his teamracer instead, but it was evident that none of the teamracers were fast enough to place this year, so keen was the competition.

The tremendous comeback of speed was perhaps the outstanding feature of the 18th Nats.

TEAM RACING

Teamracing was well supported this year, and was faster than at any previous Nats in all classes except class 3, which, as usual, fell well below the others in popularity. Even allowing for the amount of whipping and high flying allowed there can be no doubt about the improvement that has taken place in Australian racing equipment.

F.A.I. TEAMRACE was the first event on the programme, and after the two rounds of heats had been flown, those emerging with the fastest times were:

Malcolm—Pring S.A.

Eather—Roach N.S.W.

Wilson—James Vic.

Brian Eather was the only one to break 5 minutes in the heats, but was disqualified for stepping out of the pilot's circle at a pitstop, and had to rely on his second time to get him into the final. Several teams missed the final by only a matter of seconds, as the first six were all under 5:40. Among these was Hans Bertina from Perth who pranged his 102 mph ETA, then further handicapped himself by engaging a pit-man who knew nothing about tuning diesels.

Late in the afternoon warm-up flights before the final indicated that it would be a battle between the ETAS of Pring and Eather-Roach covering 50 laps per tank at 95 mph, with the Wilson-James Oliver Tiger nearly as fast but well down on lappage.

The rottenest of luck befell Pring at the start, as his motor cut on take-off, the model rolled into the circle, and put him out of the race. Several times James attempted to pass Eather's faster model by lifting his handle over the latter's head and pulling the model around while it was still some distance behind. To most of us this is called "whipping" but apparently the Contest Director did not think so, or else James would have been disqualified on the spot. In any case,

Brian Eather was far too experienced and simply ducked under James' lines and drew further ahead, eventually winning in 4 min. 57.3 sec.

CLASS 2 TEAMRACE was much noisier, and was unusual for an Australian Nats in that it was dominated by English engines instead of the Japanese makes that have won for the past several years. Both the final and the Advertiser final were faster than at any previous Nationals.

In the heats Wilson-James went very fast and were the only ones to break 7 minutes. Adamson from N.S.W. came close with 7 min. 3 sec., and last year's winners, Lawson-Fryer, managed 7:15 with the new Enya Mk 4, after discovering that their very fast K&B model crunched plugs too quickly. Hans Bertina snapped the monoleg off his new model 5 minutes before the first heat, and turned up just in time for the second with an old model dug up from the grave to qualify for the Advertiser.

Once again in the final, the pilots got away with murder as far as whipping and high flying were concerned, with rumors running high that the New South Welshmen were after the Victorians' blood and vice-versa. Wilson-James' O.S. Special cut out at the start, putting them behind from the very beginning, and Adamson's time of 6 min. 59.7 sec. with two quick pitstops gave them no chance of catching up. Lawson-Fryer-Boughton were unlucky to break a prop at their last stop and had to be content with third this year.

The fastest teams from each State then lined up for the Advertiser final, these being:

Wilson-James	—	VICTORIA
Adamson	—	N.S.W.
Bertina	—	W.A.
Oehme-Silva	—	S.A.
Edgerton-French-McKellar	—	QUEENSLAND

Again Wilson-James' motor failed them at the start, and this, coupled with slow pitstops throughout the race, let Hans Bertina win the cup for West Australia for the first time ever. Despite tank trouble, his ETA machine was passing everything else in the sky with as many as 60 laps at a time. Adamson's ETA was way off tune after his splendid final run, and was beaten into third place by the Queensland boys with a Super Tigre.

JUNIOR CLASS 2 received very few entries, and was won comfortably by Billy East with another smooth flying, well pitted ETA 29 powered model.

CLASS 3 TEAMRACE was very nearly not run at these Nats, but a small pressure group managed to have it reinstated for the 7 teams who entered. Wilson-James came good to win this event, and even though they had two more pitstops than usual they never seemed in danger of losing, so leisurely was the pace. Norm Moore from S.A. was second, just ahead of Taylor-Cincotta's attractive Fox powered model.

Teamracing is possibly the most competitive of all modelling activities with activity at fever pitch. Under these conditions tempers do fray and harsh words are occasionally heard. With such enthusiasm running high in all events, team racing will go from strength to strength, but let us not forget modelling is still a hobby and a sport.

STUNT AND SCALE

These two events were organized by the Stuntmasters and the reports on the field and from the overall organizing committee were full

of glowing praise for the manner in which the Stuntmasters did the job. The Contest Director was old time stunt flier Monty Tyrrell, capably assisted by Derry Brown (now of Sydney). Judging in stunt was carried out by Brian Horrocks of South Australia (twice winner of the British Gold Trophy), Colin Cliff of Warragul and Brian Douglas of Echuca. Contest points were done on the spot by Alf Elliott from Bendigo who did a sterling job on the adding machine for the three days. A flier knew his points within minutes of landing when they were recorded on a large blackboard. Horrocks was most impressed with the Stuntmaster scoring sheets and took several back to S.A.

In all there were 35 entries in stunt and 31 actually recorded two or more official flights over the three rounds. About 40% of the fliers were good 35% were very good and the other 25% will migrate into the other classes after more practise or experience.

One record set in the 18th Nationals Stunt Event was the fact that out of 31 fliers not one protest was entered.

As usual the Stuntmasters kept a census of planes and motors and it is evident the bigger ships and engines are still the thing, with a hint of even bigger combinations appearing in the near future.

Engine wise, the 31 that flew used I-Johnson 35, I-Fox 59, I-Kyowa 45, 2-Veco 19, 1-Sabre 35, 1 each Enya 29, 35 and 45, 1 each OS 29 and 35, 2-OS Stunt 35, 1-OS 49, 1-Merco 49, 16-Merco 35. In the models department 10 were from magazine plans, 9 were kit designs or variations thereof and 12 were originals.

Overall the model standard was quite good with about one dozen models that really stood out from the rest. An extremely high percentage got off on the first attempt in each of the three rounds and got the bonus points for being airborne within one minute.

Final points tallied up as follows:
Senior Stunt (25 entries)—

On the Tuesday, the first round of Stunt was finished by 2.30 p.m. so Brian Horrocks and Colin Cliff, assisted by well known radio and stunt flier Bob Hyde, started to judge the flying of the ukie scale models. The static judging was done by two members of the Aviation Historical Society of Australia, Trevor Boughton and Bob Frith. There were nine models ranging from the reasonable to excellent. Five models really stood out from the rest and it was evident to the judges that bonus points for attempts or number of engines running, etc., on the qualifying flights could bring about some pretty close decisions for the places. Three of the models in particular were very close on the static side, viz Keegin's Boeing B-17 and Reid's Ansaldo and Cole's Aero-Commander.

Four of the models did not get in qualifying flights and it is a very significant point that the well proven or hitherto flown ships did.

We have seen Reid's superb Ansaldo fly better than it did at the 18th Nats and that factor, plus using up his second attempt, cost him some points. Cole's Aero-Commander is also capable of a better performance. Father Shepherd's Flockhart's P-51 Mustang, a consistent contest placer, turned in a flawless qualifying flight on the first attempt.

Meanwhile, back in the pits, it appeared the Fortress would never get in the air and the large crowd waiting to see the huge ship were getting rather restless. Engine Starter Lieutenant John Elliott was having no end of motor trouble

when three motors played up in pit tuning. The inner starboard and inner port motors both broke their crannshafts and the outer starboard's disc valve got an attack of asthma or something. Fortunately he had two complete spare motors and managed to make four working engines from the pieces of six different motors, install same and tune them up in 50 minutes flat. As he did it, in spite of or because of the numerous technical advisers, he definitely deserves the best Sportsman's Award for the 18th Nationals. It was eventually brought to the starting line and it was all over within 5½ minutes flat. He hand started the four motors, tuned them to an amazing synchronised beat, Major Ed Keggin let the huge beast go and Captain Monty Tyrrell power landed it on two motors after four minutes approximately in the air. The points for the extra motors and first attempt points nosed out the next nearest by 12 points. There were no scale bonus points for the American World War II uniforms of the 8th Air Force the operating crew were sporting to add atmosphere to the occasion.

Final points	Points
1st—Eddie Keggin (Vic) Boeing B-17 Fortress 4-ED Hunter 3.46's	133
2nd—Barry Reid (Vic) Ansaldo Vintage Bi- plane, 1-OS 49	121
3rd—Father R. Shepherd (Vic) Mustang P-51, 1-Taipan 2.5	93
4th—K. Pettman (Vic) Catalina PBY Am- phibian, 2-OS 35's	82

MULTI RADIO

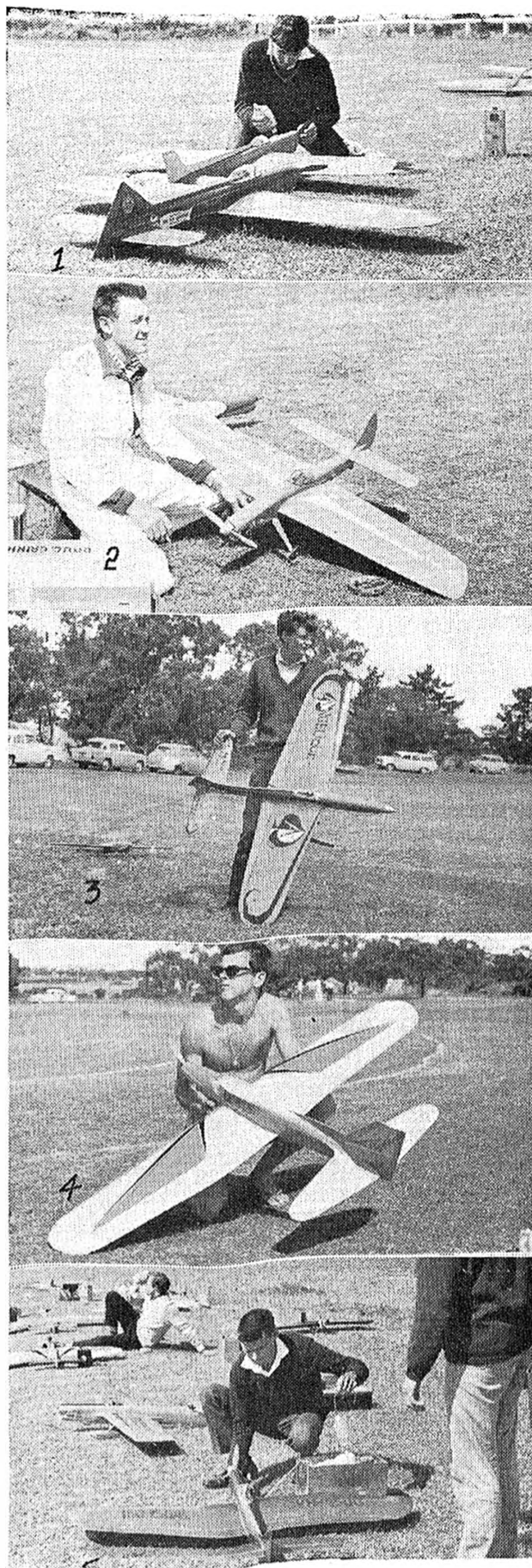
This event was flown on Sunday, 3rd January, under almost perfect conditions with just a steady breeze to keep the pilots alert. Sixteen modellers competed and commenced flying at 7 a.m. in the morning, finishing at 6.30 p.m. at night. During the day it was noticed that the crowd watching was larger than the number of spectators at all other events at the entire Nats!

Tom Prosser repeated his success of last year to gain first place over L. Winley, also of N.S.W. Tom changed models during the rounds, but it was his second flight with his "Sunbird" which gained the points to put him in front of the smooth flying Taurus, piloted by Winley.

Right on the heels of these two flyers came Geoff Glass of Victoria using a beautifully trimmed Stormer, which was one of the few models on the day to complete a tail slide. As the scores show, the competition right down to the fifth place was so close that even one or two shaky manoeuvres were enough to drop the contestant from a leading position. This was the first competition in which Prosser was seriously challenged, and whilst he won well, it was interesting to see quite a number of pilots improving their previous best scores.

Fourth place behind Glass went to Tony Farnan flying a Taurus, which was plagued by tank trouble. Lifting the tank to a higher level

- (1) John Hughes winner Junior Stunt O.D. Kyowa 45.
- (2) Nhill Modeller Doug Grinham and stunt entry.
- (3) Daryl Hartshorne's Angeliqe Stunter — Placed 3rd Senior Stunt Merco 49.
- (4) Brendan Stretch and beautiful O.D. Stunter. Merco 49.
- (5) Brian Birch second place Senior Stunt O.D. Imperial Merco 49. Immaculate model.



during the contest enabled better scoring on the last two flights before the motor cut. Basil Healy went through three full steady flights to secure fifth place with his G-String, and would have been higher with smoother inverted eights, and a tail slide.

One of the best performances of the entire contest was put up by Owen Babcock of Tasmania flying in his first multi competition. Owen came sixth, beating many seasoned multi experts with flights of 1201, 1373, and 1467 points. With this rate of improvement he will be a force to be reckoned with in 1965, and his plane was a beautifully built and finished Taurus.

John Marquette produced his usual unruffled pattern to claim seventh place, in front of Doug Saxby of S.A. But for bad motor runs, Doug's smooth flying would have given him a higher place and he will certainly help to lead the multi boys developing in S.A. John Lamont was out of touch to fly well below his best in 9th place, and would have done better with his hot "Safari" model.

T. Walshman and J. Smyth both flew Sultans into the next positions, and were typical of pilots performing the entire pattern, in competent style without notching enough points to bring them near the leaders. Of the remaining entrants Ian Watts was the most unfortunate as his motor cut early in each flight and he was unable to demonstrate the skill which would have put him well into the top bracket.

Perhaps the main point of interest in the day's flying was the absolute reliability of all the radio gear being used. After reading of the problems with equipment encountered by flyers in the American Nats, it was good to see the Australian experts fly non stop for eleven and a half hours in hot conditions without the slightest suggestion of difficulty or need for tuning. The

swing to Superhet Gear was almost complete this year with ten of the sixteen entrants choosing this type. There were seven O.S. Superhet sets, two Silvertone Superhets, one Grundig Superhet, one Grundig Superregen and five Silvertone Superregens. Most popular engine was the Merco .49 followed by O.S. 50's.

The most notable thing about the flying was the fact that less than half the contestants failed to get spot landings, and when they did, the plane was "planted" firmly on the inner circle. Almost everyone approached well but finished with "outers". Smooth flying gained most judges' points and this, coupled with reliable tail slides, could win any multi competition.

SINGLE CHANNEL. — The results, as expected, were completely N.S.W. Predictions that Single Channel flying, competition wise, was strictly N.S.W. were fulfilled. Twenty minutes after flying started name after name was scratched till only Vic. entrant remained in the event.

INTERMEDIATE AND GRUNDIG TROPHY — As in the Single and Scale, these two events were dominated by Tom Prosser and Lyle Winley from N.S.W. Flying in these rounds was uneventful with nothing outstanding to report.

Compared to the Intermediate and Single Radio Events, Multi is far ahead, and 1965 will certainly see tremendous progress in this type of flying, which showed the most improvement of any single competition at the 18th Australian Nationals.

Multi Nationals Official Results and Details

Name	Place	Points	State	Plane	Engine	R/C Gear
T. Prosser	1st	3438.8	N.S.W.	Original	K. & B. .45 and Merco .49	Silvertone Superhet 10
L. Winley	2nd	3366.3	N.S.W.	Taurus	Enya .45	Silvertone Superregen 10
G. Glass	3rd	3304.5	Vic.	Stormer	O.S. .50	O.S. Superhet 10
T. Farnam	4th	3114.3	Vic.	Taurus	O.S. .50	O.S. Superhet 12
B. Healy	5th	3066.0	N.S.W.	G-String	Sup. Tigre .56	Silvertone Superregen 10
O. Babcock	6th	2840.0	Tas.	Taurus	Merco .49	Silvertone Superregen 10
J. Marquette	7th	2724.0	N.S.W.	Aero '33'	Merco .49	Silvertone Superhet 10
D. Saxby	8th	2717.5	S.A.	Original	Merco .49	O.S. Superhet 10
J. Lamont	9th	2623.5	Vic.	Stormer	O.S. .49	O.S. Superhet 10
T. Walsham	10th	2468.5	Vic.	Sultan	Merco .49	Grundig Superhet 8
J. Smyth	11th	2442.5	S.A.	Sultan	Merco .49	O.S. Superhet 10
R. Shaw	12th	2219.0	N.S.W.	Original	Merco .49	Silvertone Superregen
G. Enery	13th	1372.3	Vic.	Sultan	Merco .49	Grundig Superregen 8
H. Paul	14th	844.5	N.S.W.	Original	Merco .49	Silvertone Superregen 10
I. Watts	15th	661.0	Vic.	Sultan	O.S. .50	O.S. Superhet 10
G. Tracey	16th	232.5	Vic.	Orion	K & B .45	O.S. Superhet 10

FREE FLIGHT

The first free-flight day dawned overcast, showery and with a S.W. wind gusting from 10 to 15 m.p.h. Although the rain soon cleared the wind persisted which meant a long chase for the high climbing models. As many competitors were flying in more than one event it was decided to reduce the flight times to 2 minutes maxes.

OPEN POWER: Much interest was centred around the Open Power event which this year was flown in lieu of Classes II and III Power ratio, and despite the wind, the Victorian Power modellers showed what well trimmed models can do. This year saw high thrust seriously challenge the traditional pylon designs and both Max Nicoll and Norm Bell had models really in the groove.

The event was won by Norm Bell using a T.D. powered Viking F.A.I. followed by Ford Lloyd with a Cox .09 creation only one second behind, and Ron Greeves third with his well-known Texan design powered with the inevitable Cox Special.

This is the second time in recent years that Open Power has been flown at a Nationals and all agreed that it is a good contest, for five flights is a better test of model and contestant than the restrictive 3 flight Ratio event.

SENIOR HURL GLIDER: Geoff Boughton proved once again that he's tops in the strong arm brigade with a score only one second short of 3 maxes. Col Stones had difficulty in finding the right trim but his times were good enough for second place. Peter Lloyd lost his best model on his first flight but his reserve was good enough to clinch a 3rd placing.

Unlike the senior event which was an all Vic. affair — Junior Hurl Glider and in fact most Junior F/F events — were supported mainly by boys from N.S.W.

G. Der Kinderen was the winner with N. Butler and R. Whyte second and third.

FREE FLIGHT SCALE was a feather in the cap for Victorian junior, David Marshall, who was the only contestant to make a qualifying flight. David's choice, a Goster Gamecock, won the scale event at the Victorian State Champs last year, and what it lacks in detail it more than makes up in its ability to fly.

A.1. SAILPLANE: With 29 entrants in the A.1. Sailplane, it seems that this event will become as popular as Nordic A.2. The breezy conditions placed a premium on the modellers' ability to get their models to the top of the line and soon sorted out the "men from the boys".

Sean O'Connor, who was favoured for this event, started off well but had the misfortune to fold the wings when towing up on the fourth flight, and even Colin Stones had difficulty in finding trim with his usually well mannered model.

It was left to Norm Bell to win this event with a Jetstream kit model that flew consistently all day. Second was Peter Lloyd flying in his first Nationals as a Senior, and third was Colin Stones.

Both the second and 3rd placegetters used the simple but effective Aiglet which must rank as one of the most popular A.1. designs flying today.

The second free flight day was flown on New Year's Day under ideal weather conditions, temperature in the mid seventies and a light S.W. breeze. Although thermals were in abundance there were just as many, if not more, downdrafts that wrecked some of the experts' chances.

A.2. SAILPLANE: With 30 contestants, A.2. Sailplane must have been one of the best supported events of the Nationals and from a design and construction point of view there was much of interest, particularly D. McKellar's elegant fibre-glass fuselage A.2. model which racked up three maxes before retiring with a damaged pylon in the fourth round.

Times generally were high and Norm Bell's Ritz Continental had four maxes up before striking a downdraft on the last flight and came down in 38 seconds to place second. It was left to an unknown Victorian Junior, Peter Drayton, flying in his first ever contest, to win the event. Peter used a well flown Topscore and handled the variable conditions like a veteran. Dave Anderson, from South Australia, took third placing.

CLASS I POWER: Times in Class I Power Ratio improve at every Nationals and this year was no exception for Ron Greeve's Minicano racked up 27.5/1, closely followed by Sean O'Connor's ultra-long moment arm machine based on his successful Wakefield designs; third place was won by John St.Clair who, at long last, has placed at a Nationals.

The first round of Class I saw good times by most competitors — at least four bettered 30/1. However, in the second round, both Norm Bell and Ford Lloyd were downdrafted in under 60 seconds and the attention was focussed on the eventual winner who had the luck or skill to fly at the right times.

JUNIOR RUBBER: In Junior Rubber young Les Fahey proved he's a "chip off the old block" by winning first place, closely followed by Gregory and Tarn Stowe, all pupils of well known rubber flyers.

Weather wise, the third F/F day was again ideal, with the temperature again in the mid-seventies and a moderate S.W. breeze.

THE F.A.I. POWER event was dominated by Victorian flyers with some of the best flying seen at any Nationals. A feature this year was the High Thrust models of Norm Bell and Max Nicoll and although this is not the first time this design concept has been used, it is the first time that they have really shown their capabilities, for the Climbs were straight up and transition good.



Battery Charger for D.E.A.C. Batteries

(By John James)

For many years I have wanted to convert my models power to DEAC batteries, however, the biggest problem facing me was getting a battery charger capable of charging these cells efficiently and also being capable of charging my 2v starting cell and transmitter batteries. So over the last three weeks of my holidays I set to, to design a circuit which filled all these requirements.

There are two versions, one using a centre tap transformer (Fig. 1), and one with only two windings on transformer (Fig. 2).

Transformer: Any unit with a rating of $\frac{1}{2}$ amp. will do as max. continuous current is around $\frac{1}{2}$ amp. but it is better to have a bigger tranny than required to eliminate over heating. 240v to 6v or 12v.

Rectifier: Either two or four OA 210 Diodes. These units cost approx. 12/- ea. and their rating is $\frac{1}{2}$ amp at 70 deg. C. continuous or 5 amp at 70 deg. C. intermittent.

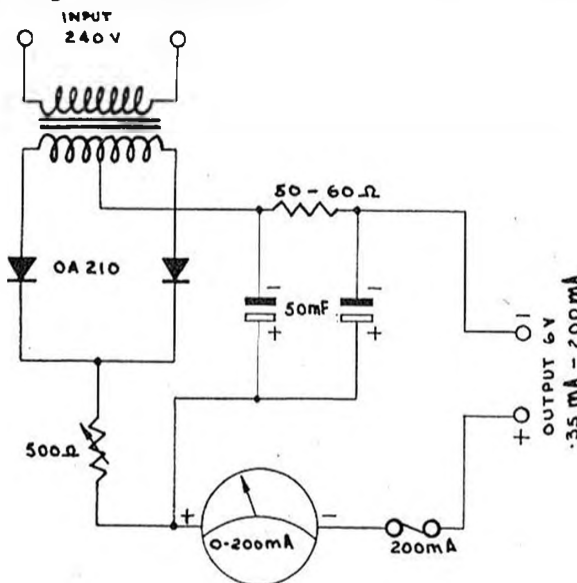


FIG. 1. CENTRE TAP
TRANSFORMER FROM MODEL
TRAIN CONTROL.

Filter: Incorporated in the circuit is a simple but very efficient filter which consists of two 50 MF. electrolytic capacitors connected either side on the 50 ohm resistor. It is very important that the capacitors are connected in this way as the resistor acts as a choke in this method of connection. The reason for the filter is that it smooths out the ripples in the rectified current and this will improve the overall life of the cells being charged.

Pot and Resistor: Both wire bound 5%.

General Description: If a centre tap tranny is used only two diodes are required which will keep the overall cost down. However, if the tranny has only two wire output you will want four diodes

connected as a bridge. If only two diodes were used with Fig. 2 you would have a voltage doubler and this would not be suitable for charging as the output rate of current would be cut down. The 50 ohm resistor is used for two reasons — one, to limit the amount of current and also as a choke. You may have to alter its value depending on the tranny you use or the output you require. The 500 ohm wire wound pot is used in conjunction with the 0 to 200 MA meter to regulate the charging current. The unit which I have built gives a charge ranging from 10 MA to 150 MA. I would also suggest a fuse be incorporated in the circuit although one is not used in my unit. The whole unit can be set up on a piece of ply or bakelite. It is important to remember that the diodes must be set up on a heat sink. For this I used a piece of 16 gauge aluminium $2\frac{1}{2}$ " sq. Also watch the polarity of the diodes — the direction of flow is marked on them. No trouble should be experienced in constructing this unit as it is very simple but also very efficient.

PARTS LIST

Transformer with 240v input and either 6v or 12v output.
Diodes, OA 210 Philips, either two or four.
Resistors, one 500 ohm wire wound pot, one 50 ohm wire wound fixed.
Electrolytic capacitors, two 50 MF 15v working.
Metre, 0 to 200 MA.
Fuse holder and 250 MA fuse.
Two terminals.
6 sq. in. of bakelite or ply.

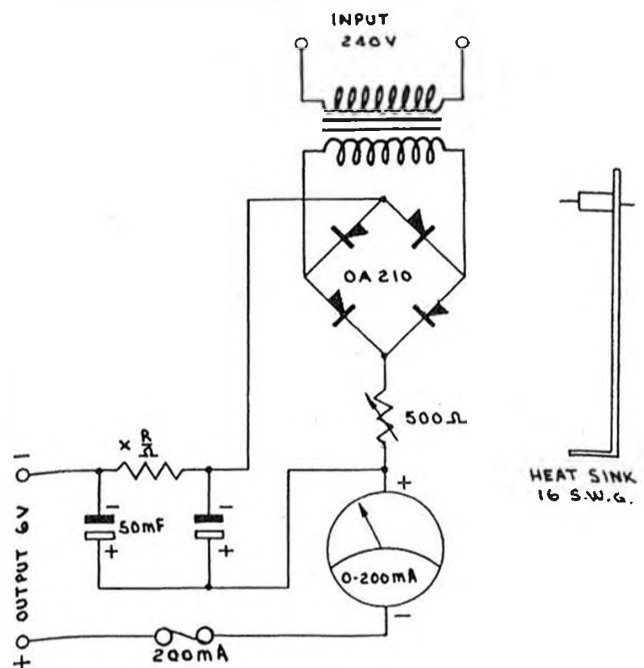


FIG. 2. END TAP USING BRIDGE RECTIFIER.

1st AUSTRALIAN ROCKET MEET

Results and Photographs

(By Chris Vines)

The National Rocket Club of Australia held its first rocket contest at Leameah, N.S.W. Fine weather prevailed throughout the day, during which more than one hundred models were flown by thirty members of the club. Competitions were held in accordance with the Model Rocket Sporting Code.

In the first event, first place was awarded to John Tuckwell's "GREMLIN" which attained an altitude of 580 feet. In the A Class altitude event, Robert Bolton's "PHEONIX I" took out first place with an altitude of 820 feet, closely seconded by Lance Shaw's "WILLIAM TELL" which reached 780 feet.

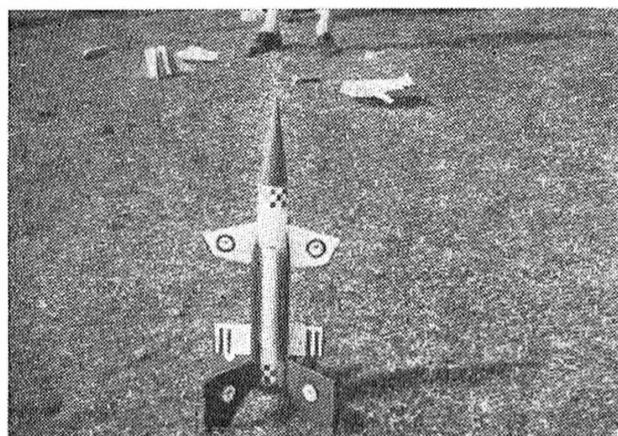
In the B Class Altitude, Kevin Reynold's "EXPLORER I" was first with an altitude of 1800 feet. Second place was taken out by Chris Vine's "BLUEBIRD" which was tracked to 1760 feet. The next event was the F Class Altitude. This event was won by Robert Bolton after his model reached an altitude of 3960 feet. Closely following was Chris Vine with 3160 feet.

Peter Love's "SLEEK STREAK" won the multi-stage B-B event with an altitude of 2090 feet being the only successful competitor in this event after many models aborted after takeoff. The Open Altitude was won by Michael Vine, with his three stage "Farside III" which achieved an altitude of 2447 feet.

The next series of events were the payload events in which models carried a standard one ounce payload. The winner of the B Class section was Lance Shaw. His model reached an altitude of 320 feet. The winner of the Open Payload was Michael Vine with his cluster powered "COBRA". This model carried a two ounce payload to 610 feet.



The President, Brian Watson manning a tracking theodolite.



Christ Vine's "F" class rocket ready for take off. This model reached a height of 3610 ft.

A rather disappointing event was the boost-glide contest in which all competitors experienced technical difficulties and the winning glide was Lance Shaw's model, the "AZTEC II" which was timed at only 32 seconds.

The final event of the day was the Research and Development contest. This event produced some of the most spectacular models of the day. Dennis Brooks payload rocket "MOONSHOT I" reached the highest altitude of the day with 4940 feet. Bryan Compton's "PROMETHEUS" and his scale "BLOODHOUND" were both plagued with the inadequacy of the range D.C. supply, for multi-stage engine ignition. The "BLOODHOUND" simply refused to ignite and the "PROMETHEUS" was disqualified for incomplete ignition after only three of its four engines achieved ignition. The event was won by Chris Vine with his UWLVI (under water launch vehicle) which was launched from underwater (a la Polaris) and reached 1180 feet.

Among the highlights of the day was the excellent quality of the finishes on the models flown by Peter Love, one of the Junior members and the fact that all his models achieved official flights is something many of the older members could not boast of. Particularly heartening was the way that everyone seemed to enjoy themselves despite the teething troubles that were experienced in the running of this event, the first of its type in Australia.

The next rocket meet has been organised for January 24th and 25th (Australia Day Weekend), and will be held at ORANA PARK, Leumeah, N.S.W. Programmes and entry sheets are available from the National Rocket Club of Australia, 13 Harold Street, Greenacre, N.S.W.

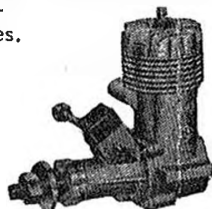
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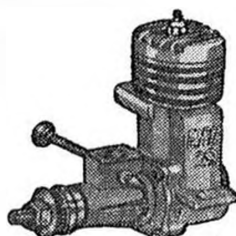


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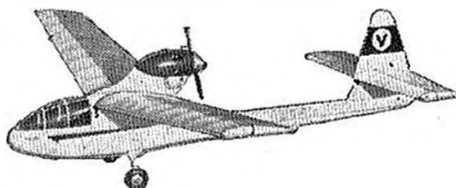
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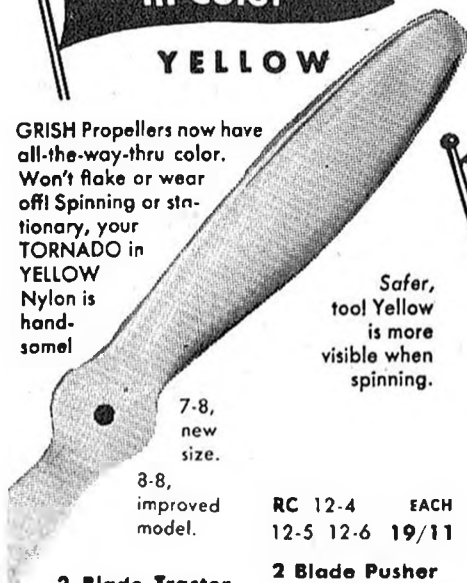
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7-4 7-6 5/6

8-4 8-6 8-8 7/11

9-4 9-6 9-7 9-8

11-4 11-6 13/6

2 Blade Pusher

5 1/2-3 5 1/2-4

6-3 6-4 3/6

8-6 11/6

9-6 10-6 13/6

3 Blade Tractor

5-3 5-4 6-3 6-4

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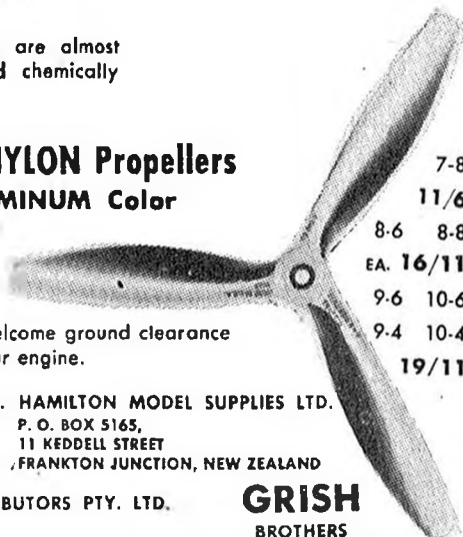
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19/11

TRADE TALK

MODEL ROCKET INDUSTRIES, have twelve new rocket motors in stock. The motors are D, E and F type with total impulses 4 lb/sec, 8 lb/sec and 16 lb/sec respectively. This makes the total range of engines stocked to 23 types. These new engines have been approved for competition use by the National Rocket Club of Australia, and will be introduced at the Rocket Meet set down for January 24th and 25th.

These engines all have a thrust of 2.5 lbs. with time durations 2, 3 and 4 seconds. Three of the new engines are of the high thrust type with thrusts of 20 lbs, 30 lbs and 45 lbs. These high thrust motors will speed rockets to 800 to 900 miles per hour.

Twenty-four inch diameter nylon parachutes are now available. These chutes are coloured red, white and blue panels and are a must for the new engines.

MERCO MOTORS: Leo O'Reilly, Australian agents for Merco, are very pleased with Maynard Hill's effort in setting a new World R/C Duration record in the U.S.A., using a Merco .49 for power.

The Merco was driving a 14" by 6" prop and its fuel consumption was just on 8 ozs. per hour.

The first two shipments of the Merco .61 have arrived. Future supplies could be limited because of the outstanding success of this motor on the American market.

SILVERTONE ELECTRONICS recently sent us a copy of their latest price list. Besides an ever increasing list of their own productions, they carry a large range of motors, kits and accessories, including many imported lines. They appear to carry all the batteries, pins, plugs, switches and things that are necessary to R/C fliers.

R/C fliers, send for a list and you will see what we mean.

We understand also that Silvertone have appointed agents in all States.

R.C.S. MAGAZINE: This is a new magazine just on the market and printed in England. The Radio Control Systems Magazine as it is called, covers Electronics for the Professional, Amateur and Enthusiast. While it is devoted mainly to Model Radio control it contains articles of other applications including the Automatic Landing System as used on Trident Aircraft. Price is 4/- posted from Magazine Distribution, C - Model News, 11 West King Street, Southport.

HINODE HAS GONE MULTI: This is the very latest from the Model Dockyard who have been handling the Hinode Single Channel gear successfully on the Australian Market over the past few years.

KOOKABURRA TECHNICAL PUBLICATIONS informs us that at the time of printing there are now no less than ten booklets under preparation, two of which are currently being printed, i.e. the "Westland Whirlwind Described" by Bruce Robertson and the "Focke-Wulf 190 Described" by Geoff Pentland.

The Editor will publish in **TRADE TALK** details of new products, services, accessories and any information concerning the Model Trade. The necessary information for inclusion in the next issue should reach Model News as soon as possible after the appearance of this edition.

TOYS AND HOBBIES DISTRIBUTORS have just landed another shipment of M.K. accessories from Japan. For the radio flyer there is the new steerable nose wheel gear in three sizes. These are extremely well made and feature an extra strong 4-hole nylon mounting bracket for bulk-head fixing. Absolutely complete, including mounting bolts. Large 19/11, small 14/9. Other accessories now to hand in the M.K. range are Servo mounts and elevator and rudder horns. They also have new stocks of the M.K. Multi Servo mentioned in the December issue.

Although only released on the Australian market a few months ago, Toys and Hobbies Distributors report that sales of their new American Fire Ball Glow Plug has been tremendous. There are six plugs in the range, one to suit every need.

TOY AND HOBBY LAND: Sydney's newest and brightest Hobby Shop is fast becoming the headquarters of Slot Racing fans. Their range of slot cars, kits and accessories covers all the best English and American available. For those who want to try before they buy, there is a track layout provided in the shop. The shop is full of made-up kits, the highlight of which is their new Strombecker Ford G.T. Aeromodellers are also well provided for, with complete stocks of local and overseas lines.

Train modellers are by no means forgotten and their needs are catered for with stocks of all the best known makes. Hobby and Toyland claim that their Triang stocks are the best in N.S.W.

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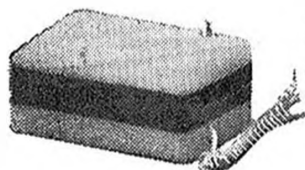
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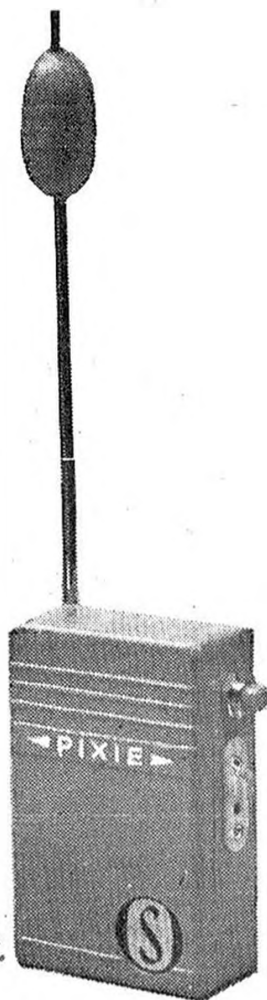
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Unofficial Australian Spin Record



This diversion to routine flying is causing quite a deal of comment at present with multi flyers around the country, and it would be interesting for the various clubs to send in their local champions score.

Part of the M.A.R.C.S. programme on October 18th included an attempt by Tony Farnan to set an unofficial record; however fairly low rain clouds prevented the plane being flown to a sufficient height. As it was, he flew the model up into the clouds, before applying simultaneous control and spinning down a reasonable 31 turns. The Stormer being used by Tony spins in a very nose down attitude, and needs a clear blue sky to unwind.

On 15th November, however, a group of the M.A.R.C.S. boys went down to Warrigul, and as part of the display for the country enthusiasts, Tony spun his O.S. Superhet 12 model down through thirty nine full revolutions. Not to be outdone, Noel Fell, who was flying Percy and Jimmy Wray's Tauri, climbed the plane to a great height and notched forty one spins. Noel got the O.K. from Percy to try for more on the next flight, and this time, by climbing to an enormous height, almost out of normal eyesight, he spun down to record fifty one turns — and then, because there was still some fuel left, he gave the engine the gun, and without landing, climbed up to spin down again and add another forty turns. This give Noel ninety one complete spins in one flight, which off the cuff, wasn't bad.

Why not get to it now, fellers, and see how many spins you can do (above the ground) on a full tank? We're taking bets that Tom Prosser will be in this one very smartly.

★ BOOK REVIEW ★

THE PLANES THE ACES FLEW

A most fascinating book this; it describes planes from the 1914-18, the 1939-45 and the Korean wars, but it is differently handled to most collections.

Each plane is one that was flown by one of the great aces, it is illustrated by a full page perspective drawing which illustrates the markings and colours, and there is a facing page which outlines their history, and many interesting facts about the machines themselves.

From Guynemer's Spad, Voss' Albatross, Liebhofen's triplane, through Bader's Spitfire, Galland's ME109, Clostermann's Tempest to two Sabres from Korea, 25 illustrious aircraft are depicted.

Whilst no three-view drawings are included this is no hardship, since almost every modeller has plans of the majority of these planes, and they are easy to acquire. What is not so easy to acquire is the detailed information presented here about the individual personalities of particular planes and pilots.

In the same format as the others in the series, this book could easily become one of the most cherished of possessions for the true-blue scale modeller, even if he only uses it to make his plastic models more interesting.

—W. JUDD.

Our copy W. E. Hersant Ltd., London. Price 23/6 stg.

AEROMODELLER ANNUAL, 1964-65

Not all good things come at Christmas — The Aeromodeller annual comes just after.

Like the previous annuals it contains the ever popular Engine analysis and the full results of the World Championships.

If plans sells books, and this is what modellers always maintain, then this issue should be a sell-out. It contains a terrific collection of models from all over the world, a lot of them just that little bit different from current trend to make them really interesting and give a good insight into what the experimenters are up to.

Apart from this, is a wonderful range of articles, the selection of which shows very careful consideration and a real knowledge of Aeromodellers needs and tastes. There are articles on Flapping Wings, model and full size, and the latest on muscle powered flight.

For the technical minded and those interested in lathe work there is Glenn Lee's Speed Model Control Handle for single line operation, Peter Newell's light weight glider winch and full drawings for a Polish Wankel type engine for model aircraft.

Building models from Foam, scaling up plans, the story of Balsa, adhesives used in Model Building — in whatever direction your interests lie in Aeromodelling it is covered in the Aeromodeller Annual 1964-65. A 12 month review in Aeromodelling throughout the world, edited by D. J. Laidlaw-Dickson and Ron Moulton.

Our copy Model Aeronautical Press Ltd., Watford, England. Price 10/6 stg.

THE LOCKHEED P38 LIGHTNING

Described by Roy Cross

In this new book from Kookaburra Technical Publications, one is offered a comprehensive run down of the complete Lightning series, including every variant ever built, all backed up by photographs and specifications.

The drawings, by Tony Shennan, are possibly the most impressive part of the whole book and portray in detailed line work a complete coverage of Lightnings, including some of the rarer variants never previously drawn. The main drawing, to 1 72" scale shows the P38L-5-LO, a good modellers' subject showing side, top bottom, front, cockpit, and detailed parts.

Covered too in detail are the various camouflage and marking schemes of the Lightning as operated by the U.S.A.A.F. in England, the Middle East, the Pacific and other theatres, as well as Lightnings operated by the R.A.F., the French Armee de l'Air, and the Royal Australian Air Force photo reconnaissance Lightnings operated in the South West Pacific area.

Crammed into 24 interesting pages are some 40 rare photographs, two tone drawing illustrations (one is a superb cutaway by famous artist Reynold Brown), plus a comprehensive serial list of every Lightning built! Cockpit information is fully covered in 1 1/2 pages of particularly sharp photographs and amongst the numerous additional drawings are to be found a reproduction of the first rough layout sketches done by designer Clarence L. Johnson which shows all the shapes the Lightning might have been.

Our copy Kookaburra Technical Publications, 81 Potter Street, Dandenong, Victoria. Price 10/6.

Were you Photographed at the Nationals?

National Champion Norm Bell took over 180 photographs at The Nationals including all those appearing in this issue.

If you would like a photo of yourself or any photo taken at the Nationals Norm would be happy to supply copies . . .

6" x 4" Glossy Prints for 5/-

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INTERESTED MODELLERS WRITE DIRECT TO —

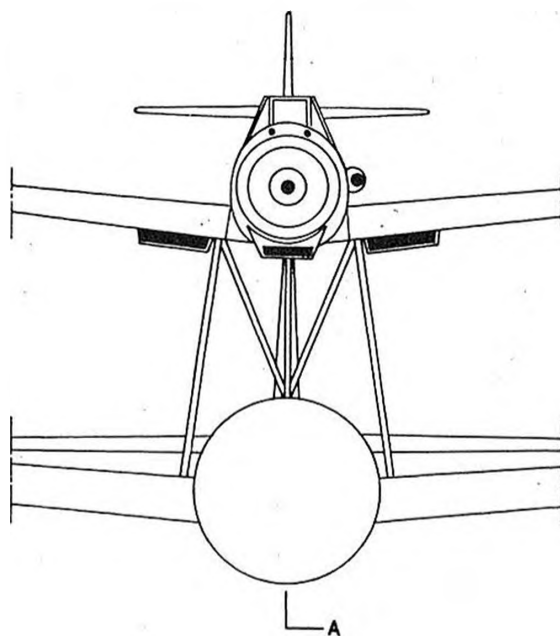
**NORM BELL, 33 ELLSA STREET,
NORTH BALWYN, VICTORIA**

PLASTIC MODELLING

(By I. H. C. Carver)

Two jet fighters were used by the Luftwaffe towards the end of World War II. They were, of course, the ME 262A-1A "Schwalbe" and the HE 162A "Salamander". First the HE 162A "Volksjager" or people's fighter. This is available from Faller in a 100th scale. Assembly is simple enough for a six year old. However, a fair bit of filling is required to cover gaps. It is also necessary to add a lot of weight in the nose section if it is desired to display the model on its undercart. There is one thing in particular that annoyed me and that is the pilot. All there is, is a head and this is about a 400th scale. I think it preferable to remove him completely. Markings are neat and accurate, although the wing crosses are a little too big. I do not know whether it was deliberate or not, but Faller have come up with a beautiful method of beating the ban on swastikas. The tail markings can, with a few strokes of a razor blade, be converted into very neat swastikas. Faller have, however, decided that the moulding colour will do. It will not. The "Salamander" should be finished with matt olive upper surfaces and duck-egg blue under surfaces. The tyres, probe and tip of the nose cone should be painted black and the undercart legs silver. Although the "Salamander" is rather small, it is unique and, therefore, a necessary addition to any W.W.II collection.

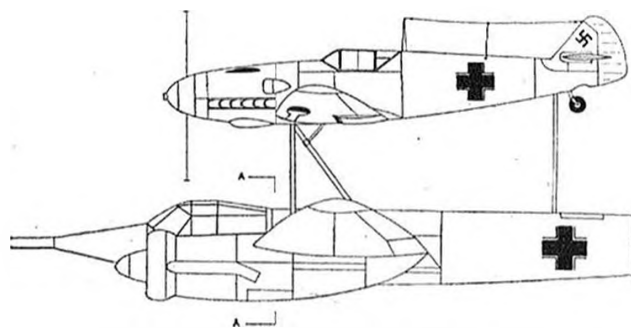
The ME.262.—There are two kits available, one from "Airfix" and one from "Revell". The Airfix kit gives a choice of fighter or high speed intruder versions, but having built both, I like Revell's better. Both kits suffer from faults, but the Revell model looks better when finished. Outlining and detailing on both kits are fairly good. The Airfix kit is best finished as the bomber version. Assembly is straight forward, but



as usual with tricycled undercarriages, a lot of weight is required to keep the nose down. The Revell kit has two main faults. The first is the shock cones in air intakes. These are a bit too long and should be cut back until the tip is 1/32" inside. The cones in the exhaust pipe should be approximately 1/32" outside the lip. The second fault is the canopy, which is an extremely bad fit. A lot of cutting and filing will be necessary before you have a good flush fit. As usual, both kits suffer from a lack of swastikas for the tail, but these can be cut from any black transfer sheet. The red and yellow bands round the centre fuselage (which are not supplied) can be made by painting on another transfer and cutting to size. I would suggest buying both kits for addition to your collection.

This month's conversion is one of the most interesting you could find anywhere. It is the "Mistel", which was a combination of a Ju88A-4 and a Bf 109F. The Ju88 was used as a radio controlled flying bomb and till the release carried the 109F pick-a-back fashion. After release, the Ju88 was guided to its target by the pilot of the 109. The Ju88 carried no crew and the forward fuselage was replaced by a new section which carried the warhead. The entire front fuselage from 1" behind the inboard wing leading edge should be deleted and a new nose section built from balsa. The drawing shows clearly the shape of the new nose section and the attachment points for the 109.

The 109 should be finished in green/grey upper and duck-egg blue undersurfaces. The Ju88 is finished in the two-tone green finish as shown in the Airfix kit. The 109 carries the BK + ML on the fuselage side, but apparently the Ju88, from photographs I have seen, carried none. If anyone knows the serial numbers, etc., would they please let me know?



SUCCESSFUL R/C CARRIED DECK LANDING

Keith Hearn and son, Bruce, both E.S.M.A.C. members, together with Bruce Robinson and Geoff Tuck of the MARCS club, lay claim to the "first" radio controlled carrier deck landing, on an actual waterborne carrier deck. Seems this foursome, while on a waterskiing holiday at Lake Mulwala, Yarrawonga, put on a flying display for the local Apex club, with Geoff's well tried R/C model, known to all as "Bertha".

"Bertha" disgraced herself on her first flight over the lake, ending up in the drink, and having to be rescued by Bruce Hearne.

Keith once more coaxed "Bertha" into the air, somewhat waterlogged and tail-heavy, and our dashing quartet boarded their outboard "carrier" and took off in hot pursuit. After a brief exhibition of precision flying, Geoff, showing complete mastery of the situation and with brilliant timing, cut "Bertha's" motor and commenced his landing approach. The multitude on shore were tense with anticipation, as Keith manoeuvred the "carrier" into position and Geoff, quietly, and without panic, brought "Bertha" into a perfect landing on the cabin roof.

The fellers, with tongues in cheeks and their fingers crossed, stepped ashore to the applause of the crowd.

Lucky? Not a bit. Just downright brilliant.



The picture published last issue of Jack Finneran, taken in 1932, has brought to light some other snaps of pre-war days.

This one from Boyd Felstead, one of Australia's best known indoor experts, shows VERN GRAY after winning the indoor Stick Championships at the Sydney Town Hall, in March, 1938.

His winning time was 11 minutes 29 seconds.

Vern was a New Zealander and a member of the New Zealand Team which competed very successfully at the First Australian Championships. There has been talk of Australia returning this visit in the near future. Model News will publish details as they come to hand.

Recently Bud Tenny, Editor of Indoor News and Views contacted us. He is very interested in contacting Indoor Modellers in Australia and New Zealand. If you are interested, please contact Bud at Box 545, Richardson, Texas, U.S.A.

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Silvertone Scoop

To cope with the growing demands of the Australian R/C modeller, we have been buying in ever increasing quantities. As a result, we are proud to announce the savings we can now pass on to our customers.

CHECK THESE PRICES

Bonner Transmite S.N. £15/10/0. Duramite £7/9/0. Bonner Transmite Trim £14/9/0. Vasicomp £5/6/6.

THIS MONTH'S NEW RELEASE

Silvertone Duramite Amplifier. High quality components throughout. Silicon driven transistors. Heavy duty Germanium output transistors. Fibreglass P/C board. Ready assembled £5/19/6.

SILVERTONE MULTI TX

This is the TX that has proven itself on the flying field, to be a high power, stable and rugged TX. It is easy to tune and exceptionally easy on batteries. Popular with beginner and expert alike. Now available in the following configurations, 4 channel simul. Designed specifically for pylon racing fans. Can be expanded to 10 channels when required. 27 m/c. £49/10/0. 40 m/c £50/14/6. 6 channel simul designed to meet the new intermediate contest requirements. Can be expanded to 10 channels when required. 27 m/c. £52/15/0. 40 m/c. £53/19/6. 6 channel non simul. This is the TX recommended for the multi beginner and sport flyer. Can also be expanded to 10 channel simul when required. 27 m/c. £42. 40 m/c. £43/5/0. 10 channel simul. The most popular contest TX available in Australia today. Winner of countless contests, and choice of our top flyers. 27 m/c. £59/5/0. 40 m/c.

£60/10/0. Deluxe 10 channel simul. All the usual features, but with a micro switch built-in for single channel operation. Saves duplicating your transmitters. Will operate all standard tone S/C RX. 27 m/c. £63/15/0. 40 m/c. £64/18/0.

All above TX form part of our custom multi range, and will be available ex stock in the new year. If your particular requirements are not met by the above range, a note to us will secure details of our complete custom built range. All TX use the same basic circuit configuration, which is as follows — Crystal controlled M.O.P.A. R.F. stage utilizing a single 3A5 for high power output and absolute stability. Toroid stabilised tone generators. Stable over a wide variety of temperatures (140 degs. F.) and H.T. voltages (53-145V). Battery drain 4 m.a. (LO Power), 6 m.a. (simul) battery life at least 6 months.

SILVERTONE 2/10 RELAYLESS MULTI RX

This is the companion RX to the Silvertone Multi TX. Sensitive, light and stable, this RX represents the ultimate tube superegen RX. Popular and reliable, this RX has proven itself in countless contests. This is the RX, for all fliers who have no band crowding problems (e.g. sport and country fliers. In short 95% of Australia's flying population). Cheap and rugged, it will be seen on the field for many years to come. 27 m/c. £29/19/0. 40 m/c. £32/5/0.

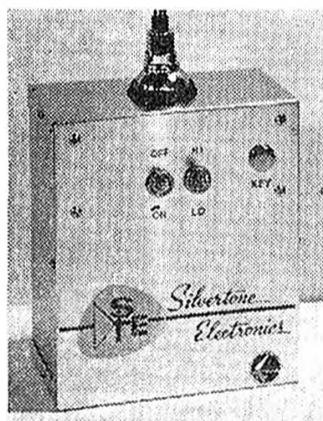
SILVERTONE SINGLE CHANNEL GEAR

SILVERTONE S/C TX	27 M/c. £22/5/0	40 m/c. £23/5/0
SILVERTONE S/C RELAY RX	£13/16/0	£15/15/0
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M.A.A.A. 18th Nationals Results

Don't count for State Awards.

F.A.I. TEAM RACE

N.S.W., Eather-Roach, 4.57.3; Vic., Wilson-James, 6.21.1, S.A., M. Pring.

F/F SCALE

Vic., D. Marshall, 94 points.

OPEN POWER

Vic., N. Bell, 583 sec.; Vic., F. Lloyd 582 sec.; Vic., R. Greeves, 562 sec.

A.I. SAILPLANE

Vic., N. Bell, 503 sec.; Vic. P. Lloyd, 440.8 sec.; Vic. C. Stones, 383 sec.

HURL GLIDER

Vic., G. Boughton, 159 sec.; Vic., C. Stones 147 sec.; Vic., P. Lloyd 140 sec.

JUNIOR HURL GLIDER

N.S.W., A. DerKinderen 104 sec.; N.S.W., N. Butler 76 sec.; N.S.W., R. Whyte, 67 sec.

C/L SCALE

Vic., E. Keggins, 133 pts.; Vic., B. Reid, 121 pts.; Vic., Rev. R. Sheppard, 93 pts.

RADIO SCALE

* N.S.W., T. Prosser, 319.5 pts.; N.S.W., L. Winley, 317 pts.; Vic., B. Lynch, 183 pts.

1A T/R

Vic., D. Campbell, 9.57; N.S.W., J. McKellow, 10.15.8; N.S.W., W. East, 10.31.7.

SINGLE CHANNEL RADIO

N.S.W., L. Winley, 425 pts.; N.S.W., T. Prosser, 385 pts.; N.S.W., B. Healey, 295.5 pts.

CLASS 2 TEAM RACE

N.S.W., R. Adamson, 6.59.7; Vic., Wilson/James, 7.7.7; Vic., Lawson/Boughton/Fryer, 8.47.7.

ADVERTISER TROPHY

W.A., H. Bertina, 7.0.8; Vic., Wilson/James, 7.38; Qld., Edgerton/French/McKellar, 9.3.4; N.S.W., R. Adamson 9.12.3.

SENIOR STUNT

Vic., K. Taylor, 6169 pts.; Vic., B. Birch, 6058 pts.; Vic., D. Hartshorne, 5821 pts.

JUNIOR STUNT

Vic., J. Hughes, 5041 pts.; Vic., R. Broadbent, 4092 pts.; Vic., S. Chapman, 3493 pts.

* BEST APPEARANCE TEAM RACE

Class 1A, J. Ray. Class 2, R. Adamson.

F.A.I. SPEED

N.S.W., J. Finneran, 125.7; S.A., L. Buck, 125.7; N.S.W., Neville/Hughes/Jenson, 115.3.

CLASS 2 SPEED

N.S.W., J. Finneran, 144; Vic., Farnam/Holtham,

139.5; N.S.W., Neville/Hughes/Jenson, 136.3.

CLASS 3 SPEED

N.S.W., P. McGee, 147.5; N.S.W., I. Stowe, 138.5; Qld., E. French, 134.4.

CLASS 1 POWER RATIO

Vic., R. Greeves 1st; Vic., S. O'Connor, 2nd; Vic., J. St.Clair 3rd.

A2 SAILPLANE

Vic., P. Drayton, 1st; Vic., N. Bell, 2nd; S.A., Dave Anderson, 3rd.

JUNIOR RUBBER

N.S.W., L. Fahey, 1st; Vic., V. Gregory, 2nd; N.S.W., T. Stowe, 3rd.

JUNIOR COMBAT

N.S.W., L. Hughes, 1st; N.S.W., W. East, 2nd; N.S.W., G. Turrall 3rd.

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Vic., C. Stones, 849 sec.; Vic., N. Bell, 803 sec.; Vic., R. Greeves, 739 sec.

WAKEFIELD

N.S.W., L. Fahey, 872 sec.; Vic., D. Boughton, 831 sec.; Vic., R. Allamby, 739 sec.

JUNIOR A.I. SAILPLANE

N.S.W., T. Stone, 332 sec.; Vic., P. Drayton, 218 sec.; N.S.W., L. Fahey, 169 sec.

POWER SCRAMBLE

Vic., S. O'Connor, 1017 sec.; Vic., L. Follett, 970 sec.; N.S.W., D. Munday, 957 pts.

JUNIOR CLASS 2 TEAM RACE

N.S.W., W. East, 9.28.5; N.S.W., T. Stowe, 13.35.6; Vic., Harvey-Sheppard, —.

CLASS 3 TEAM RACE

Vic., Wilson-James, 8.38.5; S.A., K. Moore, 9.14.5; Vic., Taylor-Cincotta, 9.33.3.

* BEST APPEARANCE CLASS 3

Taylor-Cincotta.

* GRUNDIG TROPHY (Inter-Radio)

N.S.W., T. Prosser, 1st; N.S.W., L. Winley, 2nd; N.S.W., N. Pettigrew, 3rd.

COMBAT

N.S.W., S. Sherlock, 1st; N.S.W., R. Hull, 2nd; Qld., E. French, 3rd.

PROTO-SPEED

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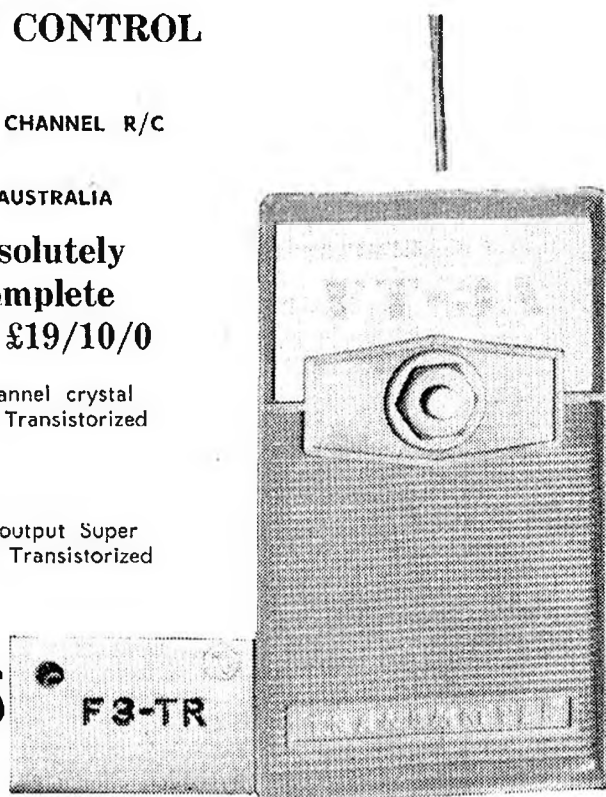
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Stuart Richmond, from Shrewsbury, U.S.A.,
had this to say in a recent letter, and it's worth
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CLUB NOTES

EASTERN SUBURBS MODEL AERO CLUB VICTORIA

Reading through the results of the 18th Nationals, particularly the freeflight events, is rather like reading through our membership role. E.S.M.A.C. has good reason to be proud of the performance put up by its members.

In particular we must congratulate one of our members whose name has become a household word with aeromodellers. Namely Norm Bell. Norm excelled in the free flight events taking out 1st place in the Open Power and A/I Sailplane, and 2nd place in A/2 sailplane and F.A.I. power, thus earning himself this year's Nationals Title of Senior Champion of Champions.

Whilst on the subject of free flight, we must congratulate our worthy Treasurer, Ford Lloyd, and his son Peter, for their fine performances. Ford placed second in Open Power, giving Norm a run for his money, and his son Peter placed 2nd in A/I sailplane, and 3rd in Hurl Glider. Sean O'Connor, flying absentee for Victoria, and once a member of E.S.M.A.C. took top honours in the Power Scramble and 2nd place in Class I Power Ratio.

In free flight scale, one of our junior members, David Marshall, took 1st place. A terrific show by a young lad. I'm told this was only his second entry into a contest. And yet another member, R. Allamby, placed 3rd in the Wakefield event.

Last of our free flight entries was that somewhat thinner giant, John St. Clair. These were not John's luckiest days, but all credit is due to him for gaining 3rd place in Class I Power Ratio. Last I saw of John he was trimming a model for the Power Shambles. Muttered something about mounting the wheels on top of the cabin to put the C/G right.

In all, six E.S.M.A.C. members placed in the Nat's free flight events. Around the control line circles we were less successful. Barry Reid upheld the club's honour with a 2nd place in C/L Scale with his fine Ansaldo.

Our only other success in C/L was Glen Chapman's 3rd place in Junior Stunt.

Peter Fletcher-Wells and Peter Blackwell, our hopes in the Team Race contests, were plagued by Lady Luck and a few gremlins; suffering some minor damage during training prangs.

Of interest to all local modellers, we hope, will be two new contests which have been included in the V.M.A.A. Contest Calendar for 1965, and which will be conducted by E.S.M.A.C.

Firstly. A C/L stunt contest, limited to models powered with motors not exceeding 3.5cc's (.15 cub/ins), to be flown on 50 ft. lines. This event was suggested by Peter Fletcher-Wells to encourage new faces to the stunt circle. Too many of our younger members are discouraged from entering Open Stunt contests, due to the high cost of the large type of model currently being flown by the experts.

Secondly. An event will be run for rubber powered Coupe d'Hiver models. This class of model has been described at length in the Aero-modellers over the past two years, so get building, you rubber fans.

Further details regarding rules and venues for these contests will be published at a later date. Our next meeting will be held on Friday, 26th February, at the Camberwell Town Hall. We extend an invitation to all aeromodellers to come along.

ALAN GOSBELL, E.S.M.A.C. Publicity Officer.

STUNTMASER CLUB NOTES

The day after the Nationals finished saw some of the club members flying at the Seventh Australian Scout Jamboree. The big deal was being held at Rowville, near Dandenong, and by special invitation the Stuntmasters gave demonstrations of stunting to hundreds of Boy Scouts of various nationalities. MARCS member John St.Clair, also took along two radio ships but the operation of them was considered too dangerous in the space allocated amid the bush.

Messrs. Trevor Woolnough, Daryl Hartshorne and Monty Tyrrell gave displays of precision stunting, formation stunting and a solo flier operating two models at once whilst a loudspeaker commentary was given on exactly what was being done. Planes used by the trio were an Enya 45 Shark, Merco 35 Angelique and Merco 35 Thunderbird.

The Boy Scouts gave an object lesson in obedience by falling in with everything requested. They were a swell lot to fly for and their good manners, intelligent questions and general courtesy gave the Stuntmasters a first class impression of the Scout movement generally.

As usual the Stuntmasters have a good contest list lined up for 1965 and early in March or thereabouts will conduct a large general meeting of all financial members of the VMAA who are active controlline fliers. You are cordially invited to come along as the items to be discussed and debated are of extreme interest and importance to all active circle burners. The venue, a central city one, plus the date, are still to be finalized. We very much want to see a good roll up of team speed merchants, speed fliers and combat fanatics as we already know the average stunt fliers' views on the subjects. We want to have a round table conference with other fliers and intend to invite the VMAA committee to be observers at the meeting.

EPHING M.F.C.

Sunday, 13th December, was the date of the Epping club's annual Christmas Bar B.Q.

A total of forty members and their families turned out, drawn by either the steak or the cook, and proven many times before at Nats Championships and Bar B.Q's. After the eats flying began, and the cook proved he could still fly, supported by his son Fred. Herb Pike gave a demonstration of how to wring out a new stunt model—he proved you have to fill more than the model tank. Doug Woodcock flew his new Valiant, he is starting to play with the big boys. Ross

Woodcock flew his Stearman Kaydet and gave a demonstration of what can be done with throttle control circuits and bumps and so on. All went home convinced that flying on a full stomach is the most.

S.A. AEROMODELLING

A team of S.A. aeromodellers travelled to the Nationals and competed with little success. Dave Anderson battled against the wind, high grass, rocks, snakes and the opposition to gain a third place in A.2. sailplane. Len Buck travelled over for the speed day and managed a second place in F.A.I. speed. Malcolm Pring gained third place in F.A.I. teamrace and Norm Moore third in the class 3 teamrace.

Our radio control boys did not take any prizes but showed great improvement over last year's efforts.

The Port Lincoln Tunarama Festival committee have arranged to fly nine modellers (and models) to Pt. Lincoln for the holiday weekend at the end of January for demonstrations of control line and radio control flying. Five radio and four control line flyers will be on an oval on the Saturday and at the aerodrome on the Monday. Accommodation and all other expenses are being met by the Tunarama committee.

Radio control flying is the main centre of activity. The following is a list of current fliers and equipment.

Bruce Bartholomew	Marcsman O.S. 19	Grundig
Stan Brown	Falcon O.S. 15	Own
Brian Herrocks	Own Sabre 45	REP
Leo O'Reilly	Own Merco 49	O.S.
Doug. Saxby	Sultan Merco 49	O.S.
Jim Smythe	Tauri Veco 19	Grundig
Max Starrick	Own TD 049	Own
Graham Ward	Safari Merco 49	O.S.
Roger Duance	Own Taifun 1.5	Own
		proportional

Leo O'Reilly wrote off his Falcon on its 318th flight when the wing broke and is now busy building a Senior Falcon.

Stan Brown has been flying a 5' 6" span Gypsy Moth on rudder only with great success. It is most realistic in flight particularly with the pilot's scarf blowing in the wind. Motor is a Eurford .45 and radio gear own design.

Roger Duance has a scale Lepwith Pup complete with Enya 15 diesel and his own design single channel proportional gear. Looks very promising.

Max Starrick has purchased a Grundig 8 Superhet to fit in his Frog Jackdaw. Quite a change to see Max with other than his own design gear.

Free flight has been in the doldrums but will probably pick up with the acquisition of a new field at Bolivar.

It is good to see 'Bluey' Coppock active again. He is even talking of building a radio job.

Speed flying is becoming popular with regular Sunday flying on the Stewart and Lloyd's oval. Team racing and stunt are popular with steadily improving numbers participating.

M.A.A.A. QUIZ

1 Do you feel there is a need for a Federal body to (1) co-ordinate aeromodelling activities between States (2) organize, revise, print and distribute a rules book, bringing it up to date each two years with changes deemed necessary by the States (3) Act as a secretariat for States to correspond with each other (4) Maintain and acknowledge Australian records (5) Administer the FAI charter so that Australians may attempt world's records (6) Support and subsidise overseas' representation of Australian models (7) Allocate and promote National Championships?

2 Should States affiliate all members as per the present constitution of should they affiliate only those desirous of setting records or competing in National Championships and overseas' competitions?

3 Is a system of one State one vote fair if some States having 200 modellers paying to affiliate and other States have less than ten members paying to affiliate? (One State has 400 modellers paying and another has only two modellers).

4 Can you suggest a fair system so that no one State can dominate the other States and yet is induced to contribute heavily to the cost — more than all the others combined, in fact?

5 If you come from a little State do you think the big State needs you more than you need them?

6 If you come from a big State, would you like to see your State completely ignoring little States, or do you think each State has something to contribute and something to gain?

Model News would be happy to receive your views and to print them in the interests of organized modelling in Australia.

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Entries close on Saturday, 23rd January, 1965. Late entries will be accepted on the field and will be 5/- extra.

All monies to be made payable to Macquarie Model Flying Club and addressed to the Secretary, 51 Allman Street, Campbelltown, N.S.W.

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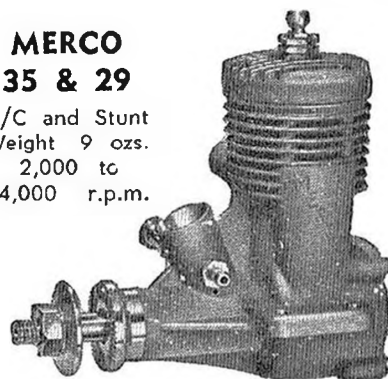
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2nd Lyle Winley (Silvertone Superegen)	2nd Lyle Winley (Silvertone Superegen)	2nd Lyle Winley (Silvertone Superegen)	2nd Tom Prosser (H/B Silvertone)
3rd Geoff Glass (Imported gear)	3rd Mike Pettigrew (H/B Silvertone)	3rd Mike Pettigrew (H/B Silvertone)	3rd Basil Healy (Silvertone)

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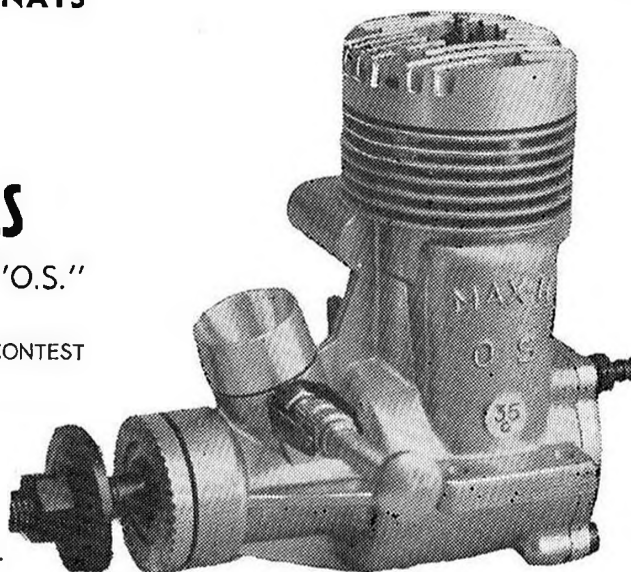
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