

Model ^{2/6} News

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OCTOBER, 1962

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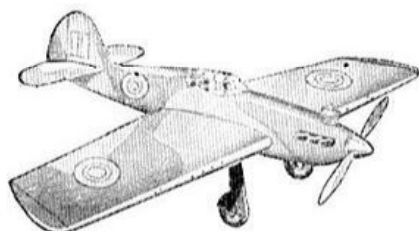


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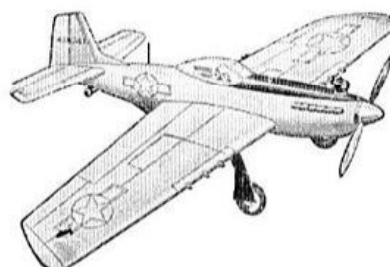


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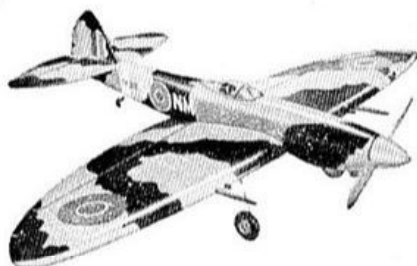
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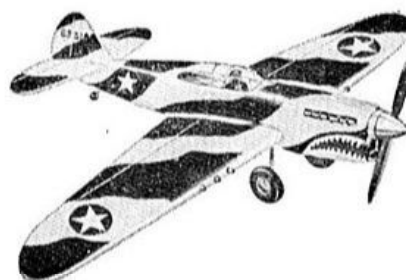
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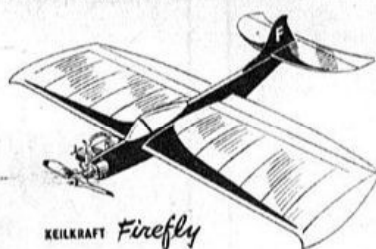
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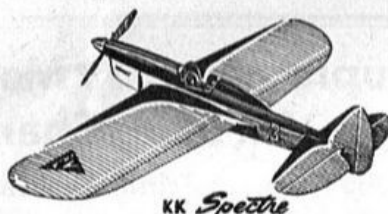
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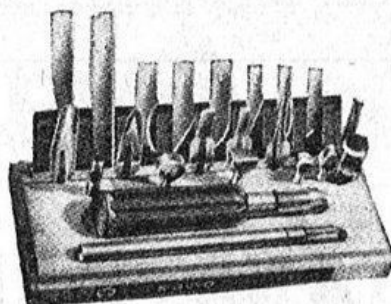
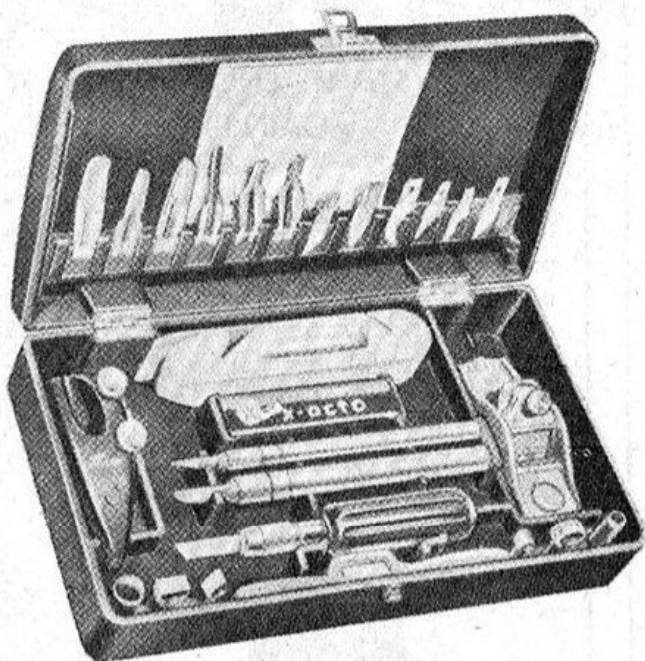
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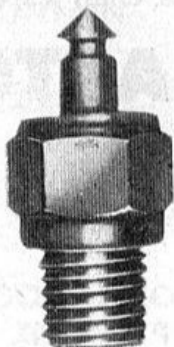
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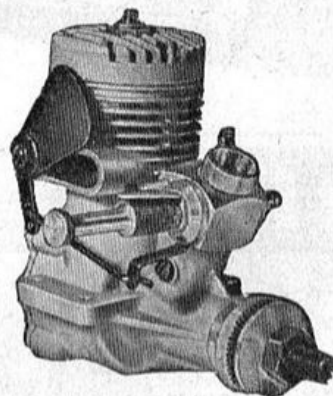
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MODEL NEWS

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Published Bi-Monthly

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News and Views . . .

Well, here we are again; late I know, in fact so late that we had to skip the August issue so please don't write in and ask for it. Subscribers have no need to worry as the subscription is for six issues so you still get your money's worth. I lost my secretary last June and have found it difficult to get a suitable replacement. However, I have one now who is keen and should be able to keep the ball rolling from now on. Well, hope that's cleared that up.

We have been receiving some complaints lately regarding the articles in Model News. The main complaint seems to be, too much radio. Now whether we like it or not R/C is the fastest growing section of our hobby, what's more they do more organising and travelling than anyone else. Take the interstate contest at Wagga on 17th and 18th August, there was quite a roll up at this show. My mileage for the round trip was 1,450. Jim Palmer came with me and had an additional 150 miles each way from Lismore to Coffs making a total of 1,750 miles. Not bad for one weekend's flying. R/C enthusiasts also send the most pictures and articles so what would you do?

Contributors have been very generous and

active lately. I have some very good designs on hand for all types of models. Now would it be possible to find some one to draw them up? The plans would have to be drawn in indian ink on tracing paper, full size. Of course they must be neat and accurate. Should anyone be willing to do this I will pay £5 per plan and he will earn not only my gratitude but the thanks of all the Australian modellers. If everyone does their bit we can make this a really good magazine. Have we any modellers who are sketch artists? I have some good gadget suggestions here which only need drawing up. Over the years we have had some very good contributors, Tony Shennan was excellent on plans and sketches but unfortunately he left for England over a year ago. Noel Shennan has done excellent work with his plans and articles over the years and will continue to do so but why leave it to one all the time? Noel would like to do some building and deserves a spell so rally round you draughtsmen.

Monty Tyrell has done some of the best articles we have ever published. In fact, these articles and plans would earn Monty very good money in overseas mags., but he does them for us just to help. Other consistent contributors have been, Tony Farnan, John Marquette, Basil Healey, Arthur Gorrie and many others. Speaking of Arthur Gorrie brings to mind a letter I received

COVER STORY

Bert Ronke of Campbelltown holding a scale model of Australia's latest front line fighter, the Mirage 3. Bert built this model for the Air Force and as usual is beautifully finished (remember Bert's burning S.E.5.A. last issue).

★ ★

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MODEL NEWS

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recently. For those who don't know him, it's a pity, you've missed one of the real characters of the game. I have known Arthur since the blacks were bad and here is a small extract from a recent letter. But first let me explain:

The M.A.A.Q. were holding a F/F and R/C contest at Beaudesert on the 12th August. I phoned Arthur and said I would be there, then unfortunately I had to work that weekend and didn't let him know I couldn't make it. Here is portion of the letter I received.

It starts like this: "(In bed with the flu). Hope you haven't been crook. Have written you a few times but received no reply. Am not considering taking steps to have your authority terminated, but when you didn't arrive on Sunday I thought this presumption of sickness might be correct. I felt terrible on Sunday morning but reckoned that if you could make the effort to get there I would have to. My father, who looked terrible — not a family feature — came with me. I got hot, wet, lost my scramble model and hate you. . . ." The letter then goes on for another couple of pages concerning Queensland's expulsion from the M.A.A.A. I have copies of all the correspondence from both sides and feel personally that the decision was rather hasty and hope that Queensland's M.A.A.Q. can be reinstated in the very near future, to the benefit of aero-modelling generally.

I have seen what Arthur has done for modelling in Queensland since 1948 and in my opinion he has been the hardest, most consistent worker in Australia, bar none. In fact, I can't imagine a Queensland association WITHOUT Arthur, he IS Queensland aeromodelling.

I mentioned earlier about various complaints that readers had. Another one was that News and Views was only a free plug for advertisers. I disagree. What I mention here are new items and MY opinion of them, NOT the advertisers. So at the risk of offending some I shall press on as before.

TRADE NOTES

About the biggest news at the moment are all the new motors that have been released recently. First of all we have the Merco .49 R/C. This motor, to quote Peter Chinn, is one of the finest pieces of engineering in the world. Coming from Peter Chinn that's about as much as can be said. These and other Merco's are available from Merco Motors, 2 Johnston St., Mentone, Vic. O.S. have released 3 new motors, the smallest yet from this factory is the .06. This is a very attractive little motor, well finished and can really go. Should be ideal for class 1 power ratio (up to 1 c.c.). Saw one in an R/C model at Wagga. It certainly howls.

Two more O.S.'s arrived yesterday, the stunt .19 and the R/C .19. Both these motors will satisfy a demand and should be well received. With the Glo Chief, Enya and new O.S. .19's readily available we expect to see a crop of .19 powered stunt ships for a change. The O.S. .19 M/S really impressed me, most particularly with the throttle and exhaust baffle set up. This is entirely different to previous O.S.'s. The exhaust port has been extended and the baffle pivots horizontally inside

the port. This is connected via a pushrod to the arm on the venture restrictor barrel and is infinitely adjustable. Two bleed screws complete a very neat unit. On the instruction sheet they recommend a 9 in. x 4 in. or 10 in. x 3 in. for R/C. Sounds small. I think I would try a 10 in. x 4 in. They also say don't pull the throttle to bits!

Still on the subject of motors, have you seen the Fox range? These are terrific value, as a matter of fact I didn't bother with them for some time, thought they were too cheap to be any good. The .049 sells for a little over £3 complete with tank and the 10 (1.8 c.c.) sells for about 75/- complete with an exhaust baffle for multi speed! Both are extremely easy to start, powerful and to be highly recommended.

For those interested in the large variety M/S Motors, the Johnson .36 R/C is a beauty. A bit dear. Sells for £20/5/- but is real quality. Features a twin ball race, extremely smooth running and an auto mix carb. Idling is very good. I have done 30 multi flights with one and hold it in the highest regard. These motors are available retail from the North Coast Hobby Centre and wholesale from J. E. Pike and Co., whose ad. appears elsewhere. They also have large stocks of Johnson plugs, short and long reach in both standard and idle bar. These are the most and sell for less than 10/- each. John Marquette used one on his record distance of over 62 miles.

Of special interest to retailers are several items which can be purchased from the Model Dockyard "wholesale". Laystrate C/L wire is very reasonably priced and some of their kits and radio equipment can't be bettered. Write for price lists.

This is bargain month for the R/C enthusiast. The North Coast Hobby Centre are putting on a special sale till the end of October. See their ad. for terrific bargains, escapements, motors and lots more.

Next item is quite a change for a model magazine. It concerns a week-end about 15 miles north of Coffs Harbour. The place is a bit old but situated on a beautiful block of crown lease land overlooking the ocean and a lake within throwing distance. All this within less than one mile off the Pacific Highway. Price is £650 or near offer and includes some furniture. For further particulars contact Det. Sgt. R. Hepper, Park Avenue, Coffs Harbour, N.S.W.

J. E. Pike and Co. recently sent a sample of "Artmil" die cut wing ribs (C/L). These are ideal and will be welcomed. Price wasn't mentioned but no doubt this could soon be supplied from the above.

AEROMODELLER

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Notes From Abroad

BY TONY FARNAN

After two trips overseas in a little under a year, I can inform Australian aeromodellers that the hobby in this country is very strong taking into account our small population.

Japanese enthusiasts have an almost impossible task finding flying grounds particularly for control line; and whilst there are many expert builders, the only growth recently has been in radio control.

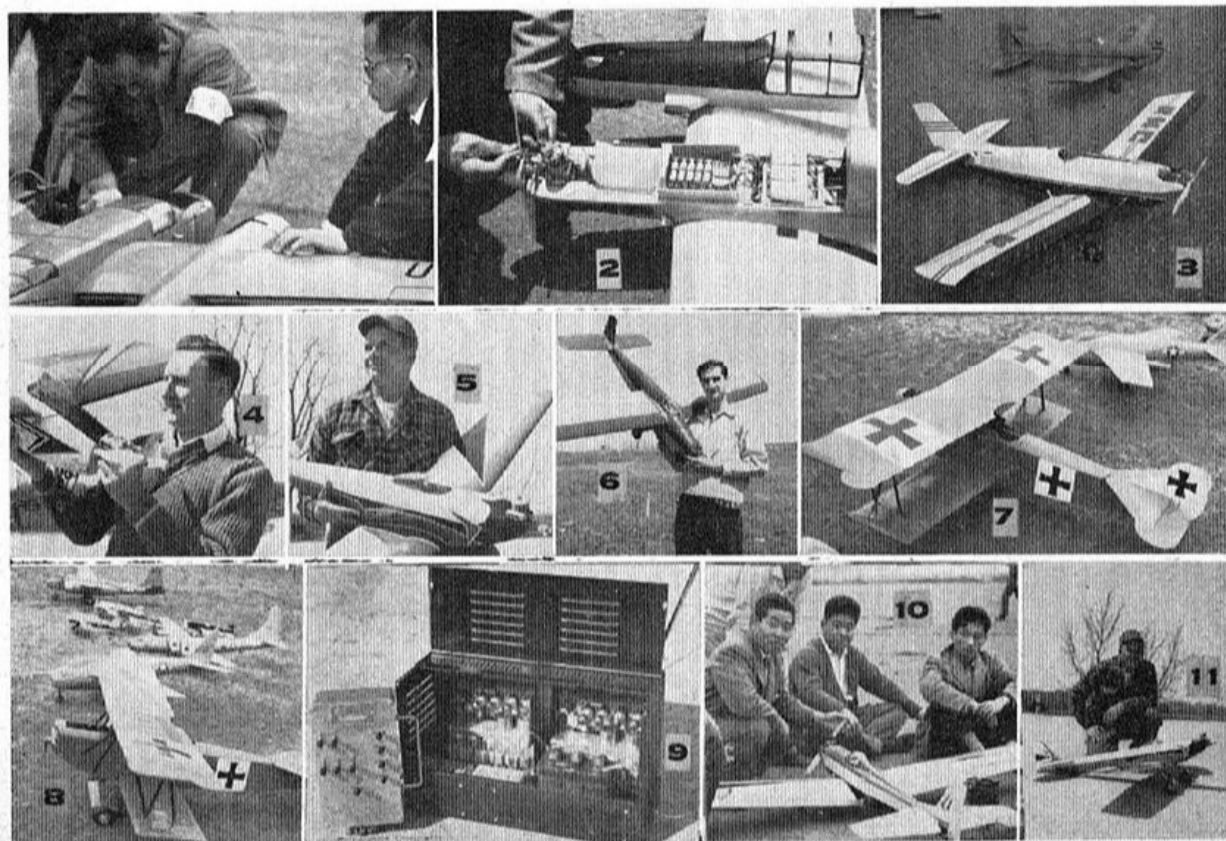
Private airfields are used for R/C and provided the pilot can return his model to the airstrip, no difficulties are experienced. On the other hand, should the plane land or crash away from the tarmac, it usually finishes in a rice field, and damp. Japanese R/C models are much lighter than ours and fly faster through manoeuvres. Standard of building is similar to the Australian enthusiasts, with some outstanding aircraft and a few "bombs". For single channel, cascaded compound escapements are used in almost every case, with .15 size motors. In multi, the O.S. Max III .35 R/C engine is used to power Astro Hogs, and Smog Hogs weighing seven pounds with 8 and 10 channel O.S. simultaneous gear.

Japanese aeromodellers find it hard to buy good quality balsa wood, and their hobby shops feature mainly items of local manufacture.

American products are in limited supply and very dear. English equipment is unobtainable and practically unknown.

American hobby shops are similar to their Japanese counterparts in that they feature mainly merchandise of their own country. This is of course the home of a fantastic range of hobby goods, however without doubt, Australian enthusiasts are well catered for, because international items are on sale at most of the better dealers. On the average, prices are generally quite reasonable here, when compared with America and this applies particularly to radio control equipment.

1. Boeing B-26 O.S. 12 channel Max-III 35 x 2 R/C built by O.S. Staff.
2. Scale Model "Hien" O.S. 10 channel O.S. Max 49 R/C.
3. O.S. 10 channel Max-III 35.
4. Tony Farnan with John Maloney's Shoulder Wing 10 channel model in Cincinnati, U.S.A. Fibre Glass Fuselage, 64in. span.
5. Beautiful Orion by member of Cincinnati Radio Club "Russ Brown". Note paint design, red, white, black and green.
6. Disaster First Flight, Bob Sherman Roots' ascender in Cincinnati, U.S.A.
7. Kato's R/C Fokker at Jap. Nats. O.S. 10 channel.
8. Jap. C/L. The Invader and Fokker are radio controlled.
9. O.S. 20 channel Transmitter Superhet.
10. O.S. 10 channel K. and B. 45, Mr. Ogawa on left, Mr. Kato on right.
11. Russ Brown — Cincinnati, U.S.A. "Orion" beautiful.



Several hobby shops in Melbourne and Sydney although smaller, are better than their counterparts in New York and Los Angeles. This is mainly through a comprehensive world range of well chosen popular products. Accessories of all types are available in the U.S.A. and the building of any original design is made simpler through access to a "kit" range of hardware and pre-cut parts. Steel bellcranks for example come with brass bushes and complete with heavy weight leadouts attached.

As in Japan, radio is all the rage, and I spent one Saturday flying with the boys in Cincinnati, Ohio. John Maloney, the O.S. Agent in America, is a keen multi man, and let me fly his 10 channel simultaneous shoulder wing model. This was very brave of him indeed, and although I flew through some peculiar manoeuvres the plane was taken home that night in one piece. This aircraft was quite light, being 64 in. span and powered by a .49 R/C engine, so that every change of direction was executed at high speed. My first manoeuvre was announced to be a loop and I gave the normal quick down control and prepared to haul on up. In the meantime the model had performed a quick outside loop and resumed level flight. The boys said it was quite good until I told them a normal inside loop was the intention. It showed, however, the lively performance of the American planes, and I am convinced that most of the Australian models are far too heavy. I intend leaving off the fibre glass reinforcement and heavy strengthening, in order to reduce weight and gain in general performance. It was interesting to see the Americans with Max 35 engines and multi gear in models which were designed for 3½ c.c. motors. They pour on the power and throw off the weight, and, incidentally, their fields are so small that they must do this to clear the trees on the perimeter. This was on a country field in Cincinnati, Ohio, too. When shown pictures of our Australian flying fields, the Yanks said we had it "made". I couldn't have agreed with them more.

Another fact which became obvious as I watched the various club members arrive and fly, was the complete absence of relay-less radio gear. This is still regarded with caution by the enthusiasts and they leave it to the professionals to use, whilst the average flyer continues safely with standard relay type transistor rigs, with or without valves. The club was using Controlair Radio Gear, which is a kit version of O.S. equipment, and prepared and marketed by John Maloney. The most popular plane was the Astro Hog, closely followed by some beautiful Orions and then a collection of Smog Hogs, Pegasus and Acenders. Motors in use were Super Tigre 51 and 56, K. & B. and O.S. Max.

These boys had their crashes just as we do, mainly through pilot error, but they also get in plenty of flying. Some of the Victorian multi flyers would be just as skilful as these members from the Cincinnati Club, whilst Tom Prosser, the Australian champion, would earn their respect. Unfortunately I did not see experts like Dunham and DeBolt in action, although reports indicate that their patterns are as good as any stunt control line pilot.

One of the fliers had a rather slow Astro Hog, and was approached by another pilot after he had finished a flight. The friend said: "You know, Rufus, you want to go and swap that there model for a hound dog!" "And I'll tell you something. When you get the dog, you want to go out and shoot it!" This was similar to Australian humour, and only lacked a few colourful adjectives.

Summing up, I can only repeat that we are quite fortunate to be aeromodelers in Australia, for although we strike certain difficulties, we have many advantages envied by modellers in other parts of the world. In radio control, I have learnt that light weight, plenty of power and lots of flying are the answers to any problems.

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C.P.M.A.A. Radio Control Rally

PALMERSTON NORTH, NEW ZEALAND

This was held at Palmerston North on February 18th and 19th, 1961, and although we had fewer visitors the number of models was about the same. Some very noticeable points about this rally was the fairly high standard of flying and the progress in model equipment and design. Also noticeable was the progress made in the working of another control of single channel, mostly engine throttle. Mike Kendrick had a O.S. 15 diesel powered model with a small Japanese escapement working the throttle via an O.S. compound rudder escapement, Kraft Rx. Dave Whitehead operated the throttle on his Frog 150 through a Galloping Ghost system. Another system was that of Russ Johnson who also had a O.S. diesel powered model with a rising clock work escapement operating the throttle mechanism with a quick blip, Kraft Rx.

Doc Fluff Hartley was not flying this time as he was waiting for some Tx. parts to arrive from England. He has an 8 channel Skylark model ready to fly when they do come. Hoppy Richardson has progressed to multi with the test flight of a Kyowa 45 powered Custom Ascender weighing 8 lb. and equipped with REP Sextone gear, operates rudder, elevator throttle and brother, it is fast.

Chuck Holder still has his small "Ascender" with Wright gear, but has something new coming up. Charlie Belk has gone back to a slower model for his Mikrokombie setup, and I think he did

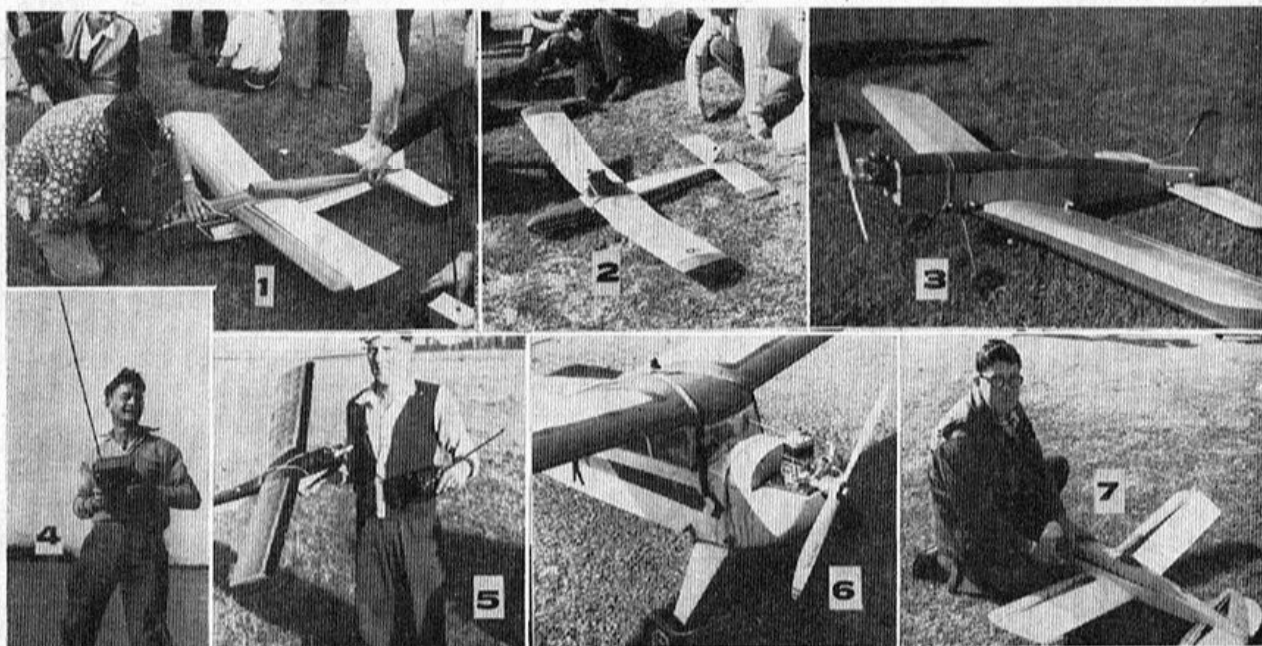
more flying than anybody else at the rally. The Mikrokombie unit never missed a beat, but ask Charlie if he switched the Rx. on when the model flew away once in a dead straight line. Colin Boyd is using a Kraft Rx. as is Ian Flaws. Bert Street of the New Plymouth Club demonstrated how his very heavy Taplin powered model flew in strong wind. He uses Wright gear at the moment.

General trend is towards transistor Rx. selective left or right escapements, and hand held tone Tx., etc.

Sunday afternoon we were treated to a thrilling flying display of a Draine Turbulant piloted by Mr. Syd. Jensen on whose property we were flying.

An overall fact of the rally was that we have made greater progress in R.C. flying and equipment at this recent rally than we have in past years.—R.J.

1. Hoppy Richardson starts his Kyowa "45".
2. Charlie Belk's Mills powered model Mikrokombie R.X. and rising escapement.
3. Fluff Hartley's Radio Control "Skylark", O.S. 35 Octone equipment.
4. Colin Boyd really goes with his model.
5. Mike Kendrick holds his radio model after winning the R/C Contest.
6. Close up of OS15 diesel in Russ. Johnson's model.
7. Mike Kendrick prepares his "Houdini" model.



N.S.W. v. Victoria R/C Champs.

BY THE EDITOR

For the second year this contest was held at Wagga on a really first class field.

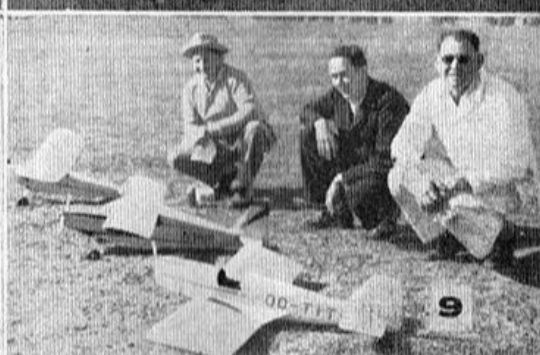
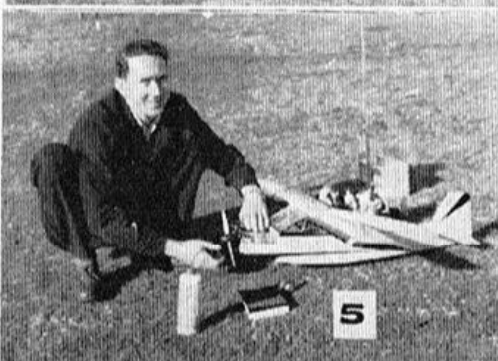
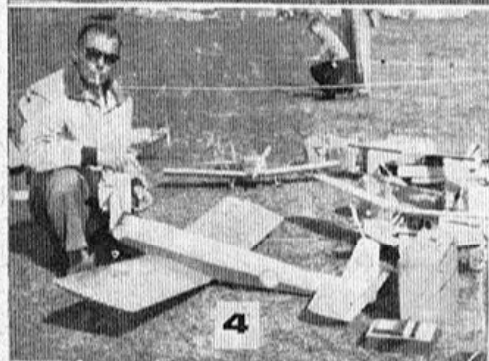
Most of the boys arrived Friday afternoon and were soon settled in at the Club Motel. Saturday morning dawned fine, cold and clear with little wind, first to the field were Tom Prosser, Basil Healey, Jim Palmer and yours truly. It's the old story, we had either untried models to trim or tried ones that had been wrecked and hence needed trimming after rebuilding.

The whole of the morning was spent in sport flying and the actual competition started after lunch.

First event was intermediate. Everyone thought Tom Prosser would take this out with his very ingenious model. It had full house worked off single channel with an idiot box for signals. However, pilot error pranged it and a N.S.W. reserve was called up. Noel Fell of Victoria walked this event in with a very handsome total of over 1,800

points flying a low wing "Viking" O.S. 4A. with an O.S. 15 which screams like something hurt. This is some of the best intermediate flying I have seen and the win was well deserved.

1. Well known hobby shop proprietor Merv. Howard of Wagga displays some excellent kits at the interstate R/C contests.
2. Ted Baker holding Dick Shaw's Stinson S. prior to take off. Walt. Good Proportional rig.
3. Tom Prosser's scale winning Topsy Junior, 4 channel rig on coupled A & R plus elevators, Taipan 2.5 glo.
4. John Marquette with new low wing "Hasty Tasty", 12 per cent. fully symmetrical, full span ailerons, span 66 in., weight 5½ lbs. Silverstone 10 channel relayless Bonner Transmities glo chief .35. Quick and easy to build.
5. Basil Healey with 2nd place scale "Whitman Tailwind" O.S. 15 C.G. Pioneer Silverstone T.X.
6. Jim Palmer and "Pegasus" O.S. 8 T.X. and R.X. Bonner servos. Johnson .36 (and do I like flying it).
7. Ian Watts of Victoria and nicely finished G. string O.S. 10 and Torp 45. Goes well.
8. Tom Prosser and "Full house" intermediate of single channel. Brian Eyre assisting.
9. Scale line up. Dick Shaw 3rd Piper. Basil Healey and Tom Prosser.



Ye editor took second place flying a "Parakeet" on rudder only, Silvertone, Varicomp and Enya 09. As I said before, a very acrobatic model, imagine it with elevators, Yabba dabba doo. Basil Healey was right on my heels flying his "Houdini", Silvertone and Enya 15. Next event was scale. This was a N.S.W. benefit as Victoria hadn't produced one model. Tom Prosser took this easily with his 4 channel "Topsy Junior", one of the best scale models I have ever judged, extremely accurate and very neatly built. Coupled aileron and rudder plus elevators, Taipan 2.5 c.c. glo.

Second place went to Basil Healey with his "Whitman Tailwind" C.G. Pioneer and O.S. 15 model built by Alan Talbot. This model was a real eye opener with its big wide fuselage, small wings, very small tail plane and less than one degree of dihedral, it took off in about 15 ft. and flew as stable as a house.

Third place went to Dick Shaw flying a Sterling Piper Cub, Silvertone, E.D. 246. So ended the first day with the score standing at N.S.W. 9 points and Victoria 3 points. A very enjoyable get together was held that evening and we did get some sleep. Next morning dawned cold, breezy and pouring rain. We went to the field anyway and sat in the comfort of our cars, some rat bag even suggested we fly. We were all for staying put, however one of the Victorians put in a flight. If they were to be beaten they intended to go down fighting.

The first event was rudder only. Tom Prosser put in a good flight as usual to take 1st place. Victorian Geoff Tuck flying his big Bertha took out 2nd and Basil Healey flying a Cicada placed 3rd. I might mention here that Basil had the flu pretty bad but pressed on regardless. Dick Shaw flew his Piper in this event and in the pouring rain the transmitter became soaked and shorted out, 135 volts hit him every time he tried to touch it. Another funny sidelight was Basil's keying lead was shorting and he got a kick every time he signalled.

By this time the rain had almost stopped, everyone was soaked and freezing so Geoff Tuck suggested a fire. Everyone went looking for wood and soon a great blaze was lit (with nearly a gallon of glow fuel). This kept us alive for the rest of the afternoon.

Tom Prosser flew the best multi pattern I've seen and so placed 1st. Victorian Barry Angus flew very well to place 2nd using a Smog Hog. He needs a new model like a Pegasus or a G. String with 10 channels and he'll bear watching.

Basil Healey has only been flying multi for about 3 months but still placed 3rd. A very good effort, flying a big breathless Reptone 8 and Torp 45.

Your editor got a little over half way through

the pattern when a sudden downpour almost blinded me. I tried to wipe the water out of the eyes and saw the model hurtling at the ground 200 yards away, I dived for the elevators, nothing happened. I'd only hit motor control. I jumped down a key and pulled her out about 10 ft. off the ground. Whew! Then landed with the pattern unfinished to place 5th.

John Marquette had an interesting model, the "Hasty Tasty", quick and easy to build and shows great promise. Anthony Walsham had some interesting low wing models which performed very well and I believe kits are available from the Dockyard.

Tony Farnan was plagued with troubles, the power converter for the receiver packed up in his multi and robbed him of a chance to compete. Tony also had a Pee Wee powered model with a 5A. This was quite a novelty and flew very well. Dick Shaw had a very nice Stinson S with Walt Good pulse gear but pranged it, not badly but it put him out, and this after 46 successful flights with the previous Stinson.

So we came to the end of a most enjoyable weekend and hope to see everyone again next year. Points: Vic. 7, N.S.W. 17.

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An Attempt on the World's Distance Record for Radio Controlled Model Aircraft

BY JOHN MARQUETTE

Now and then we hear people being asked, "What was your most thrilling experience?" Well, it wouldn't be hard for me to answer that question. I can't remember another incident which gave me quite such a thrill as when my model touched down at Nevertire on June 9th last, after having just successfully completed an attempt on the world's distance record for radio controlled model aircraft.

There is one regret, however, and that is only one name can appear on the record certificate. It is obvious that to bring to a successful conclusion a flight such as this required more than the effort and talents of any one person. In this venture I was more than fortunate in having the benefit of the extensive knowledge and assistance of some of this country's top modellers. Those who helped me out, and without whom the attempt would not have been possible, were, Richard Shaw, Keith Hollingworth, Tom Prosser, Malcolm McAulay, Harold Flannagan, Leo Toft and of course not forgetting those two hard, but just, men, the F.A.I. observers Russ Hammond and Basil Healey.

I always think the best place to start a story is at the beginning, so perhaps we had better do just that.

The first thought of having a crack at this record came some 16 months ago after an unsuccessful attempt by Cliff Tippet of Maitland. I was an F.A.I. observer on this occasion and although Cliff was very disappointed after only remaining airborne for about 35 seconds, at least this performance was not completely wasted, for some of his enthusiasm rubbed off.

On arriving home I got to thinking of a suitable design. Cliff had used a Cicada in its standard form, which of course was far too heavily loaded. The Cicada has proved a fantastically stable

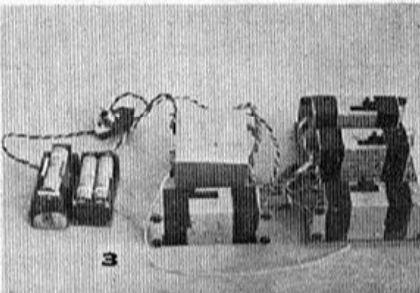
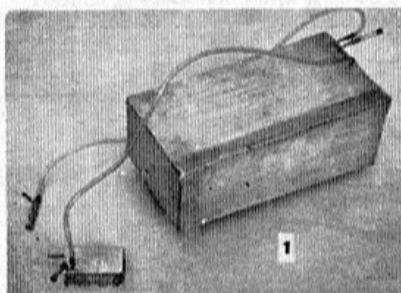
model, so I too decided to use this design. Unlike Cliff, however, I scaled mine up to twice the wing area and finished up with a model 88 in. wing span by 16 in. chord, giving an approx. area of 91 1/3rd sq. ft. Then came the building and by careful selection of materials the model finally weighed in at 8 lbs. all up, dry. This gave me a 3 lbs. payload to bring me to the maximum allowed by the F.A.I. of 11 lbs.

On subsequent flight tests, I found I had a beautifully stable and docile model, for even when fully loaded the wing loading was just under 15 oz. per sq. ft.

My experience in aviation, both full scale and model, has shown that you just don't leave anything to chance. Near enough is not good enough. This was the basis of our whole preparations.

During testing we tried to foresee every eventuality. The model was flight tested and trimmed unladen, then with a full load. Here more weight than necessary was lifted just to be sure. The all up weight for this test was 12 lb. 13 oz. The next step was a short cross country flight. This was carried out near Sydney. We set out to fly 20 miles, using the same vehicle and control set up as we would for the record. Everything worked very well for 12 miles, when I noticed we had

1. Cicada 88 Fuel System l. to r. Pressure metering valve 1 oz. Header tank and 75 oz. fibre glass main tank.
2. Glo Chief 49 complete with Johnson plug and auto mix carb.
3. Cicada 88 complete Radio Installation.
4. Cicada 88 Power Glo Chief 49 Silverstone T.X. and R.X. Bonner servos on motor, rudder, elevator and elevator trim. Flown in the record attempt without undercart.
5. John installed in the special seat in the back of Dick's Station Wagon.
6. A very pleased trio, immediately after completing 63 miles. L. to R. Dick Shaw (driver), Tom Prosser (co-pilot) and John Marquette.



run out of noise. Fortunately we were able to glide to a suitable nearby field and make a forced landing. On examination we discovered the throttle lever had broken due to vibration, which closed the butterfly and cut the motor. A good thing for here was an unexpected weakness that could be rectified.

Along with the flight testing, fuels were being experimented with. At this stage my intention was to fly 100 miles and the motor I had selected was the Glo Chief 45. The problem was to find a fuel, three pints of which would keep a 7.5 c.c. engine running for 3 hours and 40 minutes. This riddle was solved by Leo Toft, who came up with a brew that would do just that. Incidentally, the fuel was housed in a main tank of fibre glass in the fuselage, which was pressure fed to a small header tank and thence, still under pressure, to the needle valve.

Testing and checking all completed we finally set forth for the attempt. Nyngan was to be the base and it was here we all assembled during Friday, 8th June.

It was decided to take off at dawn next morning (being winter this was a comfortable 7 a.m.) from Girilambone, some 30 miles west of Nyngan and fly back with the prevailing wind to Narromine, a distance of 100 miles.

All went to schedule and after the preliminaries of checking the model, weighing in, etc., we were airborne at 7.20 a.m. It was one of those beautifully calm, crisp winter mornings at ground level anyway. A couple of hundred feet up it was evidently a different story. The first warning I had of this was to notice from my seat at the rear of the station waggon that the trees were flashing past at an alarming rate. I yelled to Richard Shaw, who was driving, "What's our speed?", and he calmly replied, "65". Now for a model with a still air speed of 34 m.p.h. this meant we sure had a daddy of a tail wind. I was tempted to throttle back, but then decided, better to get there as quickly as possible and muttered a few silent prayers that the tail gate, upon which I was precariously perched, would remain stuck to the waggon.

The flight continued uneventfully until Nyngan. Here the road, which runs parallel to the railway line, crosses the line to the other side. This is negotiated by a right angle bend to the left, a level crossing and another right bend. At this stage we were doing about 55 m.p.h. I was calmly watching the model which was nicely placed just ahead at about 300 ft. when suddenly the car engine screamed, a racing change down to second, Tom Prosser, who was in the waggon, grabbed my legs and we took the first turn with a scream of tyres and me, held in only by Tom's 14 stone, next a bump across the lines, a screaming turn to the right and then — flash — we were through the town of Nyngan. The model, of course, had continued sedately on its way and by now was about a quarter of a mile ahead of us. Seventy-five m.p.h. was now attained till we caught up. For this effort Richard has now been dubbed "Sir Malcolm".

Ten miles further on, after having covered 40 miles, we got a sign, from Harold Flannagan, whose job it was to listen and report on the motor, since we could not hear it from our vehicle,

that the motor had stopped. What a horrible thing to do. There was nothing now but to land and find out the trouble.

This turned out to be a broken engine holding down bolt, caused by fatigue due to vibration.

Hasty repairs were carried out and back we all trooped to the starting point for another attempt.

This time I decided not to be too greedy and nominated a point at Nevertire as the landing point. Not 100 miles, but 100 kilometres and enough to get the record. Take off was at 11.40 a.m. and away we went much the same as before. This time, however, I was a little more cunning at Nyngan. Just before the town I descended to about 200 ft. and then trimmed for a gentle climb. This reduced the model's speed to about 45, which meant we were able to pass through the town a little more sanely and comfortably for me.

As the day had progressed it was starting to warm up and becoming a little bumpy from thermals. This gave us two rather bad frights, one when the model hit a severe thermal, rocketed up, stalled and almost rolled on its back. Frantic manipulation of the controls righted things, but it left us in a cold sweat. Then, on the next occasion when a very large eagle, lazily soaring in his own private thermal, resented our presence and decided there wasn't room for us in his sky. He made several passes within a few feet of the model, but I think the noise of the motor must have scared him, for he finally chickened out. At the 40 mile point I held my breath, but the motor continued to sing away, and did so without incident until Nevertire came into sight. At the nominated point we throttled back, stopped the motor and glided in for a landing, 202 yards from the spot.

Possibly one of the toughest jobs in breaking a record such as this is getting all the information, certificates and what have you together, so that it may be ratified by the F.A.I.

It is necessary to send:

1. An official request for confirmation setting out all details of the performance.
2. A certificate of the specifications of the model.
3. A photograph of the model.
4. A 3-view plan of the model.
5. A certificate by the observers certifying to the starting and landing points.
6. A certificate that the model accomplished the performance claimed.
7. A written declaration, made by the pilot before take off as to exact point where the model will land.
8. A certificate of the distance covered calculated from a great circle. Calculations to be made by a scientific body (in this case the Lands Department) and accurate to one per cent.

EDITOR'S NOTE

Since John wrote this article I received a letter from Ron Moulton of Aeromodeller, quote:

I should point out that the existing record is, in fact, a distance of just under 93 miles, established on October 11th, 1961, by Velitchkovsky and Guerassimov of the U.S.S.R.

John and the rest of the boys are heading for Nyngan on the 30th September for another attempt. Another model next year should do over two hundred miles (we hope).

Tuning For Stunt

(By Chris Lloyd-Owen)

The average model aircraft engine is full of compromise—it must be powerful to attract sales, it must be easy starting, it must be light yet robust, and it must be cheap. A few of the more expensive motors are designed for specific purposes, e.g., Fox 29R for pure speed, and Oliver Tiger for team racer requirements of speed and economy, with easy hot starting, but the lower priced general purpose motors cannot be outstanding in any one characteristic. They can, however, be fairly easily modified to make them better suited for their proposed use.

The tuning of motors for speed and maximum power output is a fairly frequent practice, but the idea of tuning for stunt use is less common. A useful improvement in the desired characteristics can, however, be achieved. Before starting, we must examine these required characteristics of a stunt motor. These are:

1. Ability to run smoothly through all violent manoeuvres.
2. Power.
3. Ease of starting.

Item 1 calls for an engine with very good fuel suction so that it is little affected by surging of fuel in the tank. This is obtained by having a relatively small and carefully shaped venturi at the spray bar.

Item 2 can be achieved by the usual "hotting up" processes—polishing parts, rounding off rough edges and removing all possible obstructions to gas flow. It will be noted that item 1 calls for some obstruction in the inlet, but for stunt work, good fuel suction is obviously more important than sheer power.

Item 3, good starting, is helped by item 1, good fuel suction, but is also dependent on the intake timing. Here again, the timing which gives easiest starting is not that which gives most power. This is one of the compromises the manufacturer has to make. For stunt purposes we will usually do best to accept the maker's compromise. Compression ratio can also affect starting. A low com-

pression ratio tends to make starting easier.

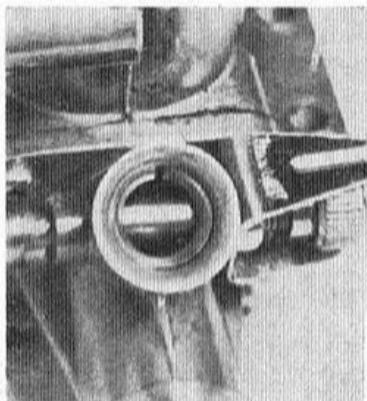
Assuming that we now have a suitable engine, how do we go about tuning it best for that new stunt model?

Apart from the usual screwdrivers, small spanners, and long nosed pliers, we will need some small files and some fine emery cloth. Needle files are best. These files are about 5 inches long, including the handle. A round, a half round and a flat are all useful. If these cannot be obtained locally, much can be done with a small rat tail file, and a distributor points file. An electric drill with a rotary file and perhaps some small mounted grinding wheels and points are useful, but by no means necessary.

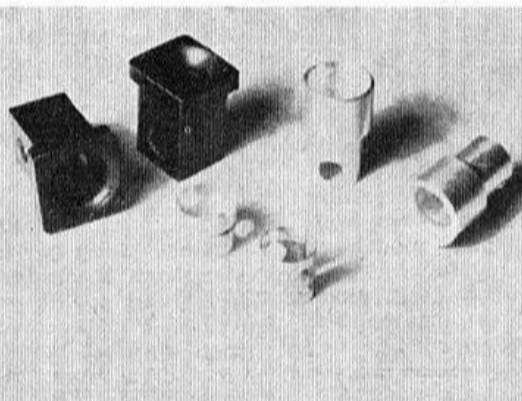
A new engine is best to work on before any running in is done. It is never good to dismantle an engine after running in. Taking a new engine to pieces will invalidate the maker's guarantee, but most modern engines are so well made that this is no cause for great alarm. It does, however, emphasise the fact that any alterations you make to the motor are your own responsibility. If you wreck it, it is your own fault!

Dismantling most engines of the type we are considering (5 to 8 c.c. cross scavenged glow engines) is usually straightforward. Some Fox motors require the gudgeon pin to be removed through a hole in the main casting after the cylinder liner is removed. This is because there is not sufficient movement of the connecting rod on the gudgeon pin inside the piston to allow the connecting rod to slide off the crankpin.

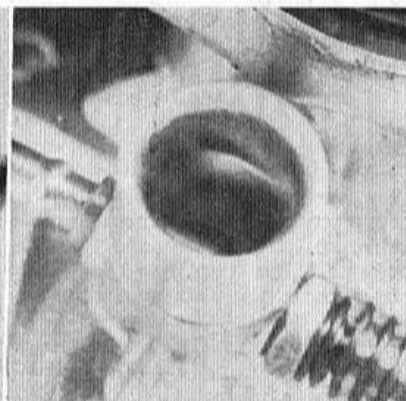
Glow Chief motors have the propellor driver pressed onto a kurlled section of the crankshaft. This takes more force to remove than the more common tapered fitting. Carefully support the crankcase with the main bearing vertical, leaving space for the crankshaft to fall out below. Place a piece of $\frac{1}{2}$ inch hardwood over the propellor end of the crankshaft to avoid damage and hammer gently but firmly until the propellor driver comes



A venturi insert in position.



A collection of venturis supplied with engines (Enya, Taipan Glow and O.S.).



Your intake should be polished like this (Taipan Glow).

off the knurled section. This same driver can easily be reassembled by lining up the knurling with the original grooves in the driver and putting on a propellor. Screwing up the propellor nut will slowly force the driver back into position. At all times be very careful not to damage any gasket facings or other machined surfaces.

Now proceed to clean up the engine in the usual way. Smooth and polish the transfer passage, removing any fins or other traces of the casting process. Round off the lower outside edge of the transfer port on the cylinder liner and also the bottom outside of the liner directly below this port (see sketch A). The crankshaft will usually be hardened so little can be done to it with hand tools. The intake venturi can be smoothed and polished, but be careful not to enlarge the venturi in the vicinity of the spraybar.

The intake venturi is the most important part of a stunt engine. Most modern engines have removable inserts, held in place by the spraybar. The smallest diameter insert is normally used for stunt work. The loss in power on the propellor sizes used for stunt is not great compared with larger inserts, but a great difference is made to the fuel suction. Make certain that both the inlet and outlet are smooth, with no abrupt changes in section. Frequently inserts supplied have a smooth entry, but are cut off square at the bottom. This should be filed away so that the gases have a more gradual opening to flow into the crankshaft intake. (See sketch B).

If your engine has no venturi insert and has rather a large opening in the intake, it is a simple matter to make up an insert. Bend a piece of sheet aluminium about 1/16 inch thick around a suitably sized large nail or bolt to form a short tube. A slight gap where the edges join will not matter. This tube should be about 1 inch long

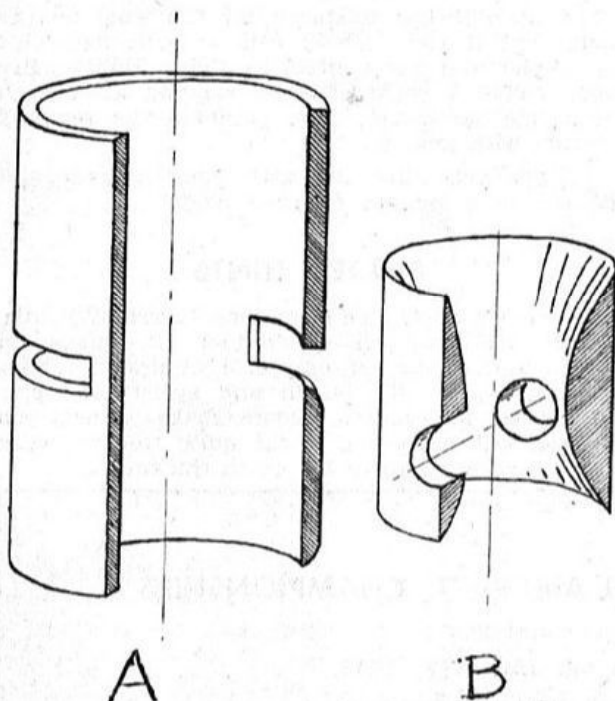
or slightly longer, depending on the room in the venturi, and should be a neat fit in the inlet at the spraybar. Drill a hole through both sides to take the spraybar. This can be done with the insert in position in the inlet. Then remove the insert and, with a small round file, carefully smooth off the inlet and outlet of the insert. The final effect should be as in sketch C.

It is a good idea to make up two or three of these inserts with different inside diameters. These can then be tried out to determine which is most effective in practice.

The only other possible factor for attention is the compression ratio. Lowering the compression ratio can often make an easier starting engine, smoother running at the comparatively low speed used for stunt work. Suitable spacers can be cut with tin snips from .005 inch (five thou.) shim brass. Your local motor mechanic should be able to supply this. The only possible trouble which can follow a lowering of the compression ratio is irregular running on a straight methanol-castor oil mixture. This is another factor where experimentation is called for.

The engine parts can now be very carefully washed in petrol. A child's toothbrush is very useful for this cleaning. Make certain that all filings and emery grit are removed. Colloidal Graphite (can be obtained at your local garage), smeared on the parts before assembly, is most helpful in providing excellent lubrication during running in.

When your engine is assembled, run it in carefully, using a large propellor and a very rich mixture. The lowest suitable compression ratio can be determined during the later stages of bench running. The engine can then be mounted in the aircraft for flight trials. Start with the smallest venturi and try progressively larger venturis until uneven fuel feed in violent manoeuvres or hard starting results. Go back to the previous satisfactory venturi and you have your engine ready for that next stunt competition.



SKETCH A: Cylinder liner part section showing rounding of edges on transfer side.
SKETCH B: Part section of a correctly shaped venturi insert.

MODEL AIRCRAFT SUPPLIES

THE GREATEST RANGE EVER SEEN AT

THE HOBBY CENTRE

(Merv. Howard)

175 Bayliss St., Wagga Wagga, N.S.W.

Mail Orders a Specialty.

GORRIE'S FOR O.S.

604 STANLEY STREET, WAGBBA

Newcastle District Aero Modellers

Get Your Model Aircraft Supplies from

The Hamilton Toy Shop

40 Beaumont Street, Hamilton,
Newcastle

A. JENSEN (Prop.) MA 2992.

CICADA 88 SPECIFICATIONS

Model:

Cicada scaled up twice size (in area) with modified tail plane, fuselage width and depth. Span, main plane 88 in., tail plane 36 in., chain plane area 9.3 sq. ft. (approx.), dihedral 5 deg., incidence main plane plus 3 deg., tail plane plus 1 deg., section main plane 12 per cent., zip tail plane symmetrical. Aspect ratio 5.5 to 1. Weight (dry) 8 lbs.

Motor:

Glo-Chief .45 with pressure fitting. Down and side thrust, nil. Johnson plug and throttle.

Fuel System:

Main tank in fuselage over G.G., of fibre glass, capacity 75 fluid ounces. Baffles at 1½ in. centres, pressure fed to one ounce. Header tank of tin plate and thence to needle valve still under pressure.

Radio:

Receiver 8 channel relay type. Especially constructed for the purpose, but employing the same basic circuit and components as Silvertone single channel with necessary modifications for multi channel operation.

Valve used 1 A.G.4, transistors 3/OC74, reed relay, deans 10 (8 only used), relays deans.

Servos Bonner Duramite operating rudder, throttle, elevator and elevator trim.

Transmitter as receiver basically Silvertone circuitry and components but with necessary modifications for dual simultaneous operation. Ground based unit, with 1/4 wave antenna and separate control box.

Audio Section. Two transistorised (O.C.74) tone generators plus transistorised (O.C.74) modulator. R.F. Section, crystal controlled M.O.P.A. employing 1/3A5 valve on 27.255 M/cs.

FOR SALE

66" Radio Control Aircraft Glochief 29, Aeromodeler TX Ivy Transistor RX, "Swift" "A" team Racer Taipan, 2.5 "Fury" "A" Class T.R. Allen Mercury, 2.5 Accessories.

Also past copies of "Aeromodeler" and "Model Aircraft" from 1957 to 1960. Best offers.

Inquiries J. F. BLIGHT, Box 23, Tintinara, S.A.

FOR SALE

"O.S." 10 Transmitter and Receiver, complete with new T.X. Batteries in satchell. Perfect condition. I am purchasing new "O.S." 10 Transistorised rig.

£80 Complete.

IAN WATTS,

381 Balcombe Road,

BEAUMARIS, VICTORIA — Phone 99-2842.

GRUMMAN BEARCAT

Profile C/L for 1.5-2.5 c.c. Motors

(By Russ and Tony)

Here is a simple to build profile model suitable for beginners and will give you hours of fun.

The first thing you will need is a plan. These can be purchased from M.N. Plan Service, 3 Grand View Drive, Campbelltown, N.S.W., for 8/6 each or if you wish you can draw them up yourself by multiplying everything by three (plan is 1/3 rd full size). Commence by cutting the fuselage sides from 1/8 in. sheet balsa, also the fin, glue these together and sheet both sides with 1/16 in. balsa, then glue 1/16 in. ply each side of the nose to take the motor. Now cut this out to suit your motor and bore the holes. To make the wing lay down a sheet of 1/16 in. balsa pinned flat and cut to shape, then glue on the ribs W1, 2, 3 and 4 at the positions shown, not forgetting the ply reinforcing for the bellcrank mounting bolt. Next step, cover the top of the wing with 1/16 in. sheet balsa, mount the bellcrank, cut a hole in the fuselage for the wing, bellcrank and glue in.

The tailplane and elevators are cut from 1/8 in. sheet and the elevators are held with tape hinges, on top, one side and underneath the other with the next hinge the opposite way round and so on. Fix the control horn to the elevators and connect to the pushrod and bellcrank, making sure the elevators are level when the bellcrank is neutral.

A commercial tank may be used by fitting it through the fuselage and holding it in with silk and dope.

Scale dihedral is shown for the wing on the plans but if you wish, it can be built flat. This is simpler and won't effect its flying ability. Give your model 3 coats of dope, sanding after each with fine sandpaper, then paint in the required colours with enamel.

Hope you have fun with your Bearcat and let's have a picture of your model.

MODEL HINTS

Here's a novel idea from John Lawrie, Whyalla, South Australia. An eyelet tool kit, made in Japan and selling for only 4/11 at drapers shops comprises plier like punch and eyelet tool, plus 300 eyelets in assorted colours, makes a neat job of lead out holes and works quite well in balsa or any material up to 1/8 in. in thickness.

COME TO . . .

THE 16th AUSTRALIAN MODEL AIRCRAFT CHAMPIONSHIPS

to be held at Camden Aerodrome from

28th DECEMBER, 1962, to 4th JANUARY, 1963.

Open to Modellers all over Australia and overseas.

Full programme will be printed in the December issue out late November.

- ENTIRE AIRCRAFT FINISHED
IN U.S. NAVY COLOUR: MIDNIGHT BLUE.

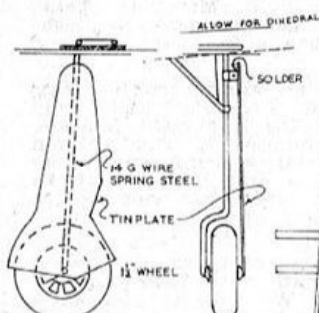
PAINT-GREEN
LEFT WING LIGHT-RED

SOFT BLOCK TIP

LINE GUIDE 18g

$\frac{1}{8}$ " RIB

OPTIONAL U/C.



342

WHITE LETTERS
ON COWL

STUNT TANK

SEW U/C TO $\frac{1}{8}$ " PLY

W5 $\frac{1}{16}$ " SHEET

SILK

W4 2 OFF

W3 2 OFF

W2 2 OFF

W1 1 OFF

T1 SHIM BRASS TANK
T2 COPPER TUBING
T3 TINPLATE STRAP
BOLT TANK TO FUSELAGE

SI. $\frac{1}{8}$ " SHEET

CLOTH HINGES

18G. PIANO WIRE

TAIPAN I.5
Shown.

2 WASHERS
(FOR SIDETHRUST)

USE STRANDED
WIRE FOR LEADS AT

INSIGNIA
IS PAINTED ON
FUSELAGE AHEAD
OF ROUNDEL
AND CENTRED

SILVER

ALL YELLOW
RED OUTLINE

WHITE BAND

342

USE PLASTIC OR NYLON PROP
IF NO UCARRIAGE USED
 $\frac{1}{8}$ " PLY NOSE PANELS (2)

CUT OUT OTHER
SIDE TO SUIT MOTOR

F4.

● CUT 2 COMPLETE SIDES
FROM $\frac{1}{8}$ " SHEET.

R2 $\frac{1}{16}$ " SHEET BALSA

R3 $\frac{1}{16}$ " " "

R4 $\frac{1}{8}$ " " "

R5 $\frac{1}{8}$ " " "

$\frac{1}{4}$ " SHEET BALSA

BEND

CONTROL HORN 18G. ALUM.

BEARCAT F8F-1D
PROFILE CONTROL-LINER
FOR 1.5-2.5 CC. MOTORS

● INSIGNIA: THAILAND. RED: BLUE: YELLOW:



RADIO ROUNDABOUT

CONDUCTED BY
JOHN MARQUETTE

45 Pymble Avenue,
Pymble, N.S.W.

We are really getting into high gear now with club news. This month there is something from clubs in almost every State.

From farthest away first, we have news of "The Gassers". Noel Mitchell, 60 Deanmore Road, Scarborough, W.A. Noel writes, modelling is really picking up in the West and R/C is going along with it.

Doug Murray, the boy who made quite a hit at the last Nats., made a bad mistake recently—pushed down elevator instead of throttle on his latest G. String just after take off. Now he has a very bent String to build up again.

Doctor Ralph Godkin of Kenya is coming over to join them in October and now "the Gassers" are waiting to see how the Doc. lines up with Murray. Ralph built his first Asio Hog whilst holidaying in Perth some 18 months ago. It had Orbit 8 and a K. & B. 45. This was his first shot at multi and it was obvious from the start that he was a natural.

Since then Ralph has had 2 Orions a Stormer, Mach 1 Pegasus and a G. String. In Kenya they have perfect flying weather all year round and outside of a shot of doctoring now and then Ralph does nothing else but build and fly. Noel says to his knowledge Doug. does more multi flying than anyone else in Australia but Ralph exceeds even his time. The W.A. boys are impatiently waiting for October to see which of these two is the mightier.

Noel mentioned one of his models, which behaves in a strange way. It is a small own design, powered with an Albon Dart on rudder only. He says if he does a continuous spiral dive to the left, on the third turn it suddenly breaks into a genuine spin. Fortunately it recovers instantly on neutralising the rudder. It won't spin to the right or on a dead motor, only to the left under power. Has anyone else ever struck a rudder only model, with normal trim, doing this?

Now to the other extreme. From Charters Towers in Northern Queensland we hear from Vernon Kerr, P.O. Box 180. He writes, local R/C flying is at a standstill on account of our flying ground now being overgrown with a very undesirable local thorny tree which glories in the title of "China Apple". It is a most vigorous grower and apart from Hormone Poison the only thing that will discourage it is to go to it with pick and mattock and chop it out roots and all, which is no small job. With a working bee we cleared about 40 acres last year. Unfortunately no effort was made to stop future growth, which means it has all suckered up and is now from 3 to 6 feet high over the whole area. Looks like another couple of working bees to clear it out again.

We went to Townsville recently for a day's flying. The boys there were running a contest. Their flying field is really first class, runs a square mile in area and is perfectly flat. Nearest obstacle is a range of hills over a mile away.

Also had a letter from Jim Mullahy, 42 Milton Road, Auchanflower, Brisbane. Jim, a radio type from way back is president of the newly formed B.A.R.C.S. Unfortunately in his letter he didn't give any zen. on what his boys have been up to lately. What about it for next issue, Jim?

We have another new radio club, this one formed in Sydney, the "Cumberland R.C.M.C.". The P.R.O., Ted Balchin, 13 Ement Street, Wentworthville, N.S.W. reports they have around 30 members most of whom are very competition minded. They are very pleased with their record at the State champ. where some of their boys got in amongst the hardware in this their first contest. Also at Maitland where they repeated the performance. They are especially proud of the member who took out second in rudder, at Maitland, 13 year old Ken Heely and rightly so. The writer saw

these flights and can only say if this lad ever gets his hands on some multi gear Prosser, Farnan and Murray had better watch out. He's really terrific.

Another member, Ted Willard has just put a new model in the air called "Plunderer". This machine sports a 120 camera in the tummy, operated from 3rd position. Ted says they are all waiting for the film to be developed to see what the field looks like from the models point of view. Guess we'd all like to see that. What about a print, Ted?

The annual general meeting of the R.C.M.C. was held on the 29th June. The main business of this meeting was the election of officers and also to plan the program and policy for the forthcoming year.

The election resulted in J. R. Marquette being re-elected president, B. Healy vice-president, N. Mashman secretary-treasurer, R. Shaw album custodian and E. J. Baker hon. auditor.

It was decided to hold an annual contest this year. This would be run over three days and would be open to all modellers holding a current M.A.A.A. licence. Details will be announced in this column at a later date, but the tentative arrangements are for rudder in November, scale and intermediate in February and multi in May. The idea here was to fill in the gaps in the contest program and give a nicely filled calendar of events.

So as to help things rolling during the in-between times a series of novelty events have been planned. These are yet to be decided. We will let you know from time to time just what form they will take. For July it will be in the form of a 50 yard dash, put on the prop, start the motor, get airborne and land. The only rule — no throttles. Shortest time wins. This event was run on July 1st and resulted in Bob Wallace gaining first place with 32 seconds. Tom Prosser second with 33.5 seconds and Basil Healy third 66 seconds. We think these times are pretty good. Try it yourself sometime and see how you go.

In September we will select a secret time between 4 and 10 minutes. Then the competitor whose flight time is nearest to this will take out the loot. All these novelty events run by the club will be on a strictly no skill basis, so as to give everybody an equal chance.

On the financial side, Fees have been raised to £3/3/- per year. This includes a year's sub. of "Model News". The treasurer has asked that you remit as quickly as possible, since we cannot take the risk of allowing unfinancial members to fly, as they will be uninsured. His address, 61 Yeramba Rd. Turramurra, N.S.W.

The presentations for last year's contests were made at this meeting. The results were:

Rudder: 1 T. Prosser, 3,758 points; 2 R. Shaw, 3,147 points; 3 J. Marquette, 2,648 points.

Intermediate: 1 R. Shaw, 1,687 points; 2 T. Prosser, 1,139 points; 3 W. Marcin, 485 points.

Multi: 1 T. Prosser 7,679 points; 2 R. Shaw, 1,335 points; 3 H. Mortlock, 1,192 points.

MAITLAND FIELD DAY RADIO EVENTS

FROM COLIN MONK

The first modellers began arriving about midday on Saturday, and that afternoon half a dozen or so bobs set to mowing the usual take-off strip. Very little radio and F.F. flying was done the following day due partly to the gale which developed about midday, but mainly to the extreme turbulence close to the ground. One very interesting model which did not make its debut was by Basil Healy. This was a "Multi" (Basil's first) patterned on his "Lil Breathless" but scaled to 68 in. The gear used was most interesting, being R.E.P. Octone driving Duramites on R.E.M.A. and with Glow Chief .35 providing the urge. Basil stoked his model up before the full force of the wind arrived and with Tom at the T.X. for the first flight, the model went quite well (although a little short on power).

The next morning with the rudder event due to start at 9 a.m., conditions luckily appeared somewhat better (i.e., a 20 knot breeze instead of a gale). There was quite a good entry for the event and as at the State Champs. quite a few members of the new but enthusiastic C.R.C.M.C. were flying. Models used were Cicadas, a surprisingly large number of Houdinis (at least 6) plus the usual sprinkling of Elektras, etc. There was some trouble in the R.O.G. but most models eventually got off, many to be blown downwind. It was interesting to note that all three placegetters used models with plenty of power and penetration. First was Tom Prosser (R.C.M.C.) flying his well known "Penetrator" with home built Kraft 4 channel and Glow Chief 19. (This was the same model with which he won the Nats. and State Champs.) Second was a very creditable effort by 13 years old Ken Heely (C.R.C.M.C.) flying a Glow Chief 19 Houdini with Silvertone gear. Third was Neville Winley (C.R.C.M.C.) with a similar model gear combination to the second placegetter.

By the time the multi was due to start, the wind had resumed the force and turbulence of the previous day. Of the five entries three were true multis but one of these (Basil) wisely decided to withdraw rather than risk his new model under the conditions. Tom Prosser with his G. String handled the conditions well and won this event with a large lead over the other competitors.

All the other competitors did little more than hop off the ground and get down again as quickly as possible without arriving vertically.

Final result of the multi were: 1. T. Prosser, G. String, Kraft 10, K. & B. 45; 2. J. Eyre, Houdini, Silvertone, Sabre 2.5; 3. C. Monk, Smog Hog, O.S.8, Glowchief .45.

THE CARE OF NICAD BATTERIES

On dozens of occasions I have been asked all sorts of questions on how to care for and use Nicad batteries. An article from Windy City Newsletter, reprinted here I think is very good and should solve a lot of your problems.

Charging: The following is a summary of various charging rates.

Maximum allowable charging rate: This is the current required to charge a fully discharged battery in 2½ hours. For example a 450 M.A.H. pencil size Nicad would be charged for 2½ hours with no more than 180 M.A. Needless to say this charge rate is not recommended since a few hours of overcharging at this rate would probably burst the cell due to the pressure caused by the formation of hydrogen and oxygen gases from the water in the electrolyte due to overcharging.

Recommended charging rate: This is the current required to fully charge the Nicad in 10 hours. At this current 14 hours of charge is recommended. Any overcharge at this rate will also produce gas, not enough to burst the cell but enough to cause some to leak out through the seals which are only liquid-proof. Eventually this will decrease the capacity of the battery due to loss of electrolyte. Any overcharge at this rate is also not recommended for an active flyer since he will require full capacity from his batteries to get in a full day's flying.

As an example of a recommended charging rate take the 450 M.A.H. pencil size Nicad, again a 14 hour charge at 45 M.A. is the normal recommended rate, no more than 24 hours however. Use this only if you need a fast charge for the next day's flying.

Trickle charging rate: This is the rate required to fully charge a Nicad in 80 hours. At this current about 110 hours is sufficient to insure full capacity. As a matter of fact an 80 hour charge rate current will all be used to store energy in a partially charged battery. However, a fully charged battery can bypass this current without generating any gas. This current can therefore be used indefinitely and is recommended if time is at all available. For the 450 M.A.H. pencil Nicad this would mean 6 M.A. charging current for as long as you want.

An alternative which may be called a fast trickle is a 40 hour charge rate applied for 50 hours. For all intents and purposes this rate can be used continually with no significant decrease in battery life. For the 450 M.A.H. pencil Nicad this is 11 M.A. current.

Discharging: Most Nicad batteries, unless otherwise specified by the manufacturers are rated on a 10 hour discharge basis. In other words a fully charged 450 M.A.H. Nicad will deliver an average of 45 M.A. for 10 hours. What happens when the discharge current

is increased? The following tables indicate the reduction in capacity. (1 is the 10 hour discharge current).

| Discharge Current | Cap. M.A.H. % of rated | Discharge Cur. M.S. | Useful time hours | Cap. M.A.H. |
|-------------------|------------------------|---------------------|-------------------|-------------|
| 1.0 | 100% | 45 | 10.0 | 450 |
| 2.1 | 90% | 90 | 4.5 | 405 |
| 3.1 | 80% | 135 | 2.87 | 360 |
| 4.1 | 70% | 180 | 1.75 | 315 |
| 5.1 | 62% | 225 | 1.24 | 279 |
| 6.1 | 55% | 270 | 0.94 | 247 |
| 7.1 | 49% | 315 | 0.70 | 220 |
| 8.1 | 44% | 360 | 0.55 | 198 |
| 9.1 | 40% | 405 | 0.44 | 180 |
| 10.1 | 37% | 450 | 0.37 | 166 |

A discharge current of 10.1 should be considered a limit. However, for short periods of a few seconds a current of 20.1 may be used as a limit.

A final word about the structure of the battery. Two types are generally available with the completely sealed being the most popular. The other is the vented type with a screw cap. With the screw tightened up this may be treated as a sealed unit with a poor seal. The vented type has one advantage in that any electrolyte lost due to overcharging can be readily replaced, renewing the life of the battery.

RADIO NOTES

Jack Richter of the N.M.A.A. was flying an Electra with O.S. receiver and advance transmitter with Enya 19. Model owned by Perrons. Half an hour before dark after having had three half hour flights on ten minute motor runs. Last flight disappeared upwards circling over the river — a favourite landing spot of Jack's — but this time he lost points on landing by landing on the bank on the other side.

Some fisherman rowed over and collected it and rang the museum — not knowing what kind of bird or fish it was. By the time the Perrons had thrown Jack in the river and he had fished himself out again the fisherman had taken it to Chermiside and a phone message was waiting for the Perrons when they got home. He made a perfect landing. This is the first time we have known Jack to miss out on his nominated "spots" which usually are "trees" or "rivers".

BRISBANE AERONAUTICAL RADIO CONTROL society

A few of the R/C fliers in Brisbane convened a special meeting open to all interested parties. This resulted in the inaugural meeting of the above society being held on 11th May, 1962. The present committee is as follows:—

Jim Mulcahy, president; Frank Hettrick, Treasurer; John Hornibrook, secretary; Eric Wildermuth, public relations officer; John James, contest adviser.

The following is a brief rundown on the type of aircraft being flown, equipment used, etc.

JIM MULCAHY: "Wasp" O/D. O.S. .29. 10/6 Tornado. Hill receiver. Babcock MK II. 88 ozs. R/O. Fitted with night navigation lights.

DES ROBINSON: "Cicada", O.S. .35. 11/6. Silvertone. 3. O.S. escapements. Featuring rudder, elevator. 3 speed motor control. 5½ lbs.

JOHN HORNIBROOK: "Jackdaw". Enya 19. 10/4. Silvertone. Modified O.S. compound.

ALF. VILLANOVA: "Invader". A.M. 2.5. 9/4. Prosser Servo. R.O.

JOHN JAMES: Modified "Cicada". Davis 5 airfoil section, extremely manoeuvrable. E.D. Hunter, 9/6. Silvertone. Prosser Servo, R.O.

BRIAN STANBURY: "Invader". O.S. 15. 8/6. Silvertone R.X. O.S. transmitter. Babcock, R.O.

ROGER HARRISON: Modified Junior 60 Glo Chief 19, Silvertone, Babcock, R.O.

REG HART: Original design by Ron Wilson. Wright R.X. with relaytor modified to relay action. R.O. Frog 500. 11/4 Topflite Nylon.

Frank Hettrick and myself submitted written anecdotes as requested at a recent meeting.

Our original P.R.O. was Des Robinson but he has been transferred by his employers, T.A.A. to the country to do some command flying with the Royal Queensland Flying Doctor Service for a few years. Another member, John James, may be posted away also in the near future so we are already losing active members whilst still establishing our society. As the club title suggests we are exclusively radio control.

We have obtained a flying site at Bald Hills through the generosity of one of the local farmers. We have spent a considerable sum on the improvement of the take-off strips and much energetic effort but we do not yet consider it fit to attempt R.O.G. However this will eventually come. I am endeavouring to persuade members to venture to the Christmas Nats. at Camden. Perhaps you could include a few words about the pros. of attending the Nationals in a future issue. It may help to drive my points home.

The flying site is approximately 500 yds. from the Australian Broadcasting Commission site at Bald Hills. The short wave transmitting antennae there is a most prominent landmark remembered by visitors seen from the Bruce Highway, the northern outlet of the city.

We wish to extend a cordial invitation to anyone who may be passing through Brisbane to visit our flying field on either a Saturday or a Sunday afternoon when there is usually one or more club members present. All they have to do is to head north from the city and when they reach the sparsely populated outskirts to scan the horizon when the 680 foot high tower with a dome-shaped cap on top can be seen. As stated before our field is nearby to its base so no excuses will be accepted for anyone not paying us a visit.

ERIC D. WILDERMUTH,
P.R.O., B.A.R.C.S.

RADIO NOTES FROM QUEENSLAND

Bill McKee is currently building a Frog Jackdaw and also almost finished an Aeromodeler Mercury.

He is flying an Aeroflyte Invader built from a kit and Bruce Jensen is flying another built from that plan.

Power in the Invader is an O.S. 15 Glow and radio gear Saturn receiver, and Babcock escapements.

These two fly on the Lytton mud flats although Bruce lost a Parakeet about a year ago. After eight months he got it back. The fuselage was O.K. although the wing fell to bits when he picked it up. Interesting facts are:

The salt water had corroded the exterior of the O.S. 15 almost eating the lugs off. The cylinder was transferred to another case and is O.K.

The Babcock although slightly corroded is now in working order, so with a new wing the model is again flyable. The receiver had had it although some parts were recoverable.

These chaps sure make it hard for a model shop to survive.

A Biplane has been made out of an original fuselage with Matador upper wing and stabiliser with a Tutor low wing with O.S. Pet. It is called Dragonfly.

ARTHUR GORRIE.

VICTORIAN MULTI RADIO CONTROL CHAMPIONSHIPS

Continuing the standard set at the Nationals, multi radio is progressing more rapidly than most other sections of model flying.

The Victorian State Championships were flown on 5th August in windy conditions, however all entrants flew without any difficulties whatsoever and to watch the contestants place their models on the take off strip and fly without any tuning or fiddling, the event could well have been a control line stunt contest.

An outstanding feature was the fact that all pilots managed to complete the entire pattern each flight, and followed up with a landing pattern under low speed motor control. In the gusty conditions, this was the only sure way of covering the rectangular approach, and ensuring that the model would have enough height and penetration to reach the landing spot.

First place went to Tony Farnan with 3,260 pts., followed by Barry Angus 2,866 pts. and John Lamont 2,223 pts. Ian Watts had trouble with his clunk tank on the first flight and could have placed higher than his 1,245 pts.

Tony Farnan was having only the third and fourth flights of his new Pegasus, which still needs minor trimming, but which at present showed smooth safe manoeuvres, particularly inverted, where it wasn't necessary to pulse in any down control, merely balance occasionally with the allerons. His 8 lb. model was powered with an O.S. Max 49 engine and used O.S. 8 channel radio gear, working off an American Space Control chargeable battery pack and D.C. converter.

Much improved Barry Angus flew his Smog Hog

in two consistent flights, and showed his experience previously as a top control line stunt pilot has helped his multi flying. Barry used O.S. ten channel radio gear, and is preparing to install it in a recently completed scale Mustang multi model. Third placegetter John Lamont also flew a Smog Hog, and would have placed higher, had he been able to complete the inverted circles. He also missed out on the spins, as his receiver was not picking up simultaneous control.

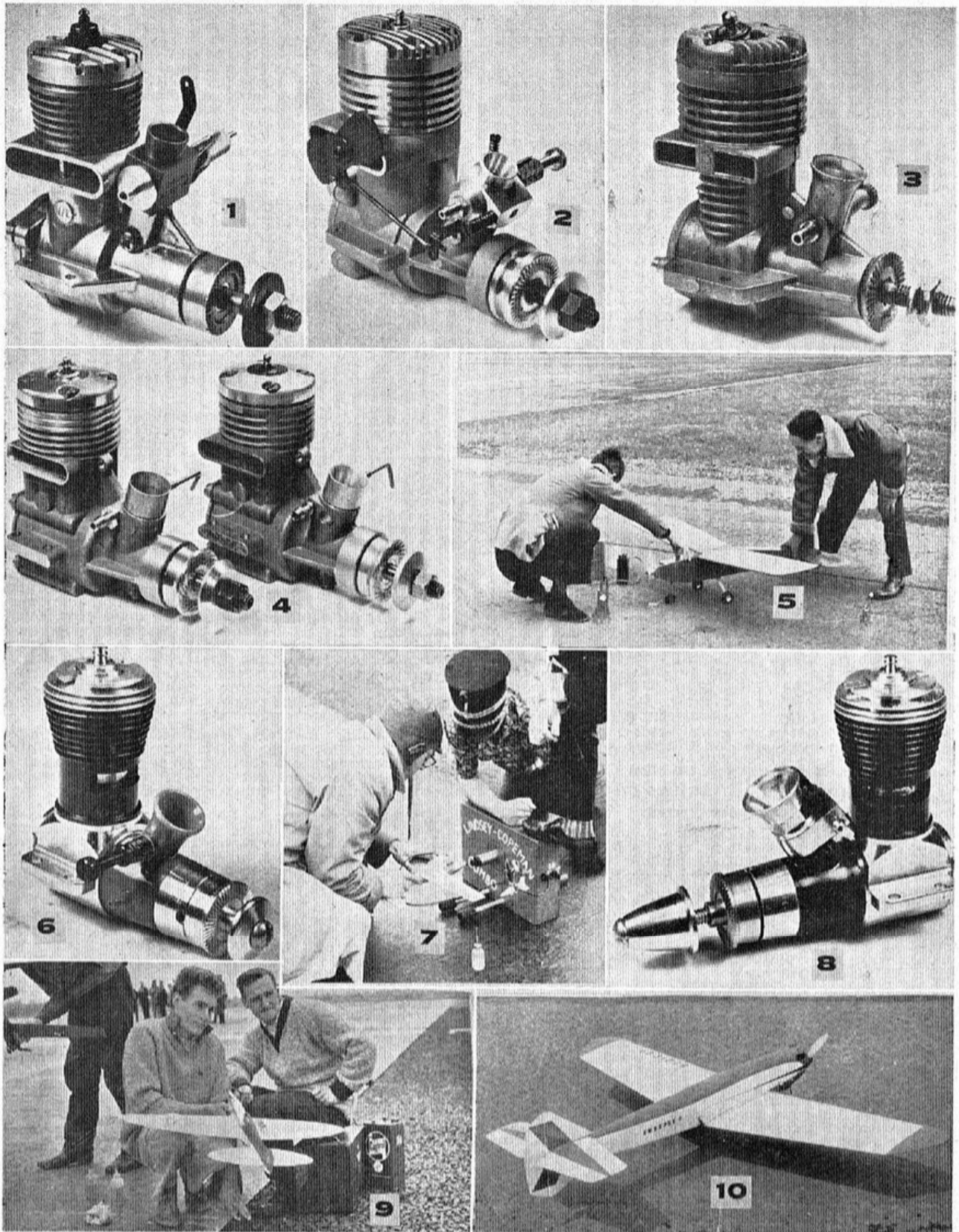
John shows up well in spot landings, and will be a top multi flyer in a few months. His plane was powered by an O.S. Max 49 engine and used English Reptone 8 channel gear.

Ian Watts having only his fourth flight with a rather potent G. String, lost points mainly on inverted flying, but will have no trouble when the model is trimmed better. His O.S. 10 channel gear works a trim servo, which was used to advantage in some manoeuvres although all the Vic. boys still have much to learn on the quick use of trim in certain conditions. Ian has a new Astro Hog ready to fly and the latest Stormer.

WORLD NEWS

BY PETER CHINN

1. Johnson J-R/C .36 — as marketed in Aust. by J. E. Pike. Have recently tested this for M. A. N. Report will appear in the September issue.
2. Merco 49. One of the latest and greatest Multi Speed motors available.
3. Fox 15X. The performance of this engine varies enormously according to fuel and state of tune. I got only .16 b.h.p. on straight fuel with the stock 6.95 dollars engine, but over .40 b.h.p. with the 15XX version on 50 per cent. nitro. The stock engine is greatly improved by removing the head spacer and running on about 30 per cent. nitro.
4. Rossi-modified Super Tigre G.20/15, 1962, compared with last year's standard model. Latest model has machined fins, a bigger intake and a revised head contour.
5. Chris Olsen (left) and latest "Uproar" on occasion of F.A.I. Trials Finals at Barkston Heath to select British team for R/C World Champs. Olsen placed top. Model is powered by Merco 49 and has mixture of Olsen's own and R.E.P. equipment. Olsen was third at end of first Trials, one month earlier but pulled up to displace Ed. Johnson from top position. Van den Berg was 2nd, Harry Brookes 3rd, Johnson 4th.
6. Cox Medallion 09. This is the cheaper and simpler version of the Tee-Dee 09. I haven't yet tested the Medallion 09, but I have tested the Tee-Dee 09 and, on Cox Racing Fuel or similar, it is vastly more powerful than the best 1.5 c.c. diesels. The Cox, incidentally, is 1.49 c.c. — not the usual American 1.6.
7. Dick McGladdery, Kevin Lindsey and (owner of the feet) George Copeman — very active group in speed circles. Copeman is third man on British Speed team. Averaged 117.5 m.p.h. with Copeman-modded-Rossi-modded-Super-Tigre. Top man is Norman Butcher editor of Model Aircraft, who did a best of 122.4 m.p.h. with Carter CGS powered job. Another Carter CCS powered model, by Pete Drewell, is second on team.
8. Cox Special .15. Compared with last year's Tee-Dee 15, this has a thicker cyl. with enlarged transfer ports, a new head and a new piston and rod with gudgeon-pin little-end. It has only just reached me and I haven't yet tested it but it should be really good.
9. Les Davy and Ken Long topped team results for F.A.I. T/R team to Russia, just pipping Edmonds and Smith into 2nd place. Davy-Long racer has Eta 15 engine and tops 100 m.p.h. in level flight. Actually, fastest heat time went to Edmonds/-Smith Oliver Tiger powered model just visible in background, about to have tank capacity check. They did 10 km. in 4.36 in first trials. This model, called Long Dog, spans no less than 46 ins.!!!
10. Frank Van den Berg's "Sweeper-2". Modified from original "Sweeper", first flown back end of last year and also in first Trials. Sweeper-2 is same model with more conventional wing. (Original was almost delta wing). Model has prototype Merco 49. Orbit-10 relayless equipment. Van den Berg placed 2nd in both Trials, and ended up overall 2nd in team.



CLUB NOTES

CLUB NEWS TOWNSVILLE AERO MODELLERS FROM MAX. TANDY

This year our club has been active in C/L and R/C with a small showing of F/F. Our financial members number over 30 and of this figure 14 are senior members.

Radio control has become increasingly popular over the last fifteen months we think, owing to the purchase of a transmitter and monitor by the club. This lets many bods into radio that otherwise couldn't quite meet the cost of a full R/C outfit. Every member who flies with the club on Sundays and uses the club transmitter and monitor (everybody puts in a shilling for monitor) pays two shillings to the club.

We have found this system most satisfactory. Not only does this levy pay for the batteries, it is also paying for the transmitter. The monitor was built locally and is very economically operated. At the moment 7 out of 9 radio flyers rely on the club transmitter.

On the 15th July we held a single channel (not single function) meet at our local flying ground, a disused airfield about 3 miles from T'ville. Two of the entrants were visitors from other towns. Vern Kerr from Charters Towers and Silvio Toigio from Ingham.

After flights were completed 7 bods lined up for the start of the first round. Of these only 6 completed two rounds. Vern Kerr had escapement trouble with his Taipan 15 glow powered Invader which rendered his unserviceable. Bob Cairns, after making a gallant effort to complete his Sky Scooter for the event came up against trim problems that could not be rectified on the field.

The weather was kind to us and the remainder of the event ran off very well bringing the results in the following order: 1st Brian Frost, modified equaliser Max 15 — Silvertone — O.S. K1.; 2nd, Silvio Toigio — Cicada — Sabre 19 Silvertone — Bonner; 3rd, Max Tandy own designed Delta Enya 09 Silvertone — modified Babcock.

Arthur Dean and Murray Hawkins both one time club members, judged the event and were quite sour on the fact that they had to work out the scores and not watch the flying that immediately followed the event.

Well, next month is our combat event so we hope everyone puts their radio model aside to build combat models. Sounds like wishful thinking.

VICTORIAN CLUB NEWS REPORT ON WESTERN DISTRICTS CHAMPIONSHIPS (By Monty Tyrrell)

Victoria's big Western Districts Championships were held this year in Casterton, approximately 220 miles west of Melbourne. As usual, the time was Easter and close to 200 bods, when you take in modellers and their retinues, attended. It was good to see such a large group of South Australians. These included Brian Horrocks, who has twice won the British Nationals Stunt event (1969 to '61). Brian this year sportingly acted as an official, though he turned in a few demo flights with his typically large stunters utilising Glow Chief 49 power with mufflers.

Champion of Champions was this year a junior, Len Follett, of Parkdale Club in Melbourne. He got 1st in the Junior 1/4 A Race, 2nd in the open 1/4 A Race, 3rd in the power scramble, 1st in Junior Stunt and 4th in Open Stunt. This is very creditable for a 15-year-old when you figure he beat such experienced modellers for the title. In the stunt he used a Hearn's Hobbies kit job, the All-Australian, with a Max I 29 engine. Open winner, Ken Taylor, continued his run of successes, but this time used a MacFarland "Shark", a huge stunter featured in American Modeller a while back. He used a Merco 35 for power, as did Doug Grinham, who got second place. Ken Dowell (ESMAC) utilised a Max 35 in his well built plane.

Congrats. are in order for Norm Moore (S.A.), who set a new Class 2 Team Speed record with his Enya 29 model. Time was 7 mins. 49.7 secs., which takes nearly 5 seconds off the 2 1/2 year old record. We also hear all in all the team racing was of a high standard. Several bodies broke the record during the heats, so

Full results are listed separately for this big Victorian meet.

On May 13 the Victorian Senior Combat Championships were held at Albert Park in pleasant flying weather. Some of the heats were of a good standard, surpassing most of those at the Nationals, but the finals were something of a disappointment. One of the finalists, Derry Brown, had the misfortune to be involved in a mid-air collision in his semi-final and the resulting damage left very poor control on his Max 3 35 model. Undaunted, he pressed on in the final against Barry Dixon, also using a Max 3 35 powered flying wing, but the combat was poor, as Derry was hampered for attack and evasive action. Twice he flew into the ground through no fault of his own or Barry's. Scale expert, Barry Reid, worked hard on the mill keeping Derry's plane airborne for him, but it was one sided and Barry Dixon came out the winner by 20 odd seconds flying time.

Everybody was goggle-eyed at the Fox 35 Combat Special ship of Trevor Woolnough (ECMAC). It was the fastest plane there on the day, but the performance had to be paid for. It gobbled the hot brew he was evidently using at an alarming rate and was lucky to get 2 1/4 mins. on a large stunt tank against the 5 average of the other contestants. He will have to consider hitching a 8 to 10 ounce fuel can straight on to the beast.

Bob Hyde tells us things are picking up in Ballarat after quite a slump. There seems to be such a good revival he looks like taking up control line once more, though maybe the recent sale of his multi-radio gear (pending newer and better equipment) has a bearing on this. Alf Elliott and Brian Deason tell us things are just so so in Bendigo and the Geelong Hobby dealers are wondering where everybody has gone. Seems remarkable when there was such a good roll up at the Western Districts Championships.

We had a yarn with our old friend Colin Cliff out at the combat and from what he says things are booming hobbywise in Western and upper Central Gippsland. That's the Texas (ask the Gippslanders!) that lies () east of Melbourne for 200 odd miles of it. Anyhow, Colin tells us he and the Warragul boys have linked up with the big new group at Moe, which appears to be bigger than the Echuca Club, which is saying something. Daredevil Bill Barcola, who runs the Moe Club, seems happy with it all, as do Bill Dubber and the boys from Morwell. (How about some club news?—Ed.).

Still going East, it seems to die again after Morwell, according to the dealers, though Jimmy Prendergast in Bairnsdale says things may be picking up there. The good weather and wide water skiing waters around his area would affect things somewhat.

On our way down to South Gippsland we passed through Sale, where there seems very little activity except for plastics. The large R.A.A.F. base, along with the U-2 American squadron, is the cause of this. They all go for Revell, Monogram, Airfix, etc (particularly the Yanks on the latter), though power is very, very quiet.

Passing through Yarram, the dealers there said modelling died there when Brian Amey went to Melbourne to live and Eric Falconer gave up Radio. So, we pressed on to Meeniyan. There we were fortunate enough to meet Bob Bloch, who is a died in the wool fan, a real all round modeller and ex-Sunderland man from No. 10 Squadron. There is a happy little group down there when you take into account the surrounding area like Yanakie, Leongatha, etc. Leading lights down there appear to be Bob, Eric Bellby, Bill Burrows and few others whose names escape us at this time of writing. They dabble in all types, including radio, and they are very interested in motor control U-Control flying. Bob and Eric like formation flying and landings with power on, etc. With all that practise they should make a carrier deck. (How about some news from you, too?—Ed.).

We know of the big club from Echuca, but we also know there are a few others along the Murray. How's about some news from Swan Hill, Mildura, Cohuna, etc., though we understand the latter group are linked up with the Echuca boys. The more we hear about up with the Echuca boys. The more we hear about better we like it. If we can spread the word about you and you know of us to hear about the others, in turn it all helps the game along. So get your club secretary to drop us a line.

Back in Melbourne we found the largest Melbourne Club, Parkdale, are really doing something worthwhile for other associations to follow. They are running stunt judge classes! The idea is for the V.M.A.A. to have a pool of judges, specialising in stunt, on which the clubs can draw. They will think along the same lines and the keen but inexperienced officials are gaining a more comprehensive knowledge of what constitutes a good manoeuvre, points to watch for, tricks by experienced fliers that are to be ignored, etc. Sounds great. Just like the S.A.M.S. with scale, M.A.R.C.S. with Radio, etc. Some members of other clubs turned up the first night so it is to be hoped the thing snowballs and a good crop of officials that think alike and don't have to be briefed on the day (or left in the dark) are the outcome.

WESTERN DISTRICT DELEGATES MEETING

On Sunday, 29th July, 1962, delegates from the Victorian Western District Clubs met to discuss the venue of the eighth Western District Championships and other matters of interest to modelling in the area.

The meeting decided to hold the eighth Western District Championships at Geelong over Easter 1962, as this club was very keen to hold these Champs. to help boost the interest in their area.

A great deal of discussion was held on the rules of the Western District Shield. These rules were drawn up a long time ago and with the increase of clubs in the area it was found that the complete rules set up had to be revised. The rules for this were revised by the delegates and brought into line with those for the Glenelg Shield (F.A.I. team Race).

Two other trophies had been donated by Warrnambool business houses, and both these were to be competed for on a perpetual basis, with the only proviso being that the contest for these trophies be held in Warrnambool each year, so the delegates decided to alter the time of this meeting to a more suitable date and set this date at the first Sunday in November of each year, which should suit competitors better from the point of view of weather. (We hope).

In the afternoon the various trophies were flown for the Glenelg M.A.C. members, Neville Tibbles and Bruce Nulty, won both the Glenelg Shield for Class F.A.I. Team Race and the Western District Shield for Class 2 Team Race.

Both these two members are recognised as up and coming team race experts, and although they competed against a very weak field in these two events they showed that not only have they the ability to build a first class racing model, but also have the team work and keen spirit that goes a long way to making of experts in this rather hard section of aeromodelling contests.

Hampden Clubs, 15-year-old Brendon Stretch made a clean sweep of the rest of the trophies and had to obtain Dad's help to carry the stack of silverware from the field.

Brendon is certainly one of the best junior fliers seen in this area for a long time and has already gained a great reputation as a Stunt flier.

In the Sack Trophy (Stunt) he gained a narrow victory from Doug Grinham, who is a senior flier that has made his presence felt in all parts of Victoria and in quite a deal of the rest of Australia.

A very nicely constructed Stunt model won Brendon the top honours for the Best Model of the day and in Combat he defeated the rest of the field to gain the coveted O'Donnell Trophy.

The only sorry point about the day's flying was the lack of entrants in all events, but it is thought that this is due to the fact that this contest has lapsed for a couple of years and thereby lost a lot of interest, and it is hoped that with the change of date and also the additional trophies to be contested at this meeting will assist in making this day the show it should be.

TENSIX.

FAR WESTERN DISTRICTS ASSOCIATION OF AEROMODELLERS

On Saturday and Sunday, 2nd and 3rd June, the Inter-Club Meeting of the F.W.D.A.A. was held at Horsesham. The weather, after much doubt, turned out to be perfect for flying. A meeting on the Saturday night found that a new club had been tabled for inclusion in the Association. The club, Murtoo, was duly accepted by the other clubs. Also at this meeting rules and specifications for a new Team Race Class were passed to be put on 12 months trial.

The first event in the morning was Stunt. Border Club (Mt. Gambia) was represented in this event by a

young flyer Jeff Maceneth. Jeff had the misfortune to have a bad motor run and instead of the motor leaving out in the air it ran rich and the model came in on the lines and crashed. Bad luck, Jeff, but you tried! Noel Egan, from Millicent, put on a good Stunt pattern to gain second place.

In the Team Races, Border was entered in three classes, 1A, B and F.A.I. In the 1A Team Race Border experienced none of the bad luck that kept them company for most of the day when Rob. Millhouse's Racer was pranged in an unfortunate accident. It really was bad luck, as this model, powered by a new "Oliver" Tiger Cub, appeared to be the fastest there. Casterton were the eventual winners.

Class B. was again unlucky. Plagued with motor troubles from the start Rob. Millhouse had to withdraw from the final after pit men, Mike Ward and Jeff Maceneth, had changed plugs twice in their E.T.N. 29 in one lap. Before this model had been doing 95 m.p.h.

The next event for Border was the F.A.I. Race after lunch. Due to more motor troubles, Millhouse and Maceneth had to change motors before their heat, taking out their Enya 15 1B and fitting Taipan BB. At practice runs at home model had been approaching approximately 90 m.p.h., but during race model ran in on lines while landing and pit man could not reach it. This was won by Williams and Woodburn, of the Natimuk Club. A quick engine change and Border was ready for the class 1 Rat Race, in which they took second place. Model again flown by Rob. Millhouse and pitted by Jeff Maceneth.

In the hurl glider young Kim White earnt two entrance points for Border by trying his luck, but experience was against keenness. Keep trying, Kim, the bigger they are the harder they fall.

The last event for the day was the high light of the whole meeting as far as Border was concerned when they won their first Trophy in Class II Rat Race.

The plane, a "Snark Rat" of American design built by promising racer builder Mike Ward and pitted by himself and Jeff Maceneth and flown by Rob. Millhouse got off to a good start and immediately showed that it would take some beating if it was to be beaten.

The model was by far the fastest of the first four in the air after passing two and sometimes three other models at a time. It was a fast and tricky race as the centre of the circle by this time was very slippery. The race was over 200 laps and it was compulsory to have at least one pit stop for refuelling and everyone was getting worried when after over 170 laps Rob. was still flying on their first tank full, but just over the 180 laps the motor cut and Rob brought it in for a beautiful landing. After refuelling the tank and Mike changing a glow plug the "Snark Rat" was again airborne, and the black and white checkered flag was soon waved as the model finished the race in 13 minutes 30.2 seconds. 30.2 seconds outside the association record (why did that plug have to burn out). Everyone was very impressed with Rob's superb flying at times to pass over two and three models and at one stage over one and under another to again lap the field. A lot of credit must go to the builder of this model, a lad of 14 years (Mike Ward) who has only been modelling for about ten months.

The model's speed was approximately between 90 and 100 m.p.h. and did 180 laps plus on about 3½ to 4 fluid ozs. of fuel. The motor, a Menco "35" of course swinging on 8 x 8 Tornado prop. on Ainsfeed No. 5 fuel.

Border Club is now looking forward to more and more successes by this team in the racing circles captained and flown by Rob. Millhouse and pitted by Mike Ward and Jeff Maceneth.

And so now until the next interclub competition its back to the drawing boards and the building benches.

Any persons interested in modelling and who wish to join the Border Club at Mt. Gambia should contact Mr. Jack Billing at Motor Traders, or Mr. R. Millhouse at Exchange Printers or any other modeller known to them.

VICTORIAN CLASS 2 AND F.A.I. TEAM RACE CHAMPIONSHIPS

As usual, Albert Park was the venue for the Class 2 and F.A.I. Team Speed events in the Victorian Championship series. The day was fine though the wind could have been a bit lighter. Ken Dowel did an able job as contest director ably assisted by Les Organ as starting and field judge.

Surprisingly the entries were very light in each event for a state championship. After withdrawals,

test crashes and the like only eight actually flew in Class 2 and ten in the F.A.I. The latter event produced nothing sensational as it was the usual battle of the better makes of diesels such as Olivers, Rivers, Enyas and Etas. In spite of such a good lineup the performances in the heats and final were comparatively poor. The final took over the six minutes which indicates times here, as in Class 2, are still far behind those set overseas.

Brian Deason proved the winner, still using his trusty Oliver. He had won this event or its predecessor Class 1, so many times he seems to have a mortgage on it.

Class 2 proved a better spectacle for the crowd. Because of so few entries Dowel decided to make all heats 10 miles. Athol Holtham set the ball rolling by bettering the Australian record of 7 min. 46 sec., but it must be unofficial we hear because no drum or pylon was available. His new racer, Max 3-29 powered, is easily capable of exceeding the ton and to look at must be spot on the rules as it appears so small.

In point of fact the absence of the drum did not bother the fliers unduly and most agreed it is a hamstringing rule that could well be dropped now that the planes are getting so fast.

The final was late starting because the contest director sportingly allowed Tony Cincotta to dash home to re-solder a burst tank seam. It was evident the final would be a tussle between Athol Holtham, with Dave Kidd in the pits, and the Ken Taylor ship flown by Monty Tyrell. As said Athol's plane was very fast with at least two if not three pit stops and Ken's plane was a one pit stop special at about 80 m.p.h. plus, using a Merco 29.

As expected these two ships drew far ahead of the other planes and Athol actually had three stops due to a fade out on one take off. He came in the winner, time 7 min. 53 sec., and the Taylor ship came second by about ten laps behind. Tony Cincotta, despite more trouble finished the race for third place.

CHANGE OF VENUE

After sixteen years Australia's best known hobby shop has closed. Yes, Hearn's Hobbies, 397 Flinders Street, Melbourne, has shut the doors for the last time.

The old tomb has seen many faces come and go and ever since the war it has been the done thing for an out of town modeller to pop in any time. Many of Australia's most famous modellers bought their first bit of balsa there and within its walls many momentous decisions were made. (?)

Way back, when things were politically in a turmoil, the Australian Academy of Model Aeronautics was founded there by a big meeting of interstate representatives. Shortly after the M.A.A.A., of course took over the job and rightly so as the A.A.M.A. was only meant to be a temporary body.

The buses for flying days often left from there and returned to there and if a visitor's book existed the names would read like a modelling who's who. The Saturday morning social club who sometimes, the Hearn boys wryly say, made purchases, would also be a who's who. The old timers will feel a sense of loss then decline somewhat as Hearn's expanded with their other shop interests.

However, all is not lost as it only shut to move up the road a piece to brighter premises. Progress can't be stopped and all that. The new hobby shop is at 323 Flinders Street, just at the end of Elizabeth Street, under the station. Therefore, the old timers will still feel at home should they come back as the shop vibrates as the trains go overhead!

The atmosphere of trains and ether must never be lost and we are glad the Hearn brothers considered this in their move. The Electric Traction Society boys will also be glad to know it is at least ten feet closer to the Flinders Street tramline and a block closer to the Elizabeth Street terminus. It is the same walking distance from the pub 'cept it's now Hosie's instead of the Conference.

Question: Why are Melbourne's leading hobby shops (Hearn's Dockyard and Central) all underground? Answer: Because they cater for the wants of the underdogs of city councils. So, as it's high time something was done, something will be done. We hear the O.S., Merco and Glo-Chief motor interests are all about to go into the muffler interests in a big way. As they make most of the noise around the place this is a good thing. Brian Horrocks has been demonstrating a Glo-Chief with a muffler on the Victorian side of the border (see the Model News review of the West. Dist. C'ships last issue) and Monty Tyrell a muffler equipped Merco 29 at a big air pageant last February (also mentioned last issue).

Tony Farnan states that Ogawa has been putting in some solid work on the subject and Peter Chinn writes from England that George Fletcher, who was

associated with ED. Frog and such big turns, is doing the same. In fact Fletcher is working on a motor that comes with a muffler and spring starter as fixed and standard equipment so kids can fly in any park.

To bash the subject further a demonstration team went down to Meenivan, South Gippsland, on July 29th. They took a few stunts of the large variety complete with mufflers in the case of two of them. These two were John Elliott's Aero-flyte Thunderstreak and Monty Tyrell's Hearn All-Australian both using Merco 35's. Due to not having asbestos packing between the fuselage and muffler Elliott wisely decided to dispense with it for the afternoon. Also from Melbourne were Kenneth Druryhouse with an O.S. 35 powered T'bird, Derry Brown with a Merco 35 Central Centaur and Eddie Keggins with his K. & B. 35 powered Mustang and a Hawker Tempest sporting an O.S. 15. The local boys supplied another dozen or so models and amongst the most impressive were "Bingo's" (we didn't get the name) Fox 35 radial cowed T'bird and a multi-speed O.S. 29 Delta type carrier model by Eric Bellby. Its performance was exceptionally good.

General formation and stunt flying was demonstrated all the afternoon, plus the odd combat or two to liven things up. The All-Australian of Tyrell's could hardly be heard on the far side of the oval and the performance didn't appear to suffer one iota as was shown in solo and formation flying with the other stunt planes. To wind up the show Brown and Tyrell each gave a demonstration flight of solo two at once, one in each hand. They must have confidence in each others flying as they appeared to be enjoying it out there. Finally most of those present queued up to fly the original "Ruff but 'onest" which was kindly lent for the day by the Benalla boys. Sabre 49 powered it has to be seen to be believed. It was made out of packing cases, with a tomahawk, painted with a broom in a dustroom etc., and has shoe polish tins for wheels. Nevertheless it flies quite well and is quite an attraction at bush meetings.

1. Strain holding back Enya .09-Max Tandy. See No. 12.

2. Noel's Boeing F4B-4 now with M.S. O.S. 15.

3. Gypsy Moth by A. Speight, Toowoomba.

4. Model by J. Sims. 1st in Multi at Beaudesert, Queensland, Champs.

5. Stardusters Club member Ron de Chastle, holding free-flight Delta which won club's annual precision contest. Model will not power or glide stall.

6. Mercury kit P38-J Lightning. Two A.M. 15's Un-flown-unrun in. Built during Vampire flying course at Pearce by Ron Tayles.

7. Lysander by A. Weston N.M.A.A. 1st Gold Medal winner at Q.I.F. Luton Minor by L. Searle Stardusters-3rd.

8. Kit Hacking of Coffs Harbour and radio control boat, Hills R/X Graupner Servo Taipei 2.5 marine water cooled diesel. Goes well.

9. Tony Wells of Yanachie launching new Mathews Parrakeet (Model News plan). This is a fantastic stunt on O.S. 15 M/S power. Radio is Silver-tone, Babcock MK II and E.D. escapements giving R.E.M.

10. Alby Johns (with pipe) and Malcolm Lemmey of Glenelg M.A.C. discuss merits of new combat ship "Lemmey Atom" designed by Lemmey.

11. Multi place getters from Dallev. Foreground model by H. Shleid 2nd. Background, Joe Sims 1st

12. 36 in. span, 43 deg. sweep back Clark Y reflexed C.G. 48 per cent. modified Babcock-Silverstone trimmed to fly fast as low speed brings Dutch roll tendencies. Very smooth loops, fast roll, very hard to stall but when it does, will spin. Recovery is automatic after spinning. 40 landing with elevator in 3 point attitude is obligatory —! Good crowd pleaser. Stiff brandy before — tranquillizers after.

13. John Godwin of Urunga poses with his Thunderstreak Glo Chief 29.

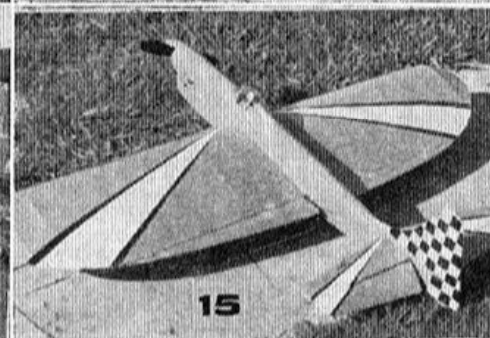
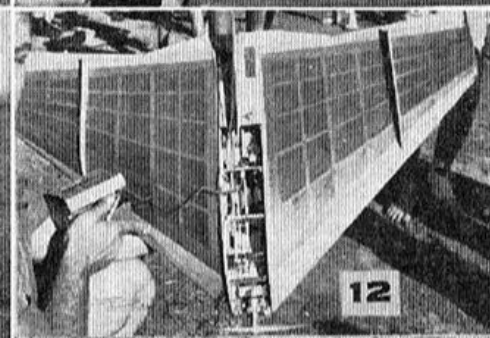
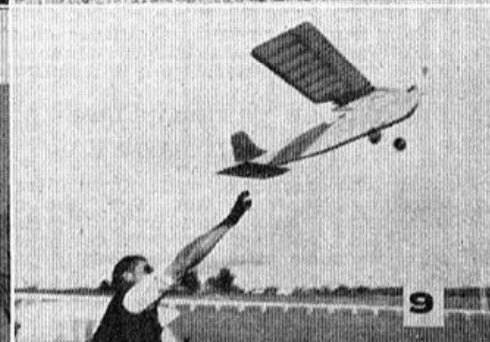
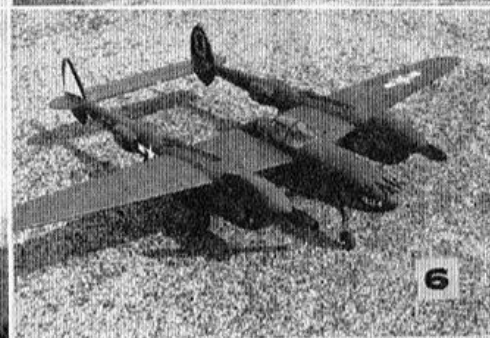
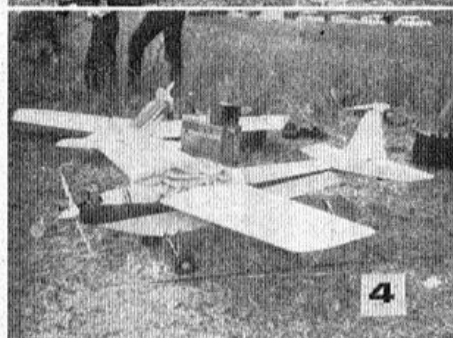
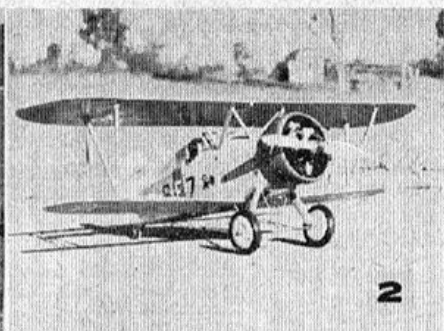
14. John's clubmate Barry Wescot also of Urunga with another Thunderstreak Frog 500 powered. Keen flyers these boys and they owe their success to John's father, Ollie Godwin, the keenest of them all.

15. Illawarra Warwick Gregory's winning stunt model Calamity Jane (modified) O.S. 35.

16. John Westerway tunes his O.S. 29 Bipe assisted by Rolly Ruck. Also in the photo (under rag) is Johnny's Missile.

17. Illawarra Ray Brown's scale winning Mustang.

18. Pre-flying photo T'ville. L.-R., Tom Commerford Brian Frost, Bob Cairns, Silvio Toigio, Max Tandy, Kev. Lane, Arthur Dean, black box on left is club monitor. Kev. Lane's model is Strutz Bipe less bottom wing — flying models plan.



VICTORIAN NEWS

An outstanding feature of Victoria's first 1,000 lap team race was the winner's time of 66 minutes 25 secs. This was only one minute outside the English World Record and actually at the 200 lap mark. Athol Holtham was 9 sec. inside the previous world's best.

Both the first and second placegetters used O.S. Max III 29 engines and Holtham's model at the finish was going faster than at the earlier part of the race. A loose needle discovered after the event cost him an easy chance of considerably lowering the world time. The same engine won the recent Vic. State Championship B. T/R recording in a heat 7 min. 46 sec. the best ever in an official State or National event.

On that occasion it was installed in David Kidd's potent racer, which seems every bit as good as Holtham's well known "Kanga" which won the marathon race.

It appears that the 1,000 lap team race is an event which is not only here to stay, but which is creating more than average interest.

As a proving ground for the quality of engines and models it has no equal, and as witnessed in the Victorian event, it's only the exceptional performers which reach the final and then have the workmanship and design to last out the gruelling 70 miles.

P.S.: For the record, Holtham changed four plugs during the event, and will switch to longer lasting No. 6 idle bars to automatically cut minutes off his time.

REVIEW OF VICTORIAN CLASS 2 TEAMRACING

BY DAVID KIDD

In the absence of well known fliers Les Squires, the Holtham-Ellis team and Tony Farnan from Class 2 teamracing, the standard of entries in Victorian races this year has been lower than usual, although one or two models have recorded really good performances.

The Manion-Munro race early in the season was poorly attended. Most entrants either had erratic motor runs or could not take off successfully, and as a result only three models qualified for the final. Ken Taylor surprised everyone by nearly getting 70 laps per tank from his Merco, but he was slower than David Kidd's O.S. powered model with 50 laps, which was leading as it took off from its last pit-stop, only to be wrecked in a mid-air collision immediately afterwards. Consequently Ken Taylor won, as the other finalist was having a bad run with his Fox 29 and did not complete the course.

At Casterton over Easter, the South Australians demonstrated their superiority by taking 1st and 2nd places and lowering the existing Australian record by 6 seconds to 7 minutes 49 seconds. It is amazing that the previous record held by Les Squires had lasted so long (over 2 years), since it is recognised that there are several teams in Australia capable of lowering even the new record by quite a margin. Perhaps the new 10 mile heat system will result in faster times; it certainly gives a better indication of performances than did the cumbersome system of sprints used earlier.

By the time the State Championships had arrived, David Kidd had a new model built, and with Athol Holtham flying they qualified for the final, with a time of 7 minutes 46 seconds. Taylor was by now exceeding the 70 laps required if only one pit-stop is to be had, but his airspeed was so slow as to be ludicrous. Tony Cincotta had a fast O.S. powered model which put up a quick time in spite of fairly low lappage. Again, most of the performances in the heats were very inconsistent.

The final was watched with interest, because there was every possibility that the Australian record would again be broken, even though the time could not be officially recognised. (The organisers made a booboo again, and failed to provide the necessary F.A.I. observer).

Ken Taylor was quickly away, but for some mysterious reason David's model would not perform. It spluttered around for 2 laps, then stopped completely. After a long chase and a few flicks it was away again, this time running perfectly, but it had already lost 30 seconds to the opposition. With 63 laps per tank and quick pit-stops combined with the fastest speed, the O.S. was soon back in the lead however, and it won in the time of 7 minutes 53 seconds, which was good considering its shaky start. Ken Taylor was over a minute in arrears whilst Tony Cincotta who should have filled second place had his chances ruined by some malfunction of the model.

The winning model used a fairly low aspect ratio wing, as do the South Australians, but it was not elliptical. The Max 3-29 swung an 8 x 9 stunt propeller running with an O.S. number 3 glow plug and a 2 cell tank, as used by Tony Farnan many years ago.

Two weeks later at the State Championships Junior Teamrace, Jack Ohme and Ray Silva from South Australia flew in an invitation teamrace in a special attempt on the Australian record. Three other entrants were rounded up from somewhere to complete the four, and although two of them used Enya 29's as did Ohme and Silva, their times were so slow that they were left far behind. The South Australian model flew a very clean consistent race doing precisely 95 m.p.h. for around 50 laps to record 7 minutes 39.5 seconds. Big Cheers! Their red model was a compact design with elliptical wings using an 8 x 8 tornado nylon prop. and a filthy black fuel.

Fastest amongst the juniors was a 90 m.p.h. O.S. powered Razzamachas which had a finish superior to any teamracer seen in Victoria this year, seniors included. It was unfortunate that minor troubles kept it from the final.

The final was won by Gordon James who was getting just over 25 laps at 90 m.p.h. from his O.S., to give him the State junior record at around the 9½ minute mark. B. Dickson had a similar performance with quicker restarts, but his model had crashed in an earlier heat, and the wreckage was just not good enough to complete the distance. In fact, only the winner completed the 10 miles. All finalists were O.S. powered, although they had plenty of competition from other brands this year.

Summarising, it can be seen that Australian teamrace experts have at last begun a determined effort to lower our record time which is just as well since the English and New Zealand times are a minute faster than ours, and now even the Americans can beat us!

N.S.W. NOTES

MAITLAND AEROMODELLERS CLUB ANNUAL FIELD DAY

OPEN STUNT

By Harold Turner

This event was reasonably well patronised, having 12 entrants. It was marred only by the very high winds which prevailed on the day and which played havoc with the stunt patterns particularly the overhead manoeuvres.

We had several newcomers to Maitland in Colin Haydon, of Doonside. Colin was much improved on his efforts at the State Champs.

We also had Neville Carlos, John Ogg and Brian McGregor of Kuringal Club. These competitors flew very well until about midway through their patterns when the wind took charge and they pranged out. Even the experts of the field who are accustomed to scoring around the 900 mark had to be satisfied with 700 and less.

There were three extremely nice models being flown, Ian Brown's and Paul Turner's Thunderbirds and Ron Diprose's Strathmore. I would not like to have been called upon to choose the best model of the three. It would have been an extremely difficult task.

Reg. Towell of Doonside flew a good pattern up to the overhead eights of which he only completed one and he left the four leaf clover out altogether and still notched enough points to gain second place.

Garry Lynch, of Ryde a placegetter at the State Championships, flying a replica of Paul Turner's semi-scale Commanche, had no luck in the high wind. He did not have his model long enough to gain the "feel" of the controls. He was sensible enough to quit before he lost his model.

Brian Eather of Newcastle also flying a semi-scale Commanche had motor trouble but flew some beautiful loops and figure eights with a dead motor using the wind to keep him airborne.

The winners were as follows: 1st, Paul Turner, Ryde, 793 pts.; 2nd, Reg. Towell Doonside, 598 pts.; 3rd, Ron Diprose, Ryde, 582 pts.
List of Prize Winners M.F.D., June, 1962:

½ A Team Race: 1st, Richard Rees, Newcastle "Oliver Tiger Cub"; 2nd, Garry Barker, Parra-Gran, M.C.; 3rd Warren Shurmer, Doonside.

F.A.I. Team Speed: 1st, Richard Rees, Eta 15 D; 2nd Neville Hunter, Newcastle; 3rd, Brian Eather, Newcastle, Eta 15 D.

Class II Team Speed: 1st, Garry Barker Parra-matta; 2nd, John McKellow, E.D.M.F.C.; 3rd, Gordon Pullen, Cessnock.

Open Combat: 1st, W. Smith, Ryde; 2nd R. Ferguson, E.D.M.F.C.; 3rd, R. McGregor.

Rat Race: 1st, Garry Barker, Parra-Gran., F.C.; 2nd Richard Rees, Newcastle; 3rd, Nev. Elphik, Maitland.

Stunt: 1st, Paul Turner Ryde; 2nd, Reg. Towell, Doonside; 3rd, Ron Diprose, Ryde.

Results of Free Flight Contest, M.F.D., June, 1962:

1/2 Hour Scramble: 1st, Reg. Towell Doon-Bats.; 2nd, Peter Brodie, Maitland; 3rd, Alf Williams, Newcastle.

Chuck Glider: 1st, Bert Holmes, Port Macquarie; 2nd Ian Roach, Maitland; 3rd, Brian Potter, Tamworth.

Open Power: 1st, Arthur Butler, M.F.F.C.; 2nd, Alf Williams, Newcastle; 3rd, Don Pope, Parra-Gran. F.C.

Single radio: 1st, Tom Prosser; 2nd Keith Healey, C.R.C.M.C.; 3rd, Neville Winley, C.R.C.M.C.

Multi Radio: 1st, Tom Prosser, R.C.M.C.; 2nd, John Eyre, R.C.M.C.; 3rd, Collin Monk, R.C.M.C.

Sailplane: 1st, Arthur Butler, M.F.F.C.; 2nd, Don Pope, Parra-Gran. F.C.; 3rd, Brian Potter, Tamworth.

ILLAWARRA MODEL FLYING CLUB

This club held its 1962 Championships earlier this year over four Sundays with the following events being held.

Open Stunt: Winner Warwick Gregory.

Control Line Scale: Ray Brown (Mustang).

Combat 2.5 c.c.: 1st, Brian Homes; 2nd, Brian McFarlane.

Combat 6.5 c.c.: 1st, Warwick Gregory; 2nd, Brian Homes.

Proto Speed 2.5 c.c.: Winner, David Owen, 72 m.p.h.

Proto Speed 5 c.c.: Winner, Brian Homes 76 m.p.h.

Rat Race: 1.5 c.c., winner, Ted Hutton; 2.5 c.c., winner, David Owen (over 1/2 hr. averaged 50 m.p.h.); 6.5 c.c., winner, Warwick Gregory (averaged 60 m.p.h. with above combat job time over 3/4 hour).

Free Flight Semi-Scale Duration: This was won by Brian Homes, 7 mins., O.S., and he got the model back all this on a one minute motor run and to top it all it was the first time he had flown free flight. The old hands are giving it away after that. Brian Homes was again the club champion with the most points under his belt.

Chuck Glider — Frank Jones

A short time ago the club hired a bus and had a trip to Gundagal for the weekend, about twenty members making the trip. The trip was taken after an invitation to come and visit by Mr. J. Winter who met some of the boys on their way to the Nationals at Echuca. There was perfect weather for flying on Saturday and Sunday with quite a large crowd turning out to watch and even the bus driver getting in a few flights. Such a good time was had by all that the club is planning a return trip later in the year, the only complaint was "boy, is that ground hard" after four months of dry weather.

WARWICK GREGORY,

8 Jutland Avenue

Wollongong, N.S.W.

W.A. MODEL AERONAUTICAL ASSOCIATION NEWS

By T. Merrifield

Western Australia is enjoying an excellent modelling year. State membership is now double that of the previous year and the standard of flying in all fields has improved considerably. Our various championship events are held on separate days throughout the year, and entries in all Free Flight events, bar F.F. Scale, have doubled, and in one or two cases, even trebled those of previous years. Better still, there are a lot of good promising youngsters coming on and it looks as if 1963 will be a big year for us over here.

At the present time, a fund-raising program is in progress. This is for two different purposes — one, as a means of boosting association funds, and secondly, to establish a nationals subsidy fund, designed to help eligible West Australians attend the Australian Nationals.

As a point of interest to modellers in other States, the conditions under which a modeller will become eligible are as follows:

1. W.A.M.A.A. financial member for at least one year.

2. Applicant's past performances in competitions held under the sanction of the W.A.M.A.A. during the year.

3. Applicant must apply to the Display and Finance Committee, which reserves the right of refusal.

4. Proof of the capabilities of the models the applicant intends to fly at the Nationals.

5. Applicant must have assisted in some way towards raising Nationals subsidy fund.

6. The applicant should compete in at least three events at the Nationals and supply proof to the W.A.M.A.A. that he actually did so.

We do not propose to supply any member with his full fare. It is intended, rather, that we should help any W.A. modeller with a certain proportion of his travelling expenses, should he prove expert enough to warrant it. A maximum number of four subsidies in any one year will be undertaken by the W.A.M.A.A.

The scheme has only been introduced this year, and could be the reason why the various State Championships have been so well attended, and why the standard of flying has improved. Though we may not have any representatives at the N.S.W. Nats. (estimated travelling expenses per person £100), it seems certain that the 1963 Nats., if held in South Australia will be attended by a record number of W.A. entrants, consisting of our four official team members and other modellers.

There are at present six clubs in the Perth metropolitan area, affiliated with the W.A.M.A.A. These are:

Gassers Model Aircraft Club (radio and free flight); Cottesloe M.A.C. (control line); Innaloopers M.A.C. (control line); Mercurians M.A.C. (control line, free flight and radio); Rebels Hobbies Club (radio, control line and model boats); Cee Gees M.A.C. (control line).

The Mercurians Club has been for many years the premier model club in W.A. Noel Mitchell, the State Secretary for the previous five years, is their president and has for the last three years also been the W.A. State Champion, though this year it looks likely that another Mercurian member, Charlie Stone, could beat him to the State Championship honours. Charlie, a control line fanatic, has been placed in the following free flight events — 2nd, open rudder; 1st, power scramble; and 1st sailplane, and is now well in front of Noel.

M. Gilbert, another member of this club, showed excellent promise, both with an A/2, and his power ratio model in the State events. Though unplaced in the sailplane, he came second in the power ratio, and the writer feels that this youngster will be the boy to watch in future F.F. events.

The Mercurians are also running once a month a popular well-attended combat handicap contest.

The Gassers M.A.C., formerly a radio-only club, was strongly suspected of being all gas and no action at their meetings. However, several free flight models have emerged, and performed reasonably during F.F. events at the State Championships, notably Doug Murray's power ratio, which won its class. Doug also upheld the club's radio reputation by winning both the multi-function and single-function events. The club also carried off the chuck glider and open rubber events, and came second and third in the sailplane.

The Cottesloe M.A.C. The mainstay of the Cottesloe M.A.C. R. Bassett, is a keen team-race man who will be giving N. Mitchell his main opposition during the State team race events to be held in November.

Innaloopers M.A.C. This club, formed during the year, has been very active on the control line field, and is mainly composed of youngsters who are newcomers to the hobby. There are several senior members, namely C. Atkins and A. Steele (a long-standing aeromodeller), who are keen to see the club flourish. They have a first-rate control line field, and it is felt that the club will go ahead. A recent combat event run by the club was won by a junior member, Steve Lavis.

Rebels Hobbies Club. Comprised mainly of aero-modellers this club also covers radio-controlled boats.

However, various members, mainly G. Byass (W.A.M.A.A. contest secretary) and B. Pine, have been seen on the flying field on regular occasions.

Cee Gees M.A.C. Formed only recently by a number of Governor Stirling Senior High School students to cover the Midland Junction area. This club has an excellent control line site — the oval of the neighbouring Guildford Grammar School — whose headmaster kindly gave the boys permission to fly there, mainly through the efforts of A. Bridle, a Mercurians M.A.C. member who is giving the new club some very valuable assistance. Two of the members, Tab Zalewski and Neil Parsonage are showing great promise with their control liners.

W.A.M.A.A. Contest Calendar, August to November, 1962:

August 12th, combat championships; September 16th, stunt championships; October 21st, scale speed control line; November 11th, team race B. and C. Weekend at Cunderdin:

This year the Gassers M.A.C. will be organising the weekend at Cunderdin Airfield. It is intended that events will be run in the following classes: Radio, rubber, F.A.I. power sailplane, chuck glider scramble, and all events will be to strict round times.

Subject to the approval of the D.C.A. and the W.A. Gliding Club, who have their headquarters at the airfield, this weekend is scheduled for October 27-28th, and it is also hoped that the Gliding Club will again grant us the use of their sleeping accommodation, cooking and other facilities.

This is designed as a social and competitive weekend. We all had a good time last year, so keep the proposed date in mind. West Australians. Your State Secretary will be handling all application forms on behalf of the Gassers M.A.C. so for further information please write to Theo Merrifield, 23 Meadow Street, Guildford, or phone 79 2069.

V.M.A.A. CONTROL LINE NEWS

Sunday, June 10th, saw the U-control scale and stunt events run off at Albert Park. The weather was the best in years and this made the entry list the best for years. These factors, coupled with the ridiculous F.A.I. three flight in the stunt rule made the contests run somewhat late. In point of fact the junior stunt didn't even get through and the rest will have to fly off at a later date. Athol Holtham and Ken Dowell, who were judging the junior event as well as flying in the senior section, were forced to put in their last flights very late in the day. The sun had already well set when Athol, who was last to fly, actually put his beautiful Max 35 Thunderbird into the zone and it was virtually dark when it landed as down low it was impossible to see the model from the far side of the circle. Nevertheless he put in an excellent pattern under the conditions and it pushed him up into equal fourth place with Derry Brown who was flying a Merco 35 powered Central Centaur.

Earlier in the day the position was aggravated by the appearance judging taking so long. Nevertheless the hard worked judges, Earl Harley and Les Organ, had an exceptionally large crop to go through and they can't be blamed. The weather, being so good caused it all. Top appearance points went to the Merco 35 powered "Shark" of Ken Taylor and it took a long time to decide between three planes. The others were the Max 35 powered T'bird of Holtham mentioned above and Doug Harlow's new Commanche, the same as his Nats. winner but with trike u-cart, Merco 35 powered.

One of the most interesting planes to be flown was a scaled down version of the H.I. Johnson "Stuka" which in appearance leaves the Don Still design far behind as it includes the cranked wing and close to scale outline with no flaps being utilised. Quite a few of the boys were sceptical but the smirks were wiped off the faces when they saw it in action, powered by a Glo-Chief 35 it performed very capably in the hands of Ray Atkinson, Western Suburbs. Only thing against the combination was Ray's lack of experience in major contest flying as he gained fifth place with it, a commendable effort.

It had to happen sometime and this day was the day. After 3½ years flying in Nationals, State C'ships, Hearn's Hobbies Trophies, etc., Australia's best known and probably the best honoured trophy wise stunter came to grief. Tony Farnan ran his Max 29 powered Blackbird into some air that was stuffed

with earth. The contests won't seem the same anymore unless he rebuilds it. Or maybe it will be retired to the modelling hall of fame. Tony admitted to trying to get out of trouble when there was no room. Monty Tyrell had done the same thing with his All Australian Merco 35 a few days earlier, so it appears that even when your experience tells you not to do it you still try after all those years.

The latter had a few days to repair his which helped. Notwithstanding he still goofed on his second official and forgot to do his triangles which cut down his score into the also ran department. How in hell can a guy who has been flying stunt for fourteen years odd try to get out of trouble when too low or forget to do a manoeuvre? Ask them as they don't know either.

Well known country flyer Doug Grinham also struck trouble. For some reason his original design, Merco 35, would stop before completing the pattern. After putting in a new spray bar he got through, and just, the third time up but his score suffered too and he joined Tyrell down the line somewhere. Later on he discovered the Merco spray bar was on a different level to the motor previously used in the plane. That coupled with a shallower tank than normal may have been the cause of his troubles. As the compulsory pull test broke his lines at the start of the contest he didn't even start the day well at all.

Plane after plane, 28 in all, they flew till the dark hours when Athol Holtham wound up the proceedings by waking the early to bed types near by. Doug Harlow Senior did a fine job in the contest director's position and at the end of the day results were as follows in the senior junior to be completed later:

1st, Ken Taylor, "Shark", Merco 35, 2,412 points; 2nd, Doug Harlow, "Commanche", Merco 35, 2,410 points; 3rd, Ken Dowell, Original, O.S. Max 35, 2,137 points.

In the scale event some fine models were seen though unfortunately many were models that have been entered many times before. An exception was a fine Fokker Friendship that the contest director wouldn't allow compete due we believe, to a late entry. Another one was a Cessna 310 with two 2.5 diesels. This was a superb job indeed and managed third place. The 1st and 2nd jobs just overwhelmed it with size, accuracy and flying, especially the winner.

The winner was the well known Anson of Lindsay Edwards. This year he had it prettied up and incorporated a retractable undercart which worked like a charm in both the up and down departments. Jeff Cole's Aero Commander was seen for the first time in a State event and we were surprised it didn't place. The Cessna must have crept up a few points somewhere as the ships were pretty comparable.

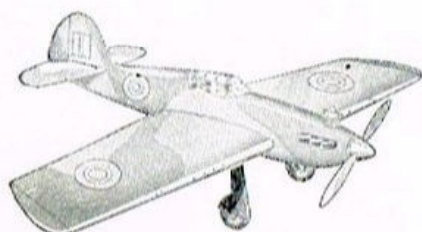
As usual Eddie Keggins was the unluckiest contestant. He turned up with a superb model of Johnnie Johnson's Spitfire powered with an O.S. Max 29. As it was team racer size the job would have really performed. John Elliott, Derry Brown and Monty Tyrell worked frantically to keep the motor running for some time but it would only howl on the primes. Then they spent hours flushing out the tank, which was discovered as the cause of the trouble. Black globules were observed coming down the fuel line after the motor had been running for 15 seconds or so and making it cut. The black globules were found to be varnish! So be warned. If you make your tanks out of beer cans as Eddie had done make sure you scrape all the varnish off with steel wool before bending the tin to shape. The soldering heat when putting in the pipes makes the varnish burn inside the tank and loosens its adhesion to the metal. The motor vibration thoroughly mixes it up into the fuel and then the trouble starts. On the spot the S.A.M.S. club passed a resolution for no more beer cans at their meets and in future bottles must prevail. Also, as an amendment, tanks shall not be made at the end of the meeting but some time in the future at least 24 hours after. (The MARCS boys better take heed of this trap, too.)

Well Eddie had to scratch and seek solace in cans that weren't tank material at the time of his soliloquy. Meanwhile, back at the ranch (Doug Harlow's tent) Fred Taylor was still processing those that survived flying. The final result:

1st, Lindsay Edwards, Avro Anson, 2-Max 35s; 2nd, Barry Reid, Mitchell B-25, 2-Max 35s; 3rd, N. Fraser, Cessna 310, 2-Taipan 2.5 diesels.

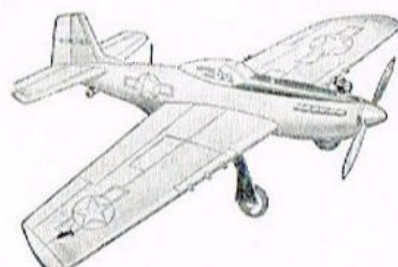


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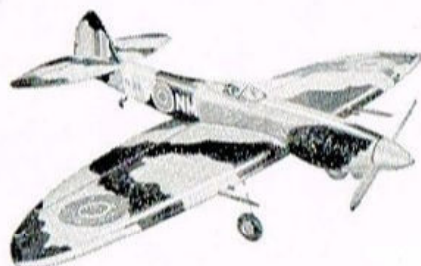
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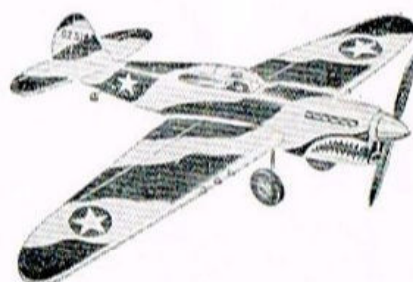
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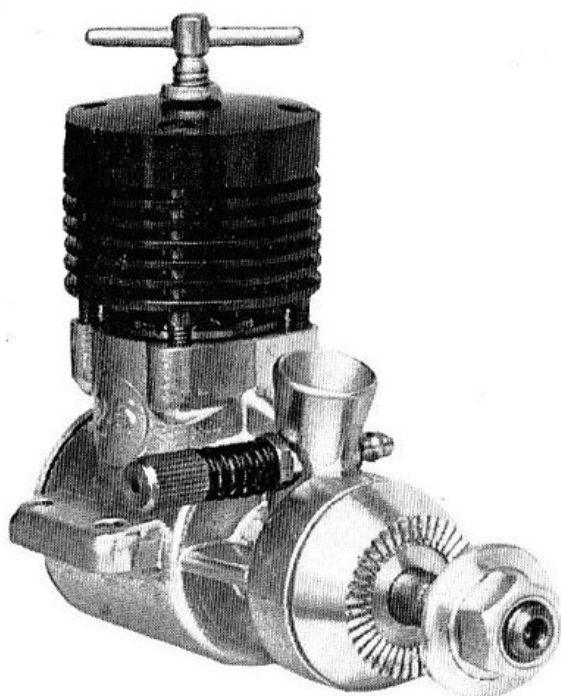
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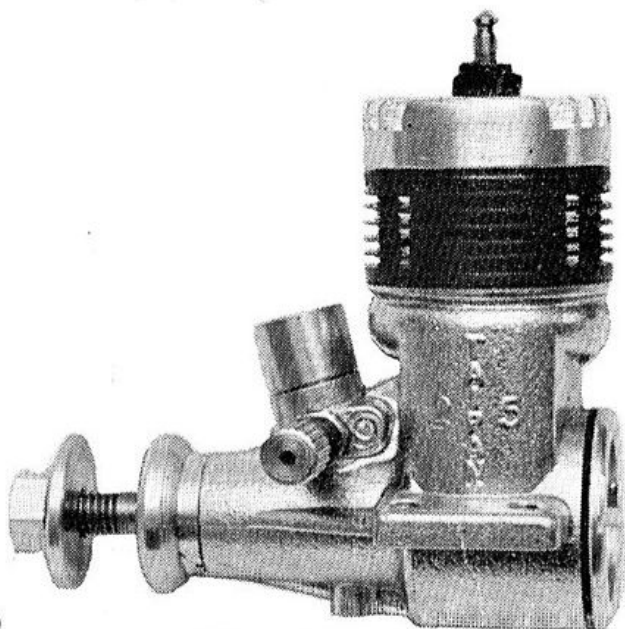
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