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Model News

OCTOBER, 1963

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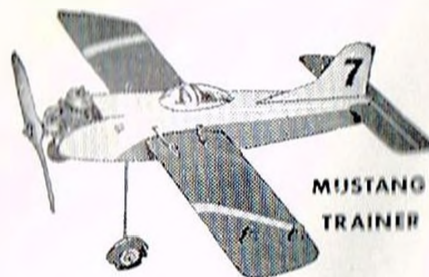


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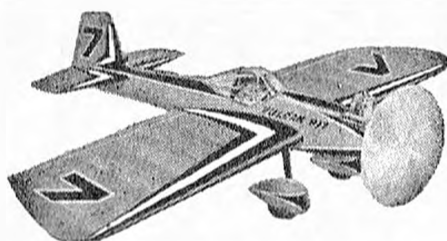
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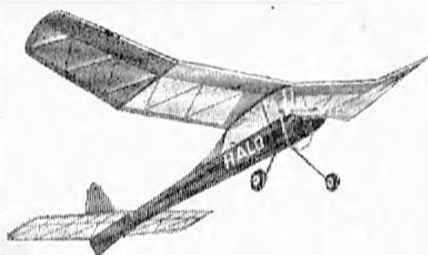


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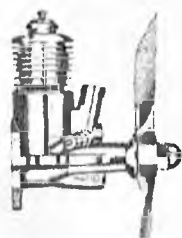
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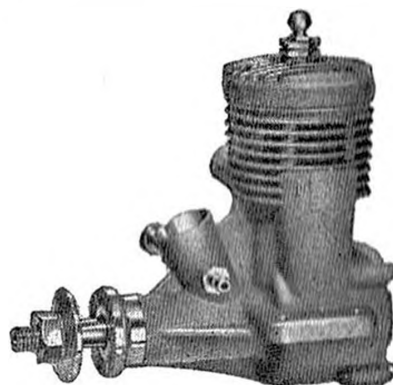
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MODEL NEWS

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Editorial . . .

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"Is there an answer to boost activities."

This article published last month brought a flood of suggestions, some of which are published under Letters to the Editor.

One writer pointed out that there is hardly anyone in this country connected with aviation who didn't come up through the aeromodelling ranks. Why is it that these fellows forsake the hobby when they reach the top? Age isn't the reason as most of the countries leading modellers have 20 or more years service to the hobby behind them.

These top men in aviation owe a small debt to aeromodelling. If they could pay this with a little help on the administration side, the prestige would lift aeromodelling in public estimation. Negative thinking has been our downfall.

Of "Model News" itself: "Is it fulfilling its place in Australian aviation?"

We would be pleased to hear from our readers on how the magazine could be improved and what content matter you would like to see appear in it.

The firms who advertise in "Model News" are the people who make "Model News" possible. Support them for a bigger and better "Model News".

Cover Story

Flown in the Multi section of the British Championships, this Lil TooT took out second place. It was built by Morton, of Bristol. Enya powered. Photograph by Tony Shennan. Tony and Geoff Pentland have decided to stay in England and they have gone into the production of kits. Their first release was Geoff's HEIN. We all wish them good luck.



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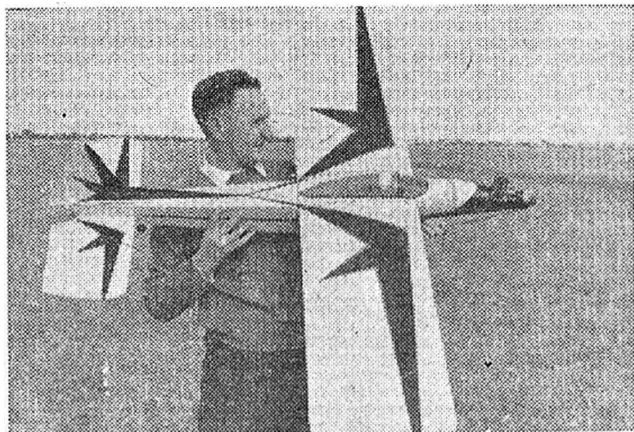
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Victorian Radio Control Champs.

(BY IAN WATTS)



INTERMEDIATE: 1st, N. Fell, Kowra, .45, original Radio gear, Stormer; 2nd, I. Watts, Max. Tony Farnan, 1963 Vic. Multi R/C Champ. The model is a long nose Stormer, weighing 5½ lbs., powered with an O.S. .49 O.S. 10 channel Superhet relayless gear.

The Single and Intermediate Championships were run off together on July 16. The day was very cold and the conditions windy. The wind speed was about 25 knots per hour.

The big entry in the Single Channel was most encouraging after the small numbers in recent years.

Considerable difficulty was experienced by all in handling the pattern, due to the windy conditions. The rectangular approach and spot landing was almost an impossibility.

SINGLE CHANNEL: 1st, Geoff. Tuck, OS 19, OS gear, own design; 2nd, A. Walsham, OS 19, Gundig Radio gear, own design; 3rd, Ian Watts, OS 15, OS gear, Marcsman.

Noel Fell won the Intermediate Championship flying a Full house intermediate Stormer with rudder, elevator, ailerons and motor control.



Jack Bone with his outstanding delta design. This model is powered with 2 K & B 49's and controlled with O.S. 10 channel gear. Has steerable nose wheel.

(Photo Norm Bell).

15, OS gear, Marcsman; 3rd, Geoff. Tuck, Max. 19, OS gear, own design.

A stormy wet week later the Multi Championships were held. The day, calm and clear, with the flying field an inch under water.

A number of Multi fliers turned up to watch and left their models at home. Of the eight that brought models, only five braved the mud and slush to fly.

The most startling plane on the field was Jack Bones scaled up Hustler Delta. This monster was powered by two K. & B 45's and OS 10 Channel radio gear.



Ian Watts with his O.S. powered Marcsman. The Marcsman has quite a good contest record and Ian used this design to gain place second in Intermediate and third in Single channel.

(Photo. Norm Bell).

After two rounds of steady flying, the State Multi Championship was won by Tony Farnan for the second successive year, with 3,165 points. He flew a long nose Stormer, weighing 5½ pounds, powered with an Max. 49 and operated by OS 10 channel relayless superhet all transistor equipment. This plane had more than 60 flights over the eight successive weekends prior to the championships. Proves it pays to practice.

Second place getter, Geoff. Glass, scored 1,651 points. He flew his Max. 49 powered Smog. Hog with Reptone Radio gear skillfully through the pattern.

Anthony Walsham flew his usual steady pattern for 1,265 points and third place. He showed the benefits of many months practice. His model was limited without trim on eight channels and without simultaneous controls, spins and rolls became difficult. He scored high points in both flights with good landings.

Two models crashed during the contest, one through pilot's error and one through radio fault.

John Lamont, flying inverted over the crowd, rolled upright and was not quick enough in taking off down trim control.

Soon after Barry Angus "bent" his Stormer when his radio went dead.

The most popular Multi design in Victoria at the moment is the Long Nose Stormer, with a few Sultans making their presence felt.

For Newcomers to Stunting!

THE STUNTMASTER'S FRESHMENS CONTEST

The first contest of this newly formed club was held in good stunt weather at Moorabbin Airport. The whole affair got away right on the ball and finished by 5 p.m., which was for a Victorian stunt contest something of a record. There were 13 entries in senior and five in the junior event. When you compare this number to the major contests, it was a very slickly run day.

We may well ask the reason why. Several tradespeople there discussed this at length and interviewed the contestants, most of whom were beginners or plain modellers of modest experience, with no contest record. It was thought the no entry fee may have been the attraction, but it boils down to 1, the prizes, 2 the banning of the hot stunt fliers, and, 3, the comparatively simple flight pattern. So, analysing these factors in turn it is evident the good merchandise provided is of more interest to the newcomers and also rans than trophies, which are strictly for pot hunters. In the next instance the event was not a foregone conclusion, as is usual with Victorian stunt events, and possibly interstate ones also, and for three the laid down pattern in FAI and AMA is strictly for hot shots and does nothing to encourage the others till they have reached a certain standard.

This latter point is the crux of the problem in stunt and team speed as well. Well known modeller Keith Hearn has for years advocated a simple form of team racing that is easy for the general push. Ban the hot shots, too, and it is felt a team race to these specifications would be a success if somebody wants to promote and organise it. The stunt contest was, so why not a team race, too?

Covering stunt generally the two flights only, had a bearing on the event finishing at a reasonable hour. In this show the two judges worked one circle for round one and for round two, each of the judges then had a circle to himself, as round one showed their score sheets differing by a few points only. A fly off decided the winner. Unless two or three circles are decided on for future events in Victoria with a fly off of the top boys the contents will always run over time. Specially while this ridiculous FAI three flights jazz and lengthy computing and judging system is in.

A surprising aspect was the fact that no engines smaller than a .19 cu. in. were used. With such a large bulk of new faces and first timers we expected a crop of .15's. Another interesting point was only one entrant utilised a muffler and that was the man with the smallest motor. Some of the kids were flying stunters that nearly pulled them over! It was evident that 29-35 stunters and their attachments were generally O.K., but the point was raised should the kids be given a strength test! Another very interesting factors was the only crash in an official flight was the competitor with the .19 sporting a muffler, so the day remained noisy. Locked controls were the culprit, as he was doing real well. Anyhow, he got the booby prize.

In the motor starting points bracket, 80 per cent. got the bonus points with the big Glo engines being used. (There was not one diesel in the competition). Bear in mind, too, boys, the lad with the muffler got the bonus, so mufflers are not something to be scared of. It was good to see some of the juniors trying the bulk of harder manoeuvres for the very first time. A have a go or bust complex prevailed, which was a good thing. In the statics department the models were broken down as follows: Seven were kit jobs, three from plans services and eight were either original designs or improved (?) versions of well known products. Only four types of motors were used spread over the most popular stunt types (OS Max, Merco, Enya and Glo-Chief). Funny thing about the fuels. Unless well known proprietary brands were put in oil company tins and bottles very few appeared to use the well known types of model fuels available. In the mill section the Tornado nylons dominated.

So it was not really different from a normal stunt contest, was it, except for one thing. There was a very large proportion of new faces and well known faces that are not usually seen at stunt contests, and this is the significant point. The stuntmasters set out to achieve this and in this respect the whole show must be declared a success. So, you followers of other types of flying, whether control line or free flight. Throw the rule books away and simplify things, ban the hot shots, have a be kind-to-competitors day. Don't charge an entry fee, get some prizes that are of use besides dust collecting, chip in and work and you'll have a good crop of new enthusiasts.

SENIOR FRESHMAN STUNT: 1st, B. Jones, 83½ points (Thunderbird, Max 35), £5 bundle of Artmil Balsa as selected. 2nd, J. Elliott, 107 points (Nobler, Merco 29), American 29-35 Stunt Kit, from Geo. Pizzey and Sons. 3rd, C. Collyer, 96 points (Original, Max 35), six tins of fuel proof enamel, donated by Derry Brown.

JUNIOR FRESHMAN STUNT: 1st, J. Hughes, 102½ points (Original, Max 35), Silver Swallow 2½ c.c. Diesel, from Merco Motors. 2nd, D. Stewart, 86 points (Original, Enya 29), Hearn's Prisky Kit, donated by Trevor Woolnough. 3rd, R. Harvey, 66 points (Original, Max 29), Frog Stunt Kit, donated by Merco Motors.

Best crash prize: J. Tidey (Original, Max 19 with muffler), four large tubes of glue, donated by Ken Dowell.

A very significant point was the fact that not one protest was officially recorded during the entire contest, which in Australia must be a new record.

Miller's Weal

THE MODEL THAT COULD HAVE ONLY COME FROM THE WORKSHOP OF
IVOR STOWE

The idea for this model came after a telecast by Professor Julius Sumner Miller, visiting physicist, lecturer and human extraordinary. Those aeromodelers who were lucky enough to see the telecasts will know what is meant by being inspired.

During the weeks of his sessions our family workshop produced a device for sliding equal masses of equal areas down inclined planes. A device for proving that the end of a hinged bar falls faster than gravity and most fascinating of all a device for dropping two ping pong balls simultaneously, one horizontally, the other vertically.

Julius Miller's message was "Why is it so". To find out why, people must experiment, he insists.

Empirical knowledge in all fields is impossible. We cannot all go out and survey Australia's coastline to see if Australia is really that shape; we cannot actually measure the speed of light and prove that it is 186,282.4 miles per second to the nearest 1,000 ft. But, declared Professor Miller, there are some things we can do, and if we can, we should.

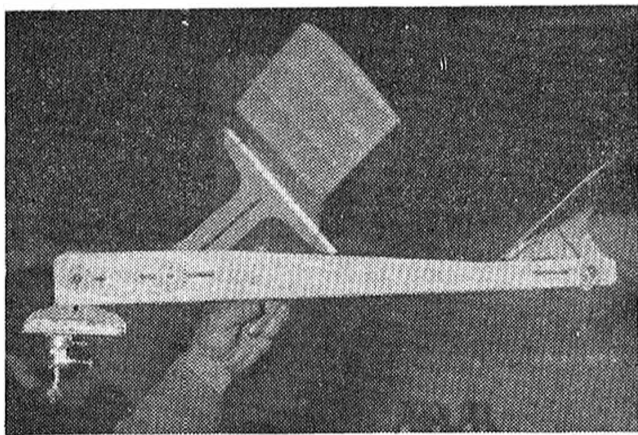
We should not rely on others but go and find out things for ourselves.

Hence Miller's Weal was born — weal meaning good luck and long life to you Professor.

To provide a plan for Miller's Weal would be a contradiction so get out and do it for yourself. (This neatly sidesteps the editor's request for the plans.)

However, you will need a few clues to add to what is already apparent from the photographs.

The fuselage sides are cut from hard 3/32 in. sheet balsa. Medium hard 1/8 in. would do. Use



Ivor Stowe designed this model after watching a TV program. It has opened up many possibilities in Free Flight design. One ship can be used for many design programs.

(Photo K. Berry).



Tarn Stowe with Millers Weal. Model has been used to teach trimming techniques to newcomers to Free Flight. Tarn, following father, has already won a number of contests.

(Photo K. Berry).

3/16 in. for motors over 1cc. The fuselage on the original is 22 in long, 2 in. wide at the maximum and 1 in. at the minimum. This way you can get 2 sides from a 3 in. by 36 in. sheet.

The mounts for the wing, tail and motor are from 1/8 in. hard balsa sheet, faced both sides with 1 mm ply, or make them from 1/2 medium balsa.

The motor can be any radial mounted motor, although the ingenious types will probably go one better and design a suitable beam mounted model. The original is powered with an Enya .049.

The 3 bolts are 3/16 in. by 1 in. long complete with wing nuts and washers. Fit 1 in. circles of plywood on both sides to stop the bolts from damaging the fuselage sides.

Wing and tail: Use any combination of wing and tail you can find lying around — otherwise build a set. Use a 5 in. to 6 in. chord and 30 in. to 36 in. wing.

Tail area 25 per cent. to 50 per cent. of the wing area. A 4 in. by 15 in. tail goes well with a 30 in. by 5 in. wing.

Perhaps you can devise a simple device to alter the motor side thrust and tail plane tilt.

Come on, Aeromodelers, lets see some real experimenting with pylon heights, down thrust, up thrust C.G. position, tail height, wing incidence, tail incidence.

The field of experimenting is unlimited.

Do you know what happens with 43 deg. down thrust with 57 deg. positive stab. plus 60 deg. positive wing.

THE FIELD IS UNLIMITED.

Model Rocketry in Australia

(BY CHRIS VINE)

It all began in October, 1957, when Sputnik I went into orbit. Every scientifically minded young man in the world suddenly found himself with the desire to build and fly his own rockets. Almost immediately, newspapers and magazines were filled with horrifying stories of young men being injured or killed by exploding chemicals and rockets. A small group of adults became concerned by these accidents and decided to do something about it. The result of this was the development of the famous safety approved Rock-a-Chute motor. By the use of these motors, the hazards commonly associated with rocketry were eliminated, thus allowing rocketry to be practised openly by the public and not under cover as before.

Since 1957, this hobby has come a long way, due to the safety of the rocket engines and the availability of inexpensive materials for use in the construction of model rockets. This hobby and sport has now over 29,000 active model rocketeers throughout the world. Modellers from Australia will some day have the chance to fly their model rockets in contests against rocketeers from the U.S.A., Russia, Britain and many other smaller countries throughout the world.

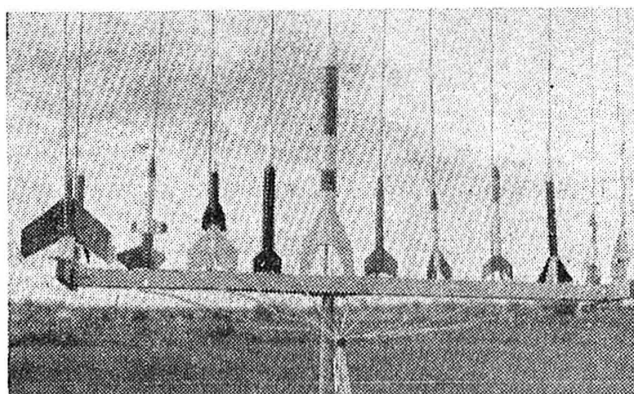
Being so new to Australia, this sport has yet to be organised. A standardised system of rules and regulations has to be set up, clubs to be formed, and eventually we hope to be able to conduct State, interstate and to send teams to represent Australia at the world championships. At the World Championships 1962, over 1,200 model rockets were launched by fellow model rocketeers from all parts of the globe.

This sport can be really appreciated when it is realised that a small homemade rocket, weighing only a matter of ounces, can travel at speeds in excess of 300 miles per hour, and attain altitudes of over 2,000 ft. Not only is it possible to achieve this fantastic performance but the same rocket can be fitted with a parachute recovery system which will return your rocket and payload safely back to the earth. But there is more to model rocketry than this. Not only is it thrilling, but it provides an unexcelled opportunity to study and learn space science, to begin studying for a career dedicated to pushing man's frontiers farther and farther towards the stars. Scores of young rocketeers today are finding the value of model rocketry in science fair projects, school projects and in their own private research programmes.

Today's youths are finding model rocketry an ideal means for aiding their studies of aerodynamics, maths, physics, optics, space medicine, astronautics, electronics, photography and psychology. These young people who are pursuing, on their own, a study of the sciences with model rocketry are a vital part of the generation of scientists.

A model rocket itself is a highly specialised mechanism, light in weight, utilising non-metallic materials such as paper, plastic and balsa. By using these materials, the model rocketeer gains the highest performance from prepackaged commercial engines, and is able to launch accelerometers, biological specimens, electronic equipment and many other objects inexpensively, reliably and above all, with safety.

The model rocketeer does not fabricate his own engines or mix his own propellants. Instead



Rockets on the launching pad awaiting count-down. The rockets are fired electrically from a safe distance. Rockets are taking on, and a number of rocket clubs have already been formed.

he makes use of propellant devices which are pre-made, providing him with a reliable power package which is constant from one unit to another. This introduces an element of control into his experiments, and enables him to reduce and correlate his data more readily and accurately. He can now draw conclusions from his experiments which would otherwise have been only conjecture.

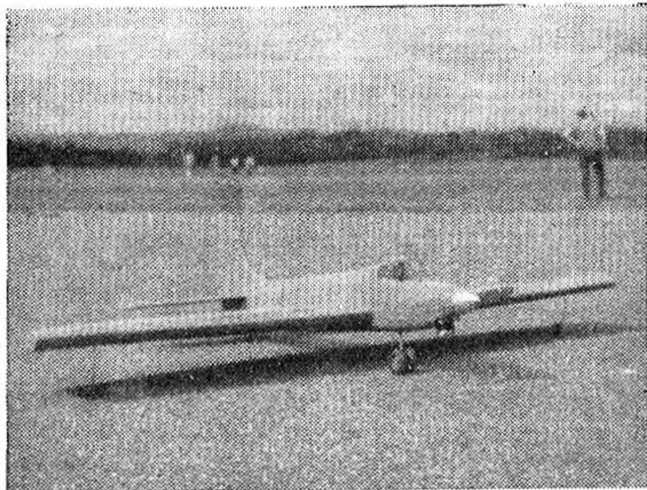
The series I engine is a solid propellant type which basically has an end burning grain. There is a slight centre bore at the very tip of the nozzle end of the grain which serves two purposes. First, it provides for easy electrical ignition. Secondly, this design produces a high initial thrust thus stabilising your rocket more quickly. Data from wind tunnel tests show this dual thrust level to be the most effective design for rocket engines which are used to propel light weight model rockets at sub-sonic speeds.

The slow burning delay and tracking charge is ignited at the burnout of the propellant grain. This slow burning, yellow smoke producing charge provides no thrust, permitting the rocket to coast upward to its peak altitude. After the burnout of the time delay charge a recovery system ejection charge is ignited which pressurises the forward end of the rocket body tube activating the recovery system.

If you wish to build your own rocket engines "safely", we recommend that you have a few thousand pounds in cash for special equipment a college degree, a safe place to work (not a garage or basement), protective clothing and some specialised training. If you build rocket engines with less than the above you may find, as many others have, that for the rest of your life you will be without a finger, arm, etc. Our country needs live rocket scientists, and we are looking for fellows like you to fulfil this need.

All of the engines sold by Model Rocketry have been approved for official contest use by the Standards and Testing Committee of the National Association of Rocketry, U.S.A. The model rocket engines which are now available have thrusts ranging from .35 lb./sec. to 16 lb./sec., and may be employed as single stage rockets, or converted to multi stage rockets by the use of a booster engine.

Victorian Controline Stunt & Scale Championships



John Riley's U.2 stunt model designed by Frank Warburton. Wing span 55", weight 48 ozs., powered by O.S. .35. Ten by five Top Flite wooden prop.

This meet started off as being one of those days when a lot of things went wrong. The weather gave everybody a complex from the beginning as it was pouring rain when the first bods arrived and was still doing so at the end of the day. At one stage the abandoning of the meet was discussed. The first bomb in the works after the lousy weather was the non-arrival of one of the judges. Officials decreed the F.A.I. stunt must have three judges so after much discussion Monty Tyrrell withdrew from the event to act as third judge. As the event was only decided on two flights instead of three, as F.A.I. rules, this point didn't matter later. So why not continue with two judges in the first place if the rules can be broken later?

Anyhow, nineteen fliers lined up for the start and top appearance points went to the Enya 45 Shark of Ken Taylor. Trevor Woolnough was second with an extremely well built and finished Merco 35 powered "Barracuda" semi-scale.

Round one went off without hitches 'cept for Howard of Ballarat creaming his beautiful Merco 35 powered semi-scale Ryan ST. Interesting points were Athol Holtham flying a Lil' Thunderbird with a muffler sporting OS 19, a combination that went very well indeed 'cept the lines were too short as Athol admitted later. Could have stood the longer lines easy and his choice mystified the judges. Riley flew the semi scale Lockheed U-2 (OS35) and whilst pretty it ruined his chances as it seems to manoeuvre a bit too wide. In fact there were quite a few semi-scales which was a good thing. Too few mufflers though. Len Follett joined Athol in sporting one but a few other modelers removed them for the day which is not a good example the way the ground situation is.

At the end of round 1 the contest was abandoned because of the low ceiling and rain. This caused a squawk from some present, particularly

country fliers. Bill Dubber had driven 100 miles to compete. By the time he's home there's another 100 making 200 in all. It would be too upsetting to have a repeat performance for round two the following Sunday. Same for the Leongatha boys. And how about over 300 return for Warrnambool, Echuca, etc? As a few of the officials agreed on this point the contest was resumed after some argument but round two seemed short. We noticed Athol Holtham had blown for one without knowing it would continue. Same goes for a couple of others.

The only significant things round two divulged were that Bill Dubber stayed to slightly damage his very fast OS29 powered Centaur, Brendan Stretch of Warrnambool stayed to have a poor round two flight with his second string ship, a small job with an OS15, Doug Harlow turned on the best crash of the whole meet and that there was a marked improvement in the flying of Paul Stewart (Merco 35 Stuka), Barry Dickson (Enya 45 Shark) and John Elliott (Merco 29 Nobler). The last two were the only fliers that actually drew applause from the wet and disgruntled spectators and other fliers. Cheers to Earl Harley for his solid work all day too. He was ably helped by Mr. Stretch of Warrnambool in the rain soaked tent.

The less said about the scale event the better. The Victorian scale fans that do the most talking and rule revising to suit themselves, and also wail about how few scale contests there are, evidently stayed in bed or didn't want their pretty planes that seem to only decorate the workshops to get wet. Only three put in an appearance but then again they were rationed to a half hour for the event. Just as well there wasn't more. We agree there may be too few events for scale in the year but surely the scale fans could support those listed. If it's a demo, where the planes can be shown off quite a few turn up. But a contest! They are so poorly supported it's a joke so why should much consideration be shown. Brian Douglas and John Matthews of Echuca sportingly offered their services as judges and thanks go to them for persevering with what was a bit of a joke with only three entries.

As usual everything finished in the dark, literally, and the nett results are as follows:

Senior stunt: 1st, Barry Dickson, Enya 45 Shark, 1001; 2nd, Ken Taylor, Enya 45 Shark, 977; 3rd, Doug Harlow, OS35 Original, 966; 4th, P. Riley, OS35 Lockheed U-2, 955; 5th, John Elliott, Merco 29 Nobler, 906; 6th, Paul Stewart, Merco 35 Stuka, 882.

Junior stunt: 1st, L. Follett, OS35 Original, 934; 2nd, B. Stretch, OS15 Original, 830; 3rd, H. Killeen, Merco 35 Original, 824.

Round 1 judges: Cliff, Tyrrell, Pffier. Round 2 judges: Woolnough, Tyrrell, Pffier.

A total of nineteen contestants actually lodged official flights. The first five places of senior stunt were taken by members of the Stuntmasters group.

Open scale control line: 1st, Barry Reid, Ansaldo Biplane (OS49), Milani Model Aircraft Plans, 270 points; 2nd, Eddie Keggin, Spitfire (OS29), Aircraft of Fighting Powers Book plans, 200 points; 3rd, Monty Tyrrell, Hawker Tempest (OS15), Frog kit, Fighting Powers Book plans, 150 points.

New Zealand Newsletter

The N.Z. team is now well settled down in England, all are members of the S.M.A.E. and all have joined different model clubs giving them the advantage of obtaining useful information from various sources and enabling them to time each others models in competition flying. Ted Malkin is living in St. Albans and has joined that club. Bill McGarvey, Nev, Hopley and Ron Magill have a flat in Wimbledon. Bill belongs to the Stevenage M.F.C., Nev, to the Richmond M.A.C. and Ron to the Croydon M.A.C. Most of their Sunday flying appears to be done with the "Surbiton" and other clubs on a flying site called Chobham Common. This is evidently the mecca for all London Aeromodelers. Bill, Nev, and Ron have acquired for themselves a Thames 15 cwt. van and are using this to travel to numerous meetings. It is also their intentions to use it for the run to Wiener Newstadt for the World F/F Championships, leaving England on August 3rd. Incidentally, proxy models are in the capable hands of John Winn who is due to arrive in England on July 16th.

The following are excerpts from letters received from Ron Magill and Bill McGarvey — I know you will find them more than interesting:

"We have been up to the Stevenage flying ground a couple of times, once for the first A/2 and Wakefield eliminators when it was a howling gale and after I had bent the tip of my A/2, the others decided not to fly. The second Eliminators were held in overcast conditions with a fairly strong wind. Nev. did a max first flight, D/Ted at 5½ mins., miles up and miles away and lost his model. Very fortunately his model was found by a serviceman and made the local papers, large photograph and all as nobody knew where Roskill, Auckland, was! The chap wrote C/- N.Z. House who forwarded it on — Nev. now has a London



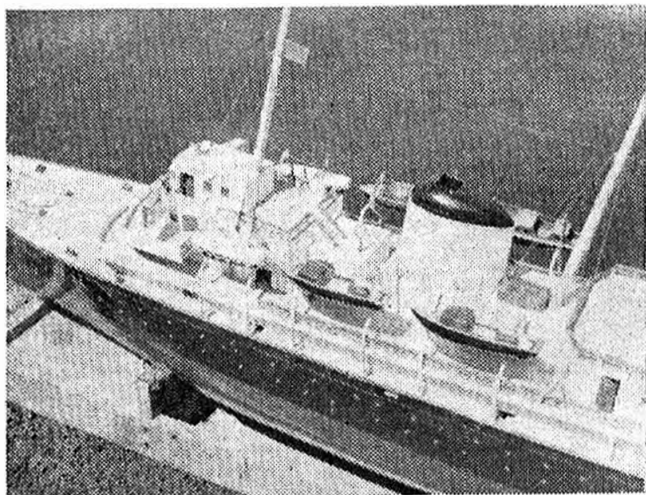
From N.Z. a 6 channel Radio Controlled boat. Model is powered by a 30 cc. motor mower motor.

address on his models. Bill and I also had first round maxs. and completed our five flights, tying for top place in the area and qualified for the Team Trials. Nev. didn't qualify as one lost model was enough for him. Bill and I both lost our models on our last flights, mine D/Ted into a heavily wooded swamp which is a pheasant sanctuary, but Bill D/Ted into fairly open ground and we were finally able to locate it. My model has not yet been returned so I was not able to participate in the Team Trials unfortunately.

"Other successes have been in the Gutteridge Trophy (Wakefield) — Bill came 3rd. Competition is tough. I made three maxs. and came 15th out of 50 odd. In the S.M.A.E. Cup (A/2), Bill and I tied at 17th, out of 105 entries. At the Woking Gala, Bill and I had a good day, I won the hand launched glider and Bill was 3rd in Wakefield. The Nationals were Nev's weekend. He won the Short Cup (Payload) on two flights. Bill was fourth in Rubber, flying his "old" Wakefield. It was far too windy to fly Glider although I put in three low flights with my A/1. At Fern Hill N.W. Area Champs we had a little three way contest between ourselves, Nev. having our best score, 2 mins. behind the leaders, then me and Bill a few seconds behind me. Most times, as soon as you drop a few second short of a max., you might as well stop flying unless you want the practice. The Trials were held last weekend at Barkston Heath, the Nationals venue. Bill flew A/2 and finished 6th losing a model in the barley fields in the process. Dave Posner won Power with 5 maxs. although Ken Glynn and Pete Bushell are in the top half dozen or so, Mike Gaster and Vic Jays didn't have a very good day although their models were flying well enough."

will take some beating.

(Continued on Page 15)



A 6ft. electric powered model of the Royal Yacht Britannia, by de Jong, of Wellington.

Maitland Field Day, 1963

(BY RON DARR)

Although the forecast was for poor weather, the Gods were kind to us and apart from a few drops of rain on Sunday, flying conditions over the weekend were excellent.

1A TEAM SPEED:

With eight teams competing in this event it proved an exciting race. Best time was by Len Brown (E.D.M.F.C.) with 12:17.1, second was Alan Ardon (Newcastle) and taking out third place and also the best junior prize was J. Densham (Bankstown).

F.A.I. TEAM SPEED:

This event attracted ten starters and proved to be better than previous years. The team of Partland and Jensen (Newcastle) made 5:16.0 in the heats and 4:57.0 in the final, a really magnificent effort. Max Stokes of E.D.M.F.C. came in second and B. Eather (Newcastle) placed third. Billy East (M.F.C.A.) took off the best junior prize.

CLASS 2 TEAM SPEED:

This "unofficial" event with only four entries was won by Andy Kerr (E.D.M.F.C.) with a time of 9:36.5. Gordon Pullin of Cessnock placed second and filling third place was Len Brown of E.D.M.F.C.

COMBAT:

This event proved to be just as spectacular as previous years, with plenty of prangs to keep the spectators happy. After one mid-air collision one motor was seen to land 150 feet from the flying circle. Honours went to Reg Towell (Doonside) with Ron Ferguson (E.D.M.F.C.) second and Rod Tyler (Olds) placed third. Best junior effort was by Billy East.

STUNT:

Sixteen competitors took part in this event, allowing time for only one flight each. Judged by Max Suters and Ron Darr the standard of flying was excellent, and there was not a great deal of difference in the top scorers. However at the final count Reg. Towell (Doonside-Blacktown) came out the winner followed closely by Brian Eather (Newcastle) and Ian Brown of Ryde. Best junior was Alan Barlow who will be a man to watch in the future.

On Sunday night those bods still able to keep awake after the hectic day's flying attended a small social gathering at the new clubhouse. Some films taken at Maitland over the past ten years were shown and an auction was conducted by Ivor Stowe and Bill Cowen.

FREE FLIGHT CONTEST:

Perfect weather conditions prevailed throughout the day and although it was very boggy underfoot every one reckoned it was the best free flight day we have ever had at Maitland.

POWER SCRAMBLE: This event proved as popular as ever, but turned out to be a headache for Max Suters. Max was "clonked" on the head by Reg. Towell's model, necessitating the insertion of three stitches. 1st David Hegarty, 2nd Max Suters, 3rd Brian Beashel.

CHUCK GLIDER: Dave Hegarty of M.F.F.C. proved once again that muscle power really counts. Dave won the event with 177 secs., out of a possible 180 secs. Second place went to Gundars Eglenals (Doonside-Blacktown) and third place to Brian Beashel (M.F.F.C.). Best junior was young John Warden of Maitland.

OPEN SAILPLANE: With thermals and down-drafts everywhere this turned out to be a most

interesting contest. Joe Kelly of Maitland put up the best score 463.2 secs. (three flights), second place went to Bruce Abell (Cessnock) and Dave Hegarty (M.F.F.C.) placed third. Best junior was Tahn Stowe (Doonside).

OPEN POWER: Some really good prangs were witnessed in this event. Dave Eckersley (Tamworth) must have felt like going on another marathon walk when he let the motor in his model run for 43 secs. on the first flight. Bruce Abel was unlucky enough to have his model run over by a "clot" in a Holden just as it touched down after the third flight. First place went to Brian Potter (Tamworth), second to Ian Roach (Maitland), third to Rod. McDonald (Maitland) and best junior effort was by John Warden (Maitland).

SINGLE RADIO: This was well up to the standard of previous years and was a very close contest with little difference between the place-getters. Tom Prosser (R.C.M.C.) proved to be the best flyer, second place to Lyall Winley and Basil Healy followed close behind to take third place.

MULTI RADIO: This was a sight to behold. Tom Prosser placed first with a superb performance, Basil Healey took second place and third went to Lyall Winley.

Don't forget the Centenary Championships over the October holiday weekend. Entry forms will be sent out later but anyone needing hotel accommodation is advised to book now as it is expected that because of other sporting activities in Maitland that weekend, it will be difficult to obtain. Looking forward to seeing you all again then.

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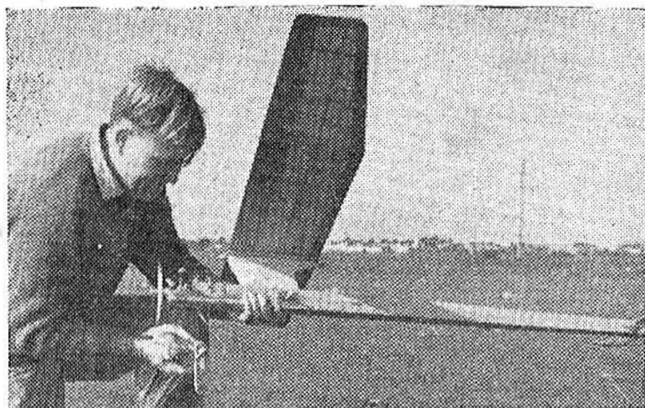
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MODEL NEWS

11 WEST KING STREET, SOUTHPORT,
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Victorian Free Flight Champs.



Col. Sumsion, Eclipse design. Cox T.D. powered. Tickoff. Fuse D/T. Eclipse is a Hot contest design. (Photo Norm Bell).

The weather for the Free Flight Championships was no better than that experienced by other sections of the Vic. Champs.

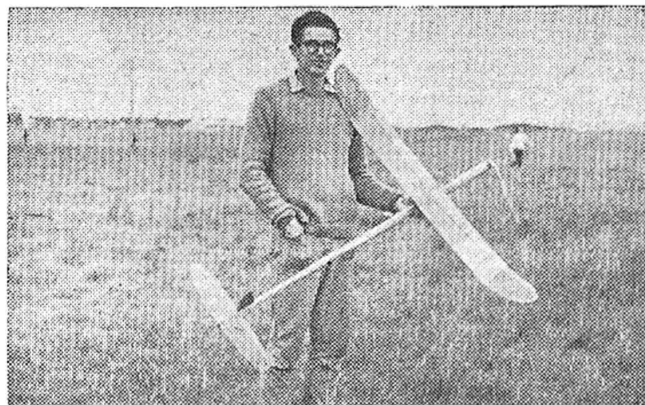
The highlight of the champs. was the convincing win of up and coming junior Bob Wilkins in the Wakefield. He convincingly beat a field of experts. National champion Sean O'Connor was down on leave from Canberra. He had a new Wake. built to replace the one lost at the N.S.W. Champs.

Bob Wilkins also took off the A/1 Sailplane to make it a double. In the Open Rubber Bob Wilkins tied with Ralph Kenyon but couldn't take part in the fly-off as his model was lost.

Class 1 power was again won by Brian Laughton. He used a scaled down version of the same design that he used the previous year. The climb was terrific. 42 ins. wing span and a Cox TD motor.

The unlucky man was Ford Lloyd. He returned a 27 to 1 ration on his first flight. His model was picked up by a passing motorist who thought it was lost and took it home.

Class II power was flown with the maximum reduced to 2 minutes because of the wind strength, but models were still lost. The winner, Col Stone, used a small model with a P.A.W. 1.49 for power



Sean O'Connor, of Canberra, National Champion, with his new Wakefield. Model had not been trimmed out before the Champs. Beautifully built. (Photo Norm Bell).

Victorian State Championships, 1963, results:
Class I Power Ratio: 1st B. Laughton (ECMAC) 20.4, 2nd G. Boughton (ECMAC) 19.6, 3rd R. Oliver (ESMAC) 19.6.

Wakefield: 1st R. Wilkins (WSAA) 728 sec., 2nd R. and J. Kenyon (WSAA) 654 sec., 3rd R. Greenhill (Northern) 622 sec.

A1 Sailplane: 1st R. Wilkins (WSAA) 551, 2nd S. O'Connor (ESMAC) 536, 3rd C. Stones (Windsor) 499.

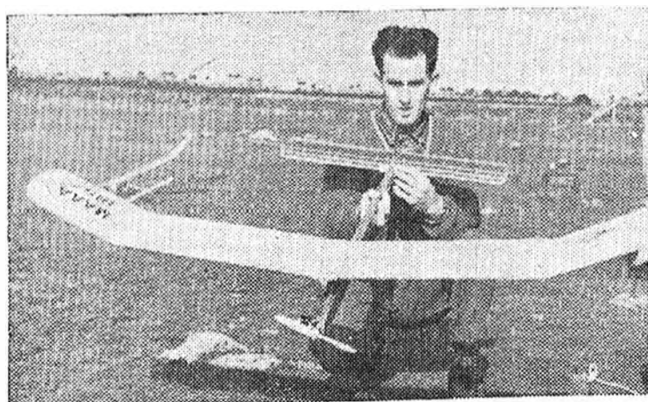
HL Glider Scramble: 1st B. Smith (WSAA) 526 sec., 2nd A. Maddick (Echuca) 485, 3rd G. Boughton (ECMAC) 453.

Open Rubber: 1st R. Kenyon (WSAA) 320 (fly-off), 2nd R. Wilkins (WSAA) 320, 3rd R. Greenhill (Northern) 291.

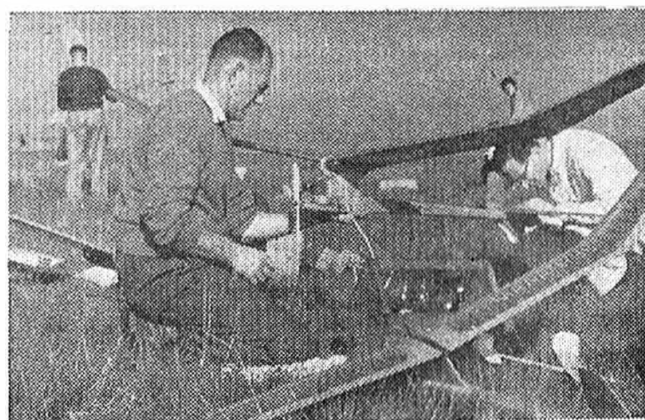
Class II Power: 1st C. Stones (Windsor) 19.3 ratio, 2nd J. Sumsion (ESMAC) 16.2, 3rd R. Greeves (West Preston) 15.8.

Jetex: 1st A. Maddick (Echuca) 186 sec., 2nd B. Smith (WSAA) 184, 3rd C. Stones (Windsor) 148.

Junior Open Power: 1st N. Allenby (ESMAC) 14.6 ratio, 2nd R. Oliver (ESMAC) 8.9, 3rd G. Cox (WSAA) 3.3.



A. Greaves, with his F.A.I. design. This model features balsa covered wings. Power supplied by Cox T.D. (Photo Norm Bell).



Ford Lloyd, starting in the class III power. The motor was pressure fed. Max Nicholl's lighting the fuse. (Photo Norm Bell).

Nats. Natter

THE VENUE: Strathalbyn, South Australia.

THE TIME: Saturday, 28th December, 1963, to 3rd January, 1964.

ENTRIES: Entry forms will be circulating in the very near future. Entries are (members): Nomination fee 10/-, per event 5/-; (non-members), Nomination fee £1, per event (not sure). Late entries double above and will be accepted up to 1 hour prior to the event. Entries close 11th November, 1963.

SNUFFER TUBES: Owing to strict fire regulations in S.A., all free-flight models fitted with dethermalizers must be fitted with a snuffer tube.

All events will be flown to the current M.A.A.A. rules book, and to current F.A.I. specifications. It is open to all modelers in Australia and overseas. Overseas modelers must be in possession of a current F.A.I. licence, and will be accepted as honorary members of the M.A.A.A.

TROPHIES: Nothing has been positively decided on trophies as yet.

ACCOMMODATION: It must be emphasised that accommodation is limited and early booking is desired. All enquiries and bookings must go through the accommodation officer, Mr. D. W. Saxby, 41 Lascelles Ave., Warradale Park, S.A. Prices of hotels vary, and prices can be had on application to the above address. Quite a few bookings have already been made. A booking fee of £1/1/- must accompany all bookings.

CAMPING: Camping facilities are available on the field at £1/10/- and under cover at £2/10/-. This includes toilet, hot shower, all electricity. Meals are being catered for at the camp site and at the free-flight field. Unless we have still got some vagueness, let us revise. The control line events are being held on the Strath. community oval, which is also the camp site.

PRESENTATION NIGHT: This is on Friday, 3rd January, 1964, in the Strath. Town Hall and is costing £1/5/-. It is hoped that the Mayor of Strathalbyn will be presenting the trophies.

FLYING: Due to the proximity of the control line field to the town, flying has been restricted to 3 hours on Sunday, 29th December, to the hours of 2 p.m. to 5 p.m. This will be strictly enforced.

TOURS: It is important that we have replies to these as soon as possible so that final arrangements can be made. A full programme of these will be in the current Model News. All information on the Nats. will also be in Model News, so be sure to buy a copy.

Well, see you next copy.

M. F. PRING, Social Officer.

SPECIAL TOURS ARRANGED

Saturday, 28th Dec., 1963. £1/5/- including lunch: Depart Strath. 9 a.m. Travelling via Wellington, Jervois and Murray Bridge. Lunch at Murray Bridge.

Sunday, 29th Dec., 1963. £1/5/- including lunch: Depart Strath. 9 a.m. Travelling via Goolwa, Pt. Elliot, and Victor Harbour — Lunch at Victor Harbour.

Monday, 30th Dec., 1963. £1/15/- including lunch: Depart Strath. at 9 a.m. for a full day tour of Barossa Valley. Lunch at Angaston.

Tuesday, 31st Dec., 1963. £1/10/- including lunch: Depart Strath. 9 a.m. for a full day tour, Basket Range, Ashton, Adelaide — City Parks and Gardens, and City Lights. Lunch at Adelaide.

Wednesday, 1st January, 1964. 10/- fare only: Departing 9 a.m., half day tour to Milang Lakes, returning to Strathalbyn for lunch.

Thursday, 2nd January, 1964. £1/5/- including lunch: Depart Strath. 9 a.m. Visit Reynella Winery, lunch at Noarlunga. Tour of Pt. Noarlunga, Christie's Beach and Pt. Stanvac Oil Refinery.

(Continued from Page 12)

Waikato Champs.

(By W. KRAGGS, Ed. H.M.A.C.)

All control line classes were held on Saturday in glorious weather at the Te Rapa R.N.Z.A.F. football field. Free flight and radio control events were flown at the Rukuhia Aerodrome on Sunday. Prizes were presented on Sunday by the C.O. of the Te Rapa Air Force Station.

Results: A team race, 1st, Barnard-Levet, Auckland, 2nd E. Southern, New Plym., 3rd B. Forster, Rotorua; B team race, 1st S. Townley, P.N., 2nd Barnard-Levet, Auck.; combat, 1st G. Sanders, Hamilton, 2nd B. Bond, Hamilton, 3rd Bolton, New Plymouth; aerobatics, 1st N. Hewitson, Auckland, 2nd D. Fristam, Papakura, 3rd A. McDonald, Auckland; H.L. glider, 1st S. Hopley, Roskill 335.8, 2nd T. Martin, Roskill, 283.3, 3rd J. Sheppard, Papa., 278.7; towline glider, 1st S. Hopley, Roskill, 689.6, 2nd T. Grundy, N.P., 645.4, 3rd A. Fahey, Ham., 640.8; open power, 1st J. Sheppard, Papa., 477.8, 2nd N. Guy, Rosk., 471.9, 3rd Pearson, Auck., 451.4; open rubber, 1st, D. Sutcliffe, U. Hutt, 540.0, 2nd N. Hewitson, Auck., 433.2, 3rd, A. Graves, Ham., 358.2; radio control, 1st, R. Trueman, Rosk., 2nd J. Williams, Rosk., 3rd S. Townley, P.N.; free flight scale, 1st D. Hopegross, Roskill, 2nd B. Keegan, Auck., 3rd S. Rogerson, Hamilton; aggregate, 1st B. Keegan, Auckland, 993.5, 2nd A. McDonald, Auck., 974.2, 3rd W. Brown, Roto., 929.1; champ. of champs., B. Keegan, 25 points. Runner-up, N. Hewitson, 22 pts.



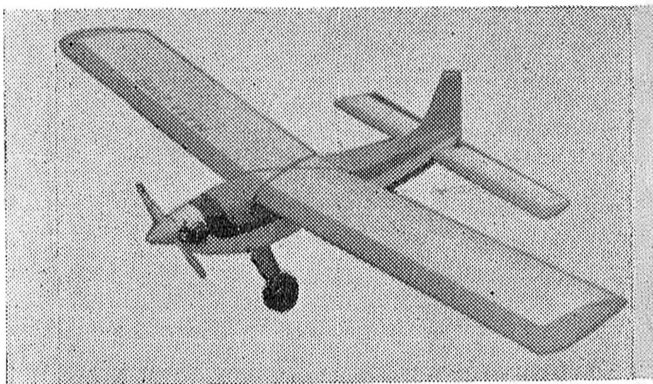
A line up of some of the model boats at the recent Hawera regatta. R/C boats have taken on fast in New Zealand. They are more forgiving than a Radio Controlled plane.

Tom Prosser's Outstanding Radio Controlled Model

THE PENETRATOR

(BY BASIL HEALY)

The Penetrator was developed for the F.A.I. Single Function flight pattern when no other model design available at the time fulfilled the requirements completely.



Penetrator, a highly developed Radio Control model designed for F.A.I. single function work. This model has already a long string of contest wins to its credit.

The model owes a certain amount of its ancestry to John Marquette's "Cicada" but the similarity is very slight. In arriving at the final design the following points had to be considered and allowances made in the design:

1. The model had to be able to rise off roughly mown grass in a reasonably short distance but not climb too fast after take-off (remember most contests are flown off make-shift take-off areas).
2. It had to be capable of completing the flight pattern under fairly windy conditions.
3. It had to be capable of dead straight flight into and against the wind.
4. It had to be capable of completing 360 deg. turns without excessive loss of height and yet still be capable of doing a spiral dive.

All this was quite a tall order but after about 3 modifications to the original the desired flight characteristics were obtained. Since then Ron Ewers and I have built Penetrators and both have identical flying characteristics to Tom Prosser's original. The contest winning record of Tom Prosser's Penetrator is quite impressive:

First place 15th Nationals, Echuca; 1st place 1962 N.S.W. State Championships; 1st place Maitland Field Day, June, 1962; 2nd place M.A.R.C.S. versus R.C.M.C., August, 1962; 2nd place 16th Nationals, Camden; 2nd place 1963 N.S.W. State Championships; 1st place Maitland Field Day, 1963.

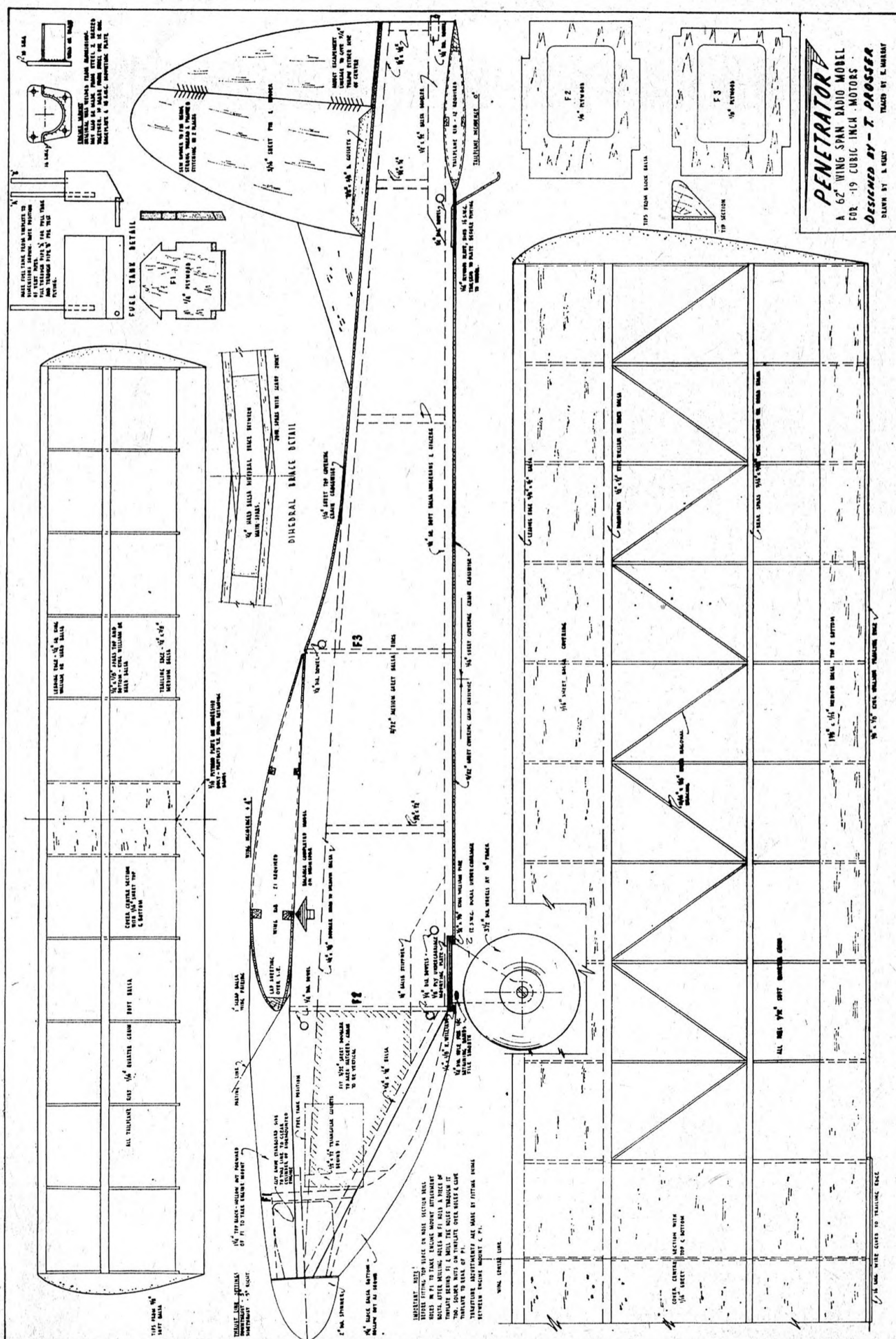
With regard to construction I will not go into much detail as both the wing and tailplane are quite straight forward. A few notes on the construction of the fuselage may save the builder some time in construction.

Firstly glue 2 sheets of 1/8 in. x 4 in. x 48 in. and 1 sheet of 1/8 in. x 3 in. x 48 in. balsa together edge to edge for the fuselage sides. When dry cut out the fuselage sides and add the 1/4 in. longerons and vertical stiffeners. Glue the fuselage sides together at the rear end and add bulkheads F3, F2 and F1. Add the undercart mounting plate and the crosswise sheet covering top and bottom and the lower nose block. Cut the side of the nose away to clear the motor and drill the holes through F1 from the motor mount. Fit a piece of tinplate behind F1 and drill these holes into it and solder nuts over them. Glue and tack the tinplate to the rear of F1. Fit the fuel tank, undercart and wing dowels and corner blocks behind F1. Finally fit the top nose block and carve both top and bottom blocks to shape. Finally fit the fin and rudder and tailplane attachment dowels.

The model should be covered with silk and given sufficient coats of dope to fill the grain. Beware of using too much coloured paint as it increases the weight alarmingly. The finished weight of the model should be about 4 pounds but the lighter the better provided strength is not sacrificed. I have built one down to 3 1/2 pounds quite successfully, and Ron Ewer's model at 4 1/2 pounds performs just as well.

I have not given any details of the radio installation as much has been written before about this and most modellers seem to have their own ideas anyhow. All I have to say on this subject is install the batteries below the fuel tank between F1 and F2 with sufficient sponge packing to stop them rubbing on any part of the fuselage. Mount the receiver aft of F2 with at least 1/2 in. of sponge packing all round it and the escapement mid-way between the receiver and F3. Adjust the vertical position of the wire loop on the rudder to give the required amount of rudder throw as shown on the plan.

Remember that for test flying use full power but put only a small quantity of fuel in the tank until you have trimmed the model to your liking. The full tank capacity has been found to be just right for completing the single function pattern in contests and still leaving a small reserve to position the model for the glide pattern.



QUEENSLAND FREE FLIGHT CHAMPIONSHIPS

FROM ARTHUR GORRIE



Bond Baker, former World Wakefield Champion, having his first fly since arriving home. Won the Qld. Wakefield with 3 max's. Bond recently suffered a serious ski-ing accident in Vic. All hope to see him up and about soon.

To say that these championships were the best for many years would be an understatement. The spectator attendance on such a blustery day was most encouraging. The standard was very high, the trophy list marvellous.

Cars were stacked along the field 3 deep and more than idle interest was shown. People were milling around any group of modellers who were repairing or preparing away from the take off strip. Crowd control was quite good. The whole day had the atmosphere of an international contest.

The day was gusty and the wind treacherous at times. A/2 winner A. Gorrie was no match for the wind in F.A.I. sailplane which was won by the N.S.W. champion Ralph McKellar.

The power scramble was reduced to 45 minutes and produced the usual crop of hard luck stories



Jack French and his O.S. powered F.A.I. model.

and speedy repair jobs. The winner was N.M.A.A. flier Alan Bettens with 1078 secs. using a Mills 1.3 and a variation of Gorrie design. After breaking off the wing tip he walked on the tail and fuselage. Not a good start.

Radio was the highlight of the day with the B.A.R.C.S. providing all the winners and place-getters in both events.

Radio, single channel: Noel McGregor, B.A.R.C.S., Super 60 O.S.19 Silvertone gear; Jim Mulcahy, B.A.R.C.S., Aero Flyte Invader O.S.15 Silvertone; Frank Hettrich, B.A.R.C.S., Wave Guide O.S.35 Hills Receiver.

Intermediate: Frank Hettrich, B.A.R.C.S.; Jim Mulcahy, B.A.R.C.S.

Multi: This event was not held although Joe Sims and S. Schlied both gave demonstrations.

S. Schlied, Uproar K.B. 49 Multi home built radio and servos. 10 channel Elevator, ailerons, M/C, Rudder and Trim; J. Sims, Mongrel Uproar O.S. 49 Multi Speed 7 channel home built. Control as above but with no trim.

Frank Hettrich, president of the M.A.A.Q., was active on official and contest affairs most of the day. Frank gave a near perfect landing on one flight stopping practically on top of the flag. While it is very handy to have a group of officials who take no more than academic interest in flying we think it is significant that every member of the committee of the M.A.A.Q. apart from the contest director flew competitively.

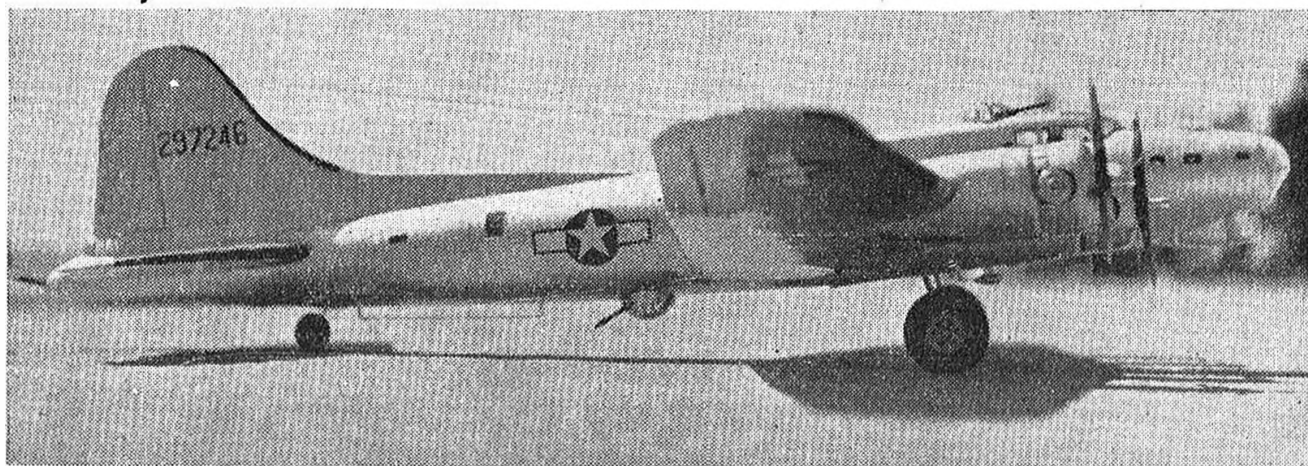
Results: Class 1 Power, B. Dent 1, R. Kyle 2, E. French 3; Class 2 Power, T. Todd 1, E. French 2, B. Dent 3; Class 3 Power, E. J. French; Chuck Glider, A. Bettens 1, A. French 2, D. McKellar 3; F.A.I. Sailplane, R. McKellar (B'bane) 1, T. Spence (B'desert) 2, R. Haring (Twba.) 3; Flying Scale Free Flight, E. J. French (B'bane); Power Scramble, A. Bettens (B'bane) 1, L. Searl (B'bane) 2, E. J. French 3.



Processing Wakefield, Denise McKellar looks on while John French has Wakefield checked by officials Hettrich and Dotti. Herb Dotti, for years Qld.'s hard working contest director.

R/C. FLYING FORTRESS

FLOWN and reported by HARRY BROOKS



Not the Fortress in question. No photograph available as yet. This Control Line model, powered by 4 Cox Babe Bee's .049, was built by John Simmance, of England. Has retractable U/C, but failed to get airborne. (Photo T. Shennan).

On the evening of 18th May, 1963, at 8.15 p.m., Dave Walker's fully scale Flying Fortress was successfully flown by Harry Brooks for a period of not less than eight minutes. Starting with a correct unassisted take off, a steady climb to approx. 800 feet, five large circuits followed by a correct three point landing. This model was using the world famous F. and M. Superhet Matador/Midas Combination. Dave Walker and Harry Brooks are claiming this to be a world first. This model has received a great deal of publicity and rightly so. This is a very bold venture by Dave, and following the successful combined effort with the Monitor Twin, Dave decided to carry out his original plan and agree to my test piloting the Fortress. We had to wait most of the evening until the wind dropped to approximately 15 miles per hour, then I started the two starboard engines while Dave started the port pair. With the four engines singing, I made a few needle valve adjustments, the method used was to "feel" the nacelles and watch the exhaust for a rich setting. A check over all the controls, throttle back motors, a quick glance at Dave, who looked a shade pale, then throttle open, a nod, and the Fort was rolling. The tail came up almost at once, and I slowly pulsed "up" to keep it level, a touch of rudder, to stop her swinging slightly, and then it lifted. Very slowly, 3 in., then 6 in., 12 in., 2 ft., a touch of aileron, the trim was perfect. What a sight — I held my breath.

With all four motors swinging perfectly, a faint trail of exhaust curling out behind, the slow climb continued. At about 300 ft., I gave a touch of aileron and swung round to the left, a touch or two of elevator to prevent the nose dropping, and there she was returning over the field. Then it happened! As the speed built up, the nose suddenly reared and I slapped on full down without effect. It slowly stalled, dropped a wing, I lifted the nose and heard Dave shouting "Get it up!" Up came the trim, the nose lifted and slowly regained height. I was shaken, why did it left its nose like that? At about 800 ft. I levelled out, and

made a turn-back into wind. Then again it lifted its nose and stalled, but we had height. It appeared to lift its nose only when the model gradually accelerated and reached a speed something like flying speed plus 20 m.p.h. I made 5 circuits of the field at about 500 ft., and several times it repeated this terrifying antic.

After approx. 8-10 mins., I throttled the motors back and made my landing approach. The position was good. I started the approach well back and surprisingly the Fort glided very well considering its sink speed was quite high. Up came the trim, to level out, one or two motors had cut., but I did not notice any swing one way or the other. Now full up trim was on, still the nose was not high enough. We could hear the air whistling over the model now. The speed seemed not too low, so I started slowly pulsing "up", faster pulse now, up came the nose, she was flattening out. Down went one wing slightly, aileron correction now, no stall tendency, height 10 ft. She was slowing right down, sinking fast now, another touch of aileron, it had to be held longer as the model was near its stall speed, then she touched, all three points, she rolled slowly to a stop. Dave looked at me, I felt completely exhausted. "We've done it," he said. Well, there it was, complete, unmarked!

The silence hit us after hearing those four motors singing for what seemed hours. Why did it have this tendency to lift its nose at certain speeds. This tendency did not show itself in the slow speed range at all. We have heard a number of opinions, too much motor upthrust, the wrong C.G., the wing shifted its position with the four motors running. The C.G. is being altered, a few other mods. are taking place, and then we are to start a series of flight tests. I shudder to think of what will happen if this fault appears within 50 ft. of the ground. We sincerely hope that this fabulous model will be flying in public as soon as this fault is cured.

Sidelights from the British Nats.

(Extracts from reports of Australian and New Zealand Aeromodellers at present in Europe for the world's championships, who attended the British Nationals).

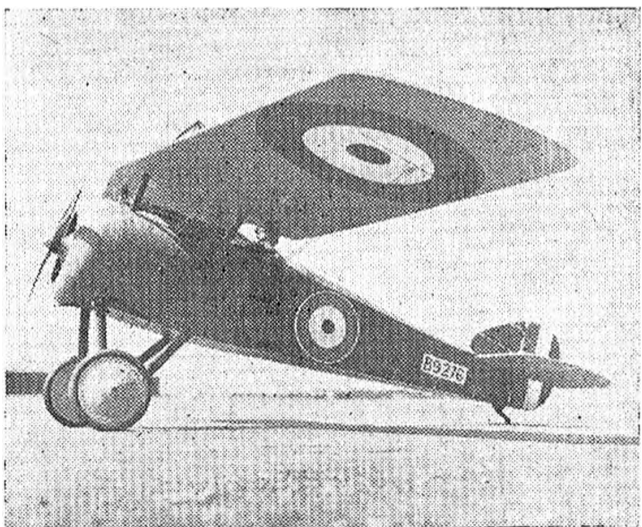


Ever popular Mustang. This McCoy powered 10 Channel R/C model from a Sterling knit flew in the Multi but was unplaced.
(Photo T. Shennan).

The championships were held at Barkston Heath over 3 days. The sky was absolutely clear, the sun shone all the time and the wind just blew, blew, blew all the time at a steady 25 plus knots.

There were some 300 tents on the field.

Essential facilities were very crude. There was no control centre and the organisation was very much below Australian and New Zealand standards.



Sopwith 1 1/2 Strutter by Dave Platt, single channel R/C. Builder decided to keep model in one piece, and like many others, did not fly.
(Photo T. Shennan).

The Radio Control Flying Scale was fantastic. In the wind only the multis flew.

A 'Lil' 'Toot' was the first off, with a bouncy take-off and a screaming climb. The flight pattern was left and right circles, flight back over the TX and then special manoeuvres, such as spins.

F.A.I. Team Race was a little disappointing. Models were doing about 85 to 90 m.p.h. for above 40 laps and pit stops were slow with heat times varying considerably. Davy/Long team won the semi-final in 6 minutes 4 secs. Smith/Edmond team took the final in 4 minutes 26 secs.

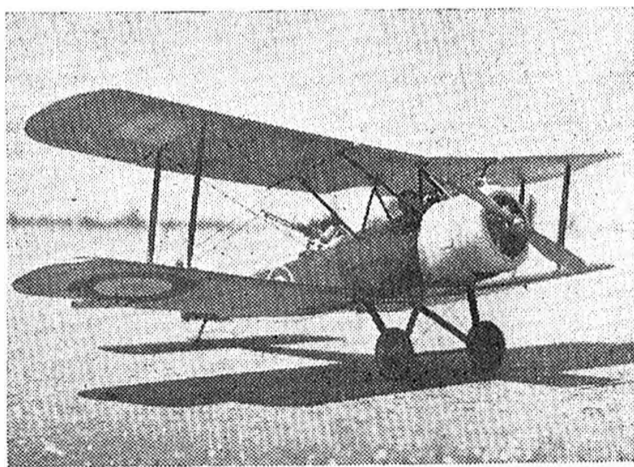
Flying scale was very good although the finish in many cases was just a shade too good for realism. They don't have to built to exact scale as we do. The bloke from the War Museum who judged scale said that he would not dock points for 1/2 in. out of scale! Understand Australians Geoff Pentland and Tony Shennan were going to judge scale but they were considered too harsh when it was found out that they were going to judge by a point per 1/8 in. out of scale.

For us the big event was Nev. Hopley's win in the "Short Trophy". This is a Payload event. By 3 o'clock Dave Posner was the only one to have returned a score. The rest had splatted. Nev. brought out his payload and returned 1 min. 35 secs. We had to retrieve at 60 m.p.h.

Posner splatted his next flight but got away with selotape and glue. Nev. put in his second flight and led Posner by 4 secs. Posner tried to get away for his third flight with half a wing and only managed 1 1/2 secs. (splat) and Nev. had won a British Championship.

All control line classes except combat were flown over the asphalt runaway. The wind really took its toll of the stunters. When they hit the models disintegrated and blew away leaving only the heavy parts such as engine, tank, etc.

Radio was the highlight and a pleasure to watch.



Superb Sopwith Swallow. Single Channel R/C, Frog .15 BB diesel, built by John Simmance.
(Photo T. Shennan).

TRADE TALK

Arthur Milner and Co. Pty. Ltd., 4-8 Joyce Street, Springvale, Vic., have been in the balsa business 31 years, and are by far the largest suppliers in the Commonwealth. This company has some of the world's most up-to-date automatic machinery for processing their micro-finished balsa to very exacting condition for model plane construction and many other uses. Mr. Milner (Managing Director of Arthur Milner and Co. Pty. Ltd.) informs us that balsa combined with fibreglass, has been selected by United States Aeronautics and Space Administration Department, for the dramatic "shot to the moon". This capsule, made of balsa, will carry the scientific instruments which must be protected to enable messages to be sent back to earth, after landing on the moon. The structural strength of balsa combined with fibreglass can be appreciated when it is realised that this balsa-fibreglass capsule will hit the moon at a speed of 150 m.p.h. This capsule has already been earth tested with remarkably satisfactory results, and once again proves the great value of balsa combined with other facing materials for many modern uses.

CHANGE OF OWNERSHIP

We wish to advise you of a change of the manufacturer and distributor of Silvertone Radio Control Equipment.

This has now been taken over by a new firm known as "Silvertone Electronics", which is owned and controlled by Mr. Bob Young, of 727 Princes Highway, Tempe, N.S.W.

Mr. Young has had a great deal of experience with radio and radio control and has been a practical R/C modeller for many years. He has for some time now been associated with this firm on the assembly side of Silvertone and therefore, is well equipped with the experience necessary to continue with the production of this high quality equipment.

We understand the policy of "Silvertone Electronics" will be unchanged from that of this firm. They will produce all existing models, provide repair facilities and render a high standard of service.

Advance Radio Control will still continue to operate as previously stocking all lines with the exception of Silvertone.

We trust Silvertone Electronics will enjoy from you the same support and confidence you have extended to us.

SUPER C17: A new cement by Aero-Flyte. We recently received samples of Aero-Flyte C17 and find that it meets the three main requirements of a high quality cement.

Firstly penetration. A balsa cement must penetrate deeply into the pores of the wood to give plenty of grip. C17 does just this.

Secondly, solids content. A cement is manufactured basically for solvents and solids and the higher the solid content the better the cement. The solid content is extremely high.

Thirdly, fast drying. The higher the solid content the slower a cement dries, but despite the high solid content of C17 the makers have still achieved a very fast drying rate.

Try it next time you build a model and you can prove all this for yourself.

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

J. E. Pike and Co. always seem to come up with a solution to the annoying little problems in aeromodelling. This time it's M/M plywood. This ply is rough sanded which makes it very suitable for glueing to balsa for doublers and reinforcing plates, etc. It is available in 12 in. by 12 in. and 6 in. by 6 in. sheets and the rough sanding allows for better penetration of glue than obtainable on the smooth sanded plywood at present available.

BROLGA: For 67/6 you expect a lot in a kit and in Brolga, a new kit by Ace Plan Service of Newtown, Sydney, you get a lot.

If it's needed for the kit it's in the box.

Well selected balsa, accurate die cutting and all accessories of a very high standard are included in this very complete kit.

The Brolga is sold direct from the manufacturer and can be supplied with the engine of your choice, spinner and prop.

Spare parts are a feature of the kit and any parts smashed in a crash can be supplied separately. Ace Plan Service will be pleased to supply any further information you may require.

From the various O.S. distributors in all States we learn that the sales of radio are really booming.

And now to bring R/C to the average enthusiast, O.S. prices for all Multi gear have been reduced to a new exciting level. This means that O.S. have brought out a completely new range of equipment at the keenest price on the Australian market.

Following on recent successes in the Victorian and West Australian Multi Championships, the new brand is adding faultless performance to popular prices.

The TX-6 all transistor transmitter is selling for £36 and its matching all transistor potted relay transmitter £29.

One ten channel TX-10 all transistor transmitter at £53 now operates any of the following ten channel all transistor receivers.

The RBL-10 potted relayless receiver sells for an amazing £25 while the potted 10 channel relay version goes out at £45. Those wishing to fly 5 models at once are catered for by the 10 channel relayless Superhet RS-10 selling at £45. This unit is crystal controlled and available on split frequencies. Each receiver operates off 6 volts and transmitters off 12 volts. Those using this gear report practically "shelf life" for batteries. The new gear is temperature stabilised and guaranteed to operate from 10 to 140 degrees Fahrenheit. Toveroed tone filters are used in the Superhet receiver and the TX-10 transmitter has 3 times the output of any other multi transmitter yet produced by the O.S. factory.

MODEL DOCKYARD now has limited supplies of the much sought after Olliver engines: Tigers and Cubs in both standard and tuned versions. ETA 15 Mk. II diesels also have just arrived and are proving most popular retailing at a very competitive price. Prices are available on application.

The Speed Boys have been having a ball with monoline units, handles, pans, etc. and stocks are now almost exhausted. Replenishment supplies should be to hand in time for the Nats.

In the same shipment we expect American bass wood and rev-up props in all the speed and team race sizes.

DECALS: Probably known to most modellers by now is our comprehensive range of Decals including insignias in sizes to suit all models up to 6 foot span. Numerals are also available in two sizes, 33/16 in. and 19/16 in. for M.A.A.A. registration numbers selling as separate numerals with the letters: M.A.A.A. available in a group only. Trade enquiries are also invited. With Decals available on this system the modeller need now only purchase the numbers he specifically requires. Thus eliminating the need to buy a complete sheet to use only 1/10th!

Just released is a new balsa stripper, far superior to anything yet seen on the Australian

market, being fitted with an X-acto blade instead of the usual razor blade and capable of stripping accurately strips to 3/8 in. balsa. Stocks are available to the trade.

PROTO SPEED PANS: As mentioned in the previous issue we have Proto Speed Pans (half pans) now in stock and now in stock are pans suitable for team racing.

In the kit field, the best value we have yet been able to offer is the Goldberg Falcon 56 for operation in single up to 6 channel radio. The kit features top quality die cutting, perfectly selected wood, first class plan with easy to follow directions, complete hardware, formed undercarriage and retails at the amazingly low price of £6/15/6.

We have in stock at the moment a large range of American stunt and radio model kits: Super Swoop combat models at £2/10/6 up to Orions (for multi radio operation) at £19/13/6.

Of interest to radio flyers, we now have Taurus plans with slightly modified construction to eliminate the need for moulded spars, etc. Another radio kit of interest is the De Bolt Perigee due to arrive into stock very soon.

For those modellers interested in Carrier Deck flying we now have supplies of the Sterling Grunman Guardian kit and, of course, the J. Roberts Control System.

"DOWN THE TRACK"

The Hobby of Miniature Motor Racing

(BY JOHN DE HORNE)

"THREE—TWO—ONE. Green Light! Accelerate with rubber screaming, away and up the straight, ease down now. Power on to hold drift, accelerating smoothly out of the wide sweep, and into the Esses. Skilful handling counts here. Watch this bend! Ease power. Power on and off with quick stabs and away again into the downhill straight."

I am no millionaire, but I have just driven a 1962 Ferrari 20 laps. Barry here owns his own Lotus 7—built most of it himself—yet it is still the fastest car on the track. All this has been made possible by Australia's latest, most thrilling hobby—miniature motor racing on electric slot circuits. You can own your own for under £20, including a transformer.

All over this wonderful country of ours, home slot racing layouts are becoming as popular as model railroads. Often the keenest model railroaders become "Slot Aces" and incorporate motorways into railway layouts.

CLUB RACING

Racing clubs are becoming very popular, too. In Brisbane, for example, we now have a Queensland Association, with which many clubs are affiliated. Our own club layout at Indooroopilly is 71 feet long, four lanes with automatic lap recording are incorporated. One good idea that has come forward from this club is a system of Bell and Lee TV twin pole sockets, into which each driver plugs his own speed controller.

Various scales are being worked on, but the generally accepted scale is 1/32nd. The basic principle is scrutineering for association events, is that the wheel base and track must be to scale, and the case must "look" like the specified prototype.

VIP CLUB SPECIALS

Many commercial cars are now being marketed both ready to run and in kit form. The latest VIP cars are club specials in BRM, Lotus, Cooper and

Ferrari. I have just test driven a club special Ferrari, loaned by the Brisbane Hobby Centre, and found it to be very fast. High scale speeds were attained, straight out of the box, without running in. With its very high power-weight ratio, the test car was a little hard to handle on corners with an on-off controller. I highly recommend that these cars should be handled with a variable speed controller. The Airfix standard controller produced good results. Experiments with weighting will result in better handling without appreciable loss of power. The new type pickups attached to the steering are longer wearing and much more efficient than the standard VIP type, and the new solid guide pin is a big improvement on the "twin peg type". The Comutator appears to have been tuned and polished, and, on all cars tested, this resulted in negligible comutator brush "Bounce", which, of course, detracts from torque output. With the new soft tyres, and conical back axle crown wheel assembly, these cars are well worth the 89/3 being asked in Brisbane hobby shops.

NEW IDEAS

Constant improvements in both commercial tracks and cars, have made miniature motor racing the most widely accepted new hobby in years. Track accessories now available include four or six laning, chicanes of two types, flyovers and other bridges, leMans starts, starting grids, banking strips, and a multitude of scenic accessories. It is good to see a fine hobby making such a grand impact on the Australian market.

Victorian Team Race Championships

Class 1 and Class 2, Proto Speed.

Class 3 and ½A, Team Race.

Class 2 and FA1, Team Race.

(BY DAVID KIDD)

These events in the State Championships were flown on June 30 in bitterly cold and windy conditions. Rain was forecast for the afternoon, but fortunately it held off and allowed all events to be completed in good time.

First heat of the class 3 team race provided a spectacular display, with the evenly matched models flown by Tony Cincotta and Bill Evans having a real ding dong battle. Both planes were regularly passing the opposition, so they had a legitimate excuse for flying high, but when first one, then the other would climb to about 50 feet to overhaul his opponent, the situation was obviously getting out of hand. At one stage the event looked more like combat than team race, and both would have been disqualified on the spot had the rules been rigidly enforced. This state of affairs did not last long, however, as Bill's model suffered a misfortune at the first pit stop, but it certainly added excitement to proceedings for a while. As things turned out a final was not flown, as the Cincotta-Wilson-James team was the only one to qualify, and was declared the winner.

A similar thing happened in ½A team race, in which Brian Deason's neat little model was the only one left to contest the final. This is rather surprising in view of the enthusiasm shown for the event last year, but it must be admitted that the smaller models do not handle rough flying grounds or turbulent conditions nearly as well as their larger brothers. Over the years F.A.I. and class 2 models have proved the most popular of the team race classes, and there seems to be every indication that they will remain so.

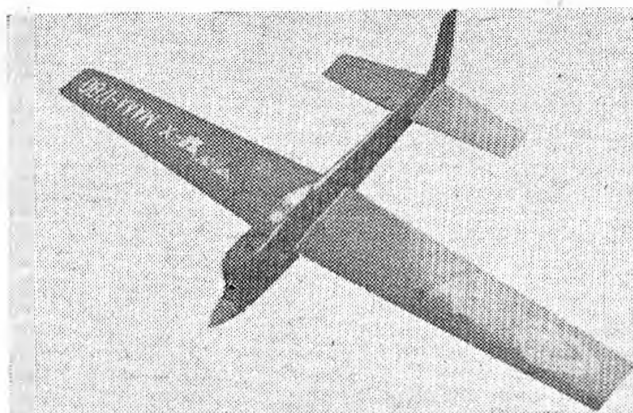
Over in the speed circle, Andrew Kimonides set the ball rolling with flight of 105.9 m.p.h. for the standing mile in class 1 proto, with his hurriedly prepared K. & B. 15 model. No one managed to beat this during the afternoon, not even with a class 2 job, which just goes to show what a real racing motor can do. Second place went to Kevin Fryer, who turned in 86.6 m.p.h. with a Rossi Super Tigre.

Several team racers were flown in class 2 proto, but they seemed to have troubles and could not match it with the true proto models. A battle for the lead ensued between the Rice-Holtham team and the Kimonides-Kidd team, each beating the other by fractions of a second on successive flights, until finally the number of attempts ran out and the latter team emerged the winners with 102.9 m.p.h. At one stage Kevin Fryer gave the experts the fright of their lives by turning in better than 119 m.p.h. with his Dooling, but his lines were later found to be about 10 feet too short, which, of course, scrubbed that flight! He had tuning troubles on later flights, thus allowing the Cincotta-Wilson-James team to fly their team racer into third position with 95.7 m.p.h.

Most outstanding fuel of the day was undoubtedly Fox Blast—almost everyone seemed to be using it, and it powered the winners in both speed classes.

CLASS II F.A.I.

Flown off at Albert Park on July 28, both these events attracted a good entry and provided an enjoyable day's racing. Only thing wrong was the weather, which was bitterly cold, with a strong and gusty northerly wind, but then what can you expect in the middle of winter?



Andrew Kimonides' veteran class 2 proto model won again this year with a leisurely 102.9 m.p.h. Used O.S. 29 for power, as did the other place-getters.

Many of the F.A.I. models looked as though they had been built overnight, and had performances to match, but the final three turned on a good race considering the conditions. Brian Deason's well finished racer scored an apparently effortless victory. His engine tune and pit stops being first class and never taking more than three flicks at any stage. His model was quite light, using a built up silk covered wing, and was very similar to his class ½A winner.

In class 2 everybody seemed to strike trouble, and eight minutes remained unbroken all day. (Disgusting!). Tony Farnan made his first appearance on the control line scene for many, many months to set the fastest heat time with an antique model, which has been lying around unused for years. Not particularly fast, but monotonously consistent. Peter Ellis also put in an appearance with a very potent looking racer using an O.S. 29X running on pressure feed. Unfortunately he did not have time to sort out his plumbing troubles, and was reduced to spectator status without putting in a decent run.

Regular finalists, Lawson and Fryer, and the Cincotta-Wilson-James team managed to qualify for the final, although Tony Cincotta is reported to be still lying in hospital like a beached whale, and in his absence young Gordon James flew the model. The team of Holtham Kimonides and myself made the fatal mistake of allowing our model to be photographed before the race, which jinxed us for the rest of the day and resulted in an endless string of troubles, although at last we, too, managed to scrape into the final.

The final resulted in a very close struggle, and was all the more exciting because it was flown in semi-darkness. Our "Galaxie 2" led for the early part of the race, but a lousy second pit stop allowed the magnificent red "Jester" of Wilson and James into first position, and from then on there was no catching it. Fryer and Lawson were third, consistent as always, with Tony Farnan a bit slower in fourth place. Without doubt this was the best final of all the team race classes at these State Champs., as all models were evenly matched and less than 30 seconds separated first and last place-getters.

Letters To The Editor

We all read with interest the comments in the last issue of Model News regarding the way public interest has fallen off in the Model Aircraft field and the reasons given in this article seem to be very true.

It is the modellers, not the general public, that are causing the slump in interest. If we advertise these shows and try and cater a little more for the general public then we will be able to regain some of the lost publicity and prestige. Very little is done in this regard at the moment in Victoria and I have no doubt that this is the same in other States.

No matter where or how hard one looks in the Victorian newspapers it is not possible to see any coverage or results of the Victorian State Championship events run in Melbourne which is a bit of a nuisance to the country bods who would like to know who won what and when. (My humble apologies to the V.M.A.A. for the dig but it is the truth). The Press is only one of the many mediums we have at our disposal and in our area we try (?) to use it to the best advantage that we can. Country newspapers are, most likely, easier to get along with than their metropolitan counterparts but we have found the coverage of contests, etc., that they have given us a great advantage in keeping up the interest in the clubs throughout the area.

F.W.D.A.A.

Having read the thoughts on what should be done to boost Aust. aeromodelling I think I can agree with most of what was said. Taking team racing for example, there is no sense in duplicating the event 3 or 4 times just to provide a variation in motor and model sizes, as is done at present. This system results in many poorly supported races, none of which are very inspiring to watch, whereas if all our talent was concentrated in one or two classes the resulting spectacle would be much better and the competition keener. My suggestion is that class 3 and 1A be dropped as soon as possible, and many more meetings held for the classes which remain. It is too easy to lose enthusiasm if there is a long lag between one race and the next, as is shown by the present stagnation in activities.

Some people might say that only one class of team race should be retained, but there is a good reason why both F.A.I. and class 2 should remain. The former is dominated by diesel motors whilst in class 2 the glow motor is supreme, and this difference leads to considerable variation in techniques. Both types have their merits, and it would be a pity to eliminate either one.

I can see no point in introducing a special class to attract the sport flyer, because any such event would quickly become dominated by a few experts, thus giving the newcomer as little chance of success as at present. This has already happened to Rat-Racing in America, and I am against the introduction of this form of second class team race as it only tends to undermine the strength of the original events. The best way of encouraging newcomers is to fly to the existing rules, but restrict the entry in some comps. so that beginners are not always matched against the seasoned experts. The junior team race at our State Champs. does this effectively, and so do inter-club competitions, where the entry is automatically restricted. Possibly the introduction of junior, senior and open classes, as has been tried in America, could be the answer.

Yours sincerely,

DAVID KIDD.

M.A.A.Q. "SILENCE STUNT" CONTEST TO BOOST ACTIVITIES

Serious discussion has taken place at M.A.A.Q. meetings about the holding of a "Silenced Stunt" contest to introduce the benefits and privileges which may be restored through the use of silencers.

While it is no trade gimmick to sell silencers, it could be a gimmick to get clubs back on flying fields closer to home.

M.A.A.Q. PRO has been discussing in advance of this possibility the prospect of soliciting adequate trophies to induce members to participate. Arthur Gorrie, sec. of N.M.A.A. has stated that should he be able to line up adequate and attractive prizes for such an event it will be handed over to M.A.A.Q. for acceptance and conduct.

Stunt enthusiasts in the M.A.A.Q. are well advised to prepare for such an event.

Club members discuss this matter freely and make your opinions known to the M.A.A.Q.

A Silenced Stunt Contest could be closer than you think. How about it stunters. Interested in picking up a decent prize and assist us in proving that control line flying is worthy of a place to fly "inside" civilised areas. We are working on it. Only fliers can put our argument across.

ARTHUR GORRIE.

Book Review

HAWKER HURRICANE TECHNICAL MANUAL

Review by Bert Ronke

This manual, from Kookaburra Technical Publications, is easily the best I have seen, and is well worth having whether you are a scale modeller or a data collector. The text is first class, by Francis K. Mason (A.R. Ae.S.), and the 16 page booklet is edited and published by well-known Australian modellers Geoff. Pentland and Tony Shennan.

The drawings by Tony are really tops, revealing unheard-of structural information and with no less than five full side views of variants. The line of these drawings is a little on the thick side, thought this is compensated for by the wealth of photographs which amount to 30, including three of the cockpit details.

I could go on indefinitely about the technical information. For instance, did you know that the Hurri was longitudinally unstable whilst carrying 90 gal. drop tanks; or R.P.s and 1 x 90 gal. D.T.? I didn't either.

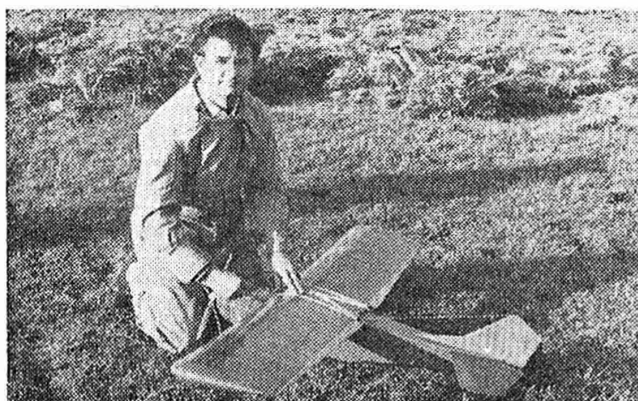
This is the first time an Australian modeller has gone in for such a thing and it proves that Australian talent is as good as overseas. In fact, it has to go overseas to be recognised.

The Hurricane should sell at about 8/- in Australia containing 16 pages 10 x 6 1/2 ins. The drawings are across the two centre pages.

Information is that this is the first of a line of famous wartime aircraft, to be followed by the Boomerang which will be at least as good as the Hurri. I have had an advance peek at the drawings and all I can say is, Wow! The Boomerang and the following booklet, the P-38 Lightning will be enlarged to 24 pages. This first issue was published in Victoria, but subsequent ones will be done in the United Kingdom.

Others to follow: Bristol "Brigand", Commonwealth CA-12 to 19 "Boomerang" Hawker Typhoon, North American P-51 "Mustang", Lockheed P-38 "Lightning", Bristol "Beaufighter", Vickers-Armstrong "Spitfire".

CLUB NOTES



Brian Horricks with his 10 Channel Deckatone Multi. Brian, the Gold Trophy winner while in England, has taken up Radio Control since returning home to South Australia.

(Photo John Wallon)

QLD. NEWS

Arthur Gorrie, P.R.O. M.A.A.Q., reports that the trophy list for the 1963 Queensland Model Aircraft Championships is tremendous evidence of the confidence which the model trade throughout Australia has in the ability and integrity of the M.A.A.Q.

Frank Hettrich, M.A.A.Q. President, and Arthur Gorrie have been approaching practically every firm with which Gorrie's deal. Arthur feels that as P.R.O. of M.A.A.Q. he has used both positions to the advantage of the aeromodelling movement in Queensland. Frank assures that without this assistance the trophy list would be nothing like it is. Through approaches made to Arthur's contacts a trophy list of £130 has been compiled.

This list does not include trophies made by individual members, such as the McKellars and Les Searle, which were given very early in the piece.

Alf. Villanova, Secretary of the Sandgate Thunderbirds, has been working with the authority of M.A.A.Q. to make approaches to his contacts. In his own quiet way Alf. is chalking up an impressive list.

Frank Hettrich buzzes around in lunch hours following up some of the letters which he and Arthur have sent out.

Rob Edgerton, Acting Secretary, has done a sterling job of preparing practically all flight cards and sheets and a most creditable job. Good to see some of the keen workers take a few of the prizes in the competitions. They usually do not have much time to build.

If ever there was a year to fly competitively in Queensland it was 1963.

Pre-nationals leaflets received by M.A.A.Q. and Arthur Gorrie have been distributed to all affiliated clubs. The M.A.A.Q. no doubt will again offer to subsidise any members penalised by double entry fee. M.A.A.Q. members are Nationals minded. This has been proved, and the Association will do all it can to encourage members to go—but as Queenslanders.

B. Amies, Treasurer of the M.A.A.Q., has done a considerable amount of field work when not flying himself and his sincere, reliable attitude to the

welfare and stability of the M.A.A.Q. has contributed in no small way to the successful co-operative spirit with which the M.A.A.Q. functions.

The committee on the whole is strict about policy and financial matters, but all clubs are happier about this attitude. The association is financially sound and looks forward to early preparation for 1964 contest season.

Mrs. Frank Hettrich, wife of the President, now always present on flying days assisting with the clerical checking and recording. Reliable helpers are scarce and appreciated.

N.M.A.A. NOTES — POWER SCRAMBLE

Following the tremendous upsurge in interest in free flight in S.E. Queensland, the Newtown Model Aero Association put on a power scramble day for its members during the control line section of the State Championships.

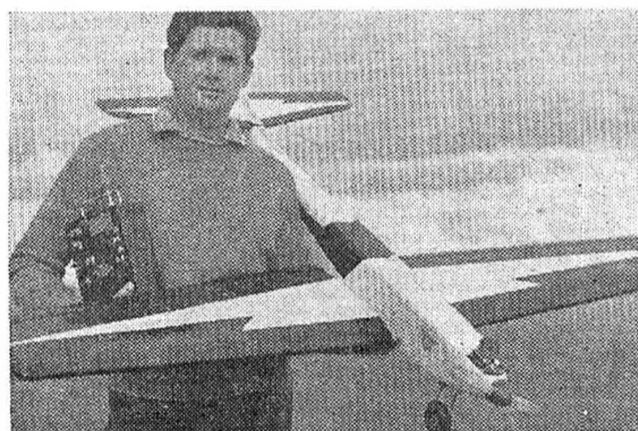
Interest in free flight has never been higher and jokingly members turned up to show Allan Bettens how a scramble model should be flown. Allan won the State Championships scramble event.

With moderate breeze and not enough spare bodies available for runners, these were dispensed with but grudgingly.

Results: A. Bettens 1st, 973, no runner, Mills 1.3; B. Dent 2nd, 808, no runner, Mills .75; A. Gorrie 3rd, 709, no runner, and no energy, Mills 1.3.

May we state that the absence of a runner kills the event, the interest and we are afraid — the contestant.

As Arthur Gorrie states "No matter how good the model — old, short legs will never beat long, strong, young ones". As Shakespeare once said, "Ain't it the truth".



Doug. Murray, Multi Champ, from West Australia. Model is a Nimbus, has had over 150 flights. Claims the best he has ever flown. O.S. 10 channel gear. Doug's method of testing for temperature. "Hook up Tx and Rx, place both in can in the sun in ten minutes the temp. had risen to 120, which was as high as the thermometer went. I shifted the thermometer into the shade and let the gear get hot. Temp. went to about 140, the thermometer went to 114 in the shade. Gear was almost too hot to hold. Everything worked perfectly. No temp. problems which is very important to us here in West Aust."

Jack Richter and Lionel Perron with George Eberhardt Snr. and Junior gave some radio flights in conjunction with the scramble day. Other radio fliers from other clubs also blew down for the afternoon.

It is rumoured that 2.5 combat as flown for the first time in Qld. Champs. is an unqualified success. Undercart optional. 52 ft. 3 in. lines. Participants reckon larger size combat models "too slow".

(A. Gorrie)

TAMWORTH M.A.C.

It's marvellous how the weather has turned against us. No matter how good the week days are, you can always rely on an unflyable weekend of late. For this reason most of our flying has been done indoors at the "Poisoned Water Hole".

The builders have taken advantage of this situation however and have been progressing in anticipation of better weather ahead. Amongst these are Terry Newman who has developed a crush on rubber powered models. This boys' construction and finish is a joy to behold and the models really live up to their looks. To date however he has been rather lax with his D/T arrangements which explains why he is continually at the building board.

Brian Potter's efforts seem to be directed at completing a new stable of models for the forthcoming Nats. in South Australia. However, I have heard a whisper that the radio boys are in for a shock as rumour has it that he has smuggled a "Junior Falcon" into his workshop and is building furiously. Hasn't done any R/C flying since "Gramps" passed on but showed quite a bit of promise up to that stage so he could be a force to be reckoned with in the future.

The radio boys have been very quite over the last two months but it is good to report that they too are furiously preparing for better weather. Bill Burke has been using his new "Matador"- "Midas" combo for some time now and reports that this gear is all one could wish for. His "White Cloud" went out in a blaze of glory recently through no fault of the gear however. Seems that it is useless trying to pull out of a dive with "up" trim especially when it is not connected. The "Matador" transmitter is so small compared with a conventional hand held type that one has a little difficulty sorting out the buttons for a start.

Don Farrell has a Sterling "Spitfire" well on the way to completion. Just watch the scale fans drool when this model is finally aired. It will be equipped with a K. and B. 45 and controlled by Don's "Matador-Midas" combo with Bonner Transmitters which are at present in a "G. String".

Charlie Willis and Allan Wall have finally received their R.C.S. pulse gear and a test flight is eagerly awaited as this is the first pulse setup we have ever seen. The gear looks really good being most functional in appearance and obviously a lot of work has gone into its development. It should present us with a whole new concept in single channel flying.

Allan has also received his new "Pioneer" receiver and by the time this is printed will have launched it in his "Nomad" powered sailplane.

Dave Eckersley's "Blister" has proved that while being fast and furious, was a worthwhile project and he is considering redesigning it along more conventional construction lines. He is also considering building Tom Prosser's "Penetrator".

As a final word, keep the dates 28th and 29th September in mind. On this weekend Tamworth Club is organising a radio field day. This will consist of mainly informal fun flying with very

little emphasis on pattern flying and we would sure like to see as many radio bods as possible attend. We have sent out circulars to everyone we could think of but may have unintentionally missed someone who would like to attend. If we have and you would like to come, why not drop a note to the writer as soon as possible for full details?

BILL BURKE, Box 125 P.O., Tamworth, 4N.

MARCS NEWS

The Marcs recently held a single channel day at Boundry Road. The field was pretty well soaked after the recent rains and some had difficulty in taking off. There were 14 entries.

Results: 1st, Noel Fell, 371 points. He was flying a Viking. 2nd, Ian Watts, 295 points, with a Marcsman. 3rd, Anthony Walsham, 243 points, with a model of his own design.

The Marcs held their annual general meeting at Rothman's conference room, and what a room, carpet up to your knees, air-conditioning, etc.

Office bearers elected as follows: Ian Watts, President; George Mallett, Secretary; Ken Borden, Contest Director, and Les. Caulfield as Safety Director.

Ken Bowden, as contest director, heads a contest committee to organise and run all contests.

Ken has made a large clock to record flight times. Attached to each side is a progressive score sheet to keep an up to date record as the competition proceeds. This was used at the single competition and worked very well.

Geoff Tuck finally wrote off Old Bertha the other day. It stuck on rudder and spiralled in from 400 ft.

IAN WATTS.

GRIFFITH M.A.C.

We intend to hold a gala flying day at Griffith during October. All clubs and other districts invited. Hope to keep three Control Line circles going all day.

We have decided to keep our Rat Race competition running for another seven events. It has proved very popular. Speeds have worked up through the sixty and seventies to the eighties and it will soon need 90 m.p.h. to win.

Election of officers: C. Campbell, President; W. Gregory, Secretary; S. Hample, Treasurer; G. Flood, P.R.O.; P. Rangott, Safety Officer.



Bruce Bartholomaeus, an outstanding single channel flier from South Aust. The model is a Hustler and we have heard that this model is to be fitted by Aero-flyte as an addition to their popular range of kits.

Aeromodelling is very strong in Griffith and we are looking forward to seeing the boys from Yenda and Darlington Point.

Standard of flying has improved out of sight in the last six months, with interest in all classes. Although Free Flight is the orphan at the moment.

THE ADELAIDE RADIO CONTROL SOCIETY (THE A.R.C.S.)

This comparatively new and progressive group is South Australia's only R/C club, and is expanding very rapidly, both in membership and scope of activity.

Formerly the group had been meeting in private homes, but it now holds regular monthly meetings in the Better Hearing Society Hall, 59 Wright Street, Adelaide, every fourth Friday in the month.

The club recently received an invitation from the Royal Aeronautical Society of South Australia to lecture on all phases of radio control aeromodelling. This is to be delivered by senior club members, using models and 35 mm. slides.

Doug. Saxby gave a sneak preview of his latest multi job at the last club meeting. It is a beautifully constructed and finished Taurus, using an O.S. .45 motor, custom built radio gear, and five Bonner servos. These give rudder, elevator (and trim), aileron, motor and wheel brakes operating on full down elevator. He is awaiting Customs clearance on the conversion gear to effect Transmites out of his Duramites.

A trip is planned in July to the proposed flying areas near Strathalbyn, which will become the venues for the forthcoming Nationals. A report on this will be published in our next issue.

Yet another trip is being organised to visit the Gawler Airfield to exchange views with several Soaring Club members, who are themselves active with large sized R/C gliders, and it is hoped to be able to do some flying whilst there.

The A.R.C.S. are planning a publicity drive now that it is fully established, to increase its present membership. Applications are invited from serious modellers and enthusiasts throughout the State, and details will be gladly supplied by the Secretary, Mr. Don Halls, of 33 Market Street, Adelaide, S.A.

THE HOLDFAST M.F.C.

This club, affiliated to the S.A.A.A., numbers over 60 members, whose ages range from 14 to 47 years.

It would be the most active in South Australia and are at present flying off heats in club competitions, with the view to presenting strong contenders for the forthcoming Nats.

Flying is carried out at the club's flying field each Sunday afternoon, and they also fly C/L only on Colley Reserve, in Glenelg on the seafront, on the first Sunday afternoon of each month.

An interesting feature of this club is the encouragement given to its members to use Silencers, having regard to the generosity of the Glenelg Council.

Over one-third of its active C/L fliers use silencers already, and the club officials are aiming to achieve a 100 per cent. figure. In view of the obviously precarious situation in which most aeromodelling is considered by councils nowadays, this is a very commendable project.

A census taken at one of the club's recent meetings, which, incidentally, are held on alternate Friday nights in the Glenelg Town Hall rooms, proved to be most interesting.

This showed that nowadays, just no one favours Team Racing. Control Line flying proved most popular, being equally divided between Stunt,

Combat and Sport flying. Several of the club's members distinguished themselves at the last Nats. as place getters in the Junior Combat section.

Free Flight comes next, but because of the club's flying from a racecourse, only small models are suitably safe. There are, however, several of the older members who prefer large Free Flyers and Sailplans, the Radio Control section being competently headed by Roger Duance. He represented S.A. in this section of the last Nats. in N.S.W.

These latter three groups are to be seen regularly on Sunday mornings at the Elizabeth flying fields, 18 miles north of Adelaide, and often in the Reynella and Happy Valley areas to the south.

Turning to power plant preferences, it was found that whilst most members possessed Diesels, Glow-plug motors were the most popular. Beginners invariably start on Diesels and graduate (?) to Glow. Everyone who flies uses Nylon Props, except perhaps the rubber enthusiasts, who nowadays form a very small percentage. Again, it is just the beginners who are included in this group. (Alas for those Wakefield Cup class enthusiasts).

Commercially produced kits are very popular, whilst many members design and build their own models.

Another very commendable feature at most club meetings is where members are encouraged to bring along their semi or finished models.

These are inspected by a competent senior, who then constructively criticises each model before the members, and at the same time assist with advice on how to avoid the faults concerned.

The owners welcome this, since it is done in a very friendly manner, and it never causes resentment. Perhaps other clubs might consider this highlight at their meetings if they do not already do so. Of course it naturally follows that all the good points of design and construction should receive compliments.

Juniors and beginners are always helped by the experienced, both at meetings and on the flying field—something which is so easily overlooked in the enthusiasm of the hobby.

Prospective members should contact the Club Secretary, Mr. Peter Lyas, of 106 Avenue Road, Clarence Gardens, South Australia, for details of the Holdfast M.F.C., who extend a very cordial invitation to all interested.

BENDIGO MODEL FLYING CLUB

The above club, together with the M.A.R.C.S. Club of Melbourne, recently held a full day's R/C flying at South Leichhardt.

At present Bendigo can only field three R/C fliers, but this number is sure to increase as a result of the day's outing.

Most modellers had an excellent day's flying, but there is always those who thrill the crowd by doing what which all modellers try not to do—see which is tougher model or Terra Fima. Naturally the ground wins as always.

Outstanding flights were by :

Jack Bone with a modified Astro Hog 10 channel.

Jack did everything a full size plane could do and the old Astro Hog looked more like a Mustang in the air.

Geoff Tuck's Old Bertha is starting to look its age. It could be operated either by engine control and rudder only or by rudder-elevator only.

This time it was under engine rudder and could really fly slow into the stiff breeze. So slow in fact that while under low power it would hover over the crowd at a height of 15 ft., then slowly

similar models. In spite of this they were fairly well matched in the air. While the standard of combat achieved was not at all high, much fun was had, and much matchwood was produced. Bill Smith was the winner with his fast Fox 15x powered. He was followed by Paul Watts and John Williams.

For many, this was their first attempt at competition flying. The lessons learnt will help them to make future club competitions more closely contested.

DONCASTER SCHOOL HOBBIES EXHIBITION

The above school recently ran a hobby exhibition and a big group of Eastern Suburbs fliers lent their support to the static display for a couple of days and the flying secession on the Saturday.

The display of models and engines was first class. All types of models were entered, finished and in various stages of construction.

John St. Clair's engine display was most interesting and covered many, many engines that have not been seen for many years.

The condition of the school ground limited the flying display to large stunt models, as it was too rough for Team Racers or speed. Most of the Stuntmasters flew from 10 a.m. till 5 p.m. non-stop. They gave exhibitions of precision stunt flying, formation stunt flying. The combat was mock combat, as the models were too valuable for the real thing.

The Radio Control boats in the school's swimming pool were a big hit with the crowd.

We saw quite a number of old time aeromodellers, some of whom are now parents, get the climb away under full power.

Anthony Walsham put on a great display of aerobatics and thrilled the crowd with his spot landings a few feet from himself. His model was an O/D with an O.S. 15 speed controlled engine.

The big crowd that turned up was the best reward anyone could get. They were both pleased and amazed with what they saw.

Our club event for July was for F.A.I. Team Race. Brian Deason took out first place with an Oliver powered model of his own design. Trevor Doran followed him home with an O/D powered by an OS 15. Minor place went to Peter Gallagher's Eta 75D powered old faithful.

But the big event of the month was the marriage of our Secretary, Brian Deason, to Lois Maskell. Members of the club formed a guard of honour and models were held high to form an arch for the couple as they left the church.

JOHN POWER.

RYDE M.A.C.

The Ryde Aeroplane Club recently held its first club competition day for some years. In an effort to encourage the less experienced fliers, stunt and combat events for 2½ c.c. only were held. A simplified stunt pattern was drawn up, which included a crash as a scoring "manoeuvre" as an alternative to a landing.

This event was easily won by Stuart Sherlock, flying a nicely finished Aeroflyte Kittyhawk. Second was Chris. Lloyd-Green with a Frisky helped (?) by scoring crash points when the motor cut at the top of a loop. John Williams was a close third with an own design model.

Combat was remarkable, both for the variety of models and for the improbability of the manoeuvres seen. No two of the eight entrants had

old gleam in their eye at both the flying display and the flying circle.

Seeing such things after years away made the old bug bite again. The whole thing was a huge success and there is talk of making it an annual event, as it proved such a good fund-raiser for the school.

Bet aeromodelling gains some old hands because of it.

CENTRAL WESTERN CLUB NEWS

The Central Western Hobbies Club has been in operation now for six months, and we have 40 members. The club, after trial and error system, has decided on flying at the now disbanded aerodrome at Bloomfield. Our main following is for Stunt and Combat flying. As Jim Louick is instructor and Jim has been the past N.S.W. Stunt and Combat champion and is possibly the reason for the following at the present time.

Radio Control is now coming into force, and the help of Tom Prossor, from Parkes, who needs no introduction as the current Australian Multi-channel Champion. This form of aeromodelling is slowly gaining in interest. We also intend in the future to take into model trains, cars and boats. Up to date we have made no progress in these hobbies.

The surrounding towns are also becoming quite strong in aeromodelling. Cowra, which is 50 miles from Orange, has recently formed a model aircraft club. Their main interest being R/C and Control Line flying. Ray Howarth is secretary of this club.

Molong, which is 20 miles from Orange, has a very strong club flying on the local sports oval. Their main interest is Control Line flying.

We are very interested in more members joining our club. If any persons in the Orange district wishing to join our club may do so by contacting Bob Russell, 320 Summer Street, Orange.

CLUBS NEWS FROM STUNTMASTERS, VICTORIA

Encouraged by the success of the Freshman's Stunt event in July, the Stuntmaster's Club is now going for the big fish. On November 10 the club will be staging a Stuntmasters' Championship at Moorabbin Airport. An advance entry, accompanied by 5/- fee, will be necessary, and this is non-refundable in the event of scratching. Valuable prizes, appealing to the long suffering wives in one instance, have made this necessary. So far the prize list consists of an 18-piece tea set for that afternoon's entertainment and a Merco 35 stunt engine for the afternoon's flying. It is intended to gather some other good items.

This will be a high class contest for high class stunt fliers and the American A.M.A. pattern and scoring schedule will be used. Entries can be lodged with K. Dowell, Hon. Secretary, Stuntmasters, 161 Station Street, Box Hill, Victoria.

Another event with a difference is scheduled to be run as soon as the calendar permits, probably early in the new year. Seeing old time free flight is the thing the Stuntmasters have decided. Old time stunt would be full of possibilities. This event will be restricted to pre-1950 design stunt models, unflapped, and bonus point will be allocated for period or ignition engines. The pattern will probably be of 1946 to 1948, either A.M.A. or S.M.A.E. So if you have any plans for Super Skylarks, Kan-Doos, Super Zilches, etc., or any Super Cyclones, E.D. Diesels, Frog 500's or such, here is your big chance to justify their existence. More on this later.



Arthur Gorrie's two sons inspecting models used by Arthur at the recent Qld. C/L Champs. ("Telegraph" Photo)

CASINO M.A.C.

After a long period of aeromodelling inactivity at Casino, the few enthusiasts have kicked off for a new start in modelling.

The club has a membership of approximately 20, of which there are seven senior members. The majority of the club is under 17.

Some of the members, who are mainly Control Line flyers, are showing some great promise, although they do not have a great deal of experience in the field.

The election of officers resulted as follows: President, Hal. Pierce; Secretary, Wyane Lodington; Treasurer, Ron Glasby; Contest Advisor, Neville Blenkie; Publicity Officer, John Thomas.

The first outing of our club held for Control Liners was a real success, and £20 was raised by a local charity at this meeting. Since then we have had several other outings for the senior members, who are mainly sport free fliers. Mr. D. Senze and Mr. Hal Pierce, who both own scale Pipers and scale Tiger Moths, fly regularly at these meetings.

Our club wishes to thank the committee of the Northern Rivers Aero Club for the use of their buildings at Casino for our fortnightly meetings. This has been a great deal of help to our club.

JOHN C. THOMAS.

BRISBANE AMATEUR RADIO CONTROL SOCIETY

From N. McGregor

The annual general meeting conducted by B.A.R.C.S. recently coincided with and marked the first birthday of this society, and following the president's address the election of officers for the ensuing twelve months resulted as follows: President, Mr. J. Mulcahy; hon. secretary, Mr. J. H. Hornibrook, Ellerdale Street, Aspley (other clubs please note); treasurer, Mr. F. Hettrich; P.R.O., Mr. N. McGregor.

Various sub-committees were also formed to carry out necessary duties connected with field maintenance, runnings of contests, etc.

Two applications for membership were unanimously accepted and welcome was extended to Mr. A. Haseler and Mr. A. Feidler. A magnificent supper was prepared by Mrs. J. Hornibrook and justice was duly done to same by all present.

It was generally resolved and accepted that more significance should be given to inviting other radio flyers to participate in friendly flying outings at our Bald Hills flying field, and should any other club member be interested in attending please raise the matter with your secretaries. We are particularly keen to accept any such invitation also.

One such club recently accepted an invitation and we were pleased to welcome V. Miscampbell,

John Stacey, Les Speight, Royce Herning and their many assistants from the Toowoomba Club, all sporting various types of radio ships which handled the rather windy conditions quite well. Jack and Jeff Simpkins, two additional visitors from the Brisbane area sported a Midget Shoulder Wing Aircraft with an O.S. Pet up front, and suffice to say that the radio gear must have been working overtime to cope with the fantastic unplanned first flight manoeuvres of this machine. It landed safely and in one piece.

In the recent Queensland Championships held at Beaudesert on Sunday, 30th June, the first three placings in single channel radio went to B.R.A.C.S. members, likewise first and second place in the intermediate event. Not a bad effort for a club just over 12 months old. It is worthy of note that bad luck appeared the order of the day for Jack Richters 61-62 Queensland champ. for in his efforts to retain the coveted crown he wrote off a new Super 60 and a very much battered Electra. The latter machine ploughing full bore into the only obstruction in the mile square field, viz., a windmill! So much for those nominated spots, Jack. Anyhow, better luck next year.

NOTES FROM F.W.D.A.A.

At the 13th inter club contest held at Mumbannar there was very little new in the field apart from the fact that Millicent has now entered the team race field and if they continue to improve like they have done then it will not be long before such big names as Glenelg, Hampden and Border find themselves taking the minor placings behind the youngsters from Millicent. The only model to gain any note at the contest was the "Ares" built by Assoc. chairman, Les Ball. It is a pity that Les never gets around to being able to fly a stunt pattern, or for that matter any part of it, as the model is undoubtedly an extremely good one and we all would like to see it really put through its paces.

General flying at this contest was not up to an extremely high standard and no records were broken — not even cracked for that matter — but all those that attended had a top class time and a very happy Hampden club managed to waltz off with the Casterton Cup (highest aggregate points) well in the lead of Border who held it previously and Glenelg even further back in third position.

Talking about models (or were we) we have been informed that Les Ball is at the moment working on the Stirling kit of the "Spitfire" stunter. We hope that he learns to fly it as otherwise it will be a great loss of much time and energy not to mention a very nice stunt model. Also from Glenelg club we hear that Alby Johns is working on a new Class 2 T/R job which is a little different from the rest he has built in the past. Alby was only recently married so how he finds the time is a miracle to us.

Over the border in S.A. we find a lot of interest in stunt in the Border club and their members have come up with some very nice models in this class. It is believed that Jeff Mackereth is doing a good deal of practice and has his eye set on the junior event at the Nats. — let's hope he does well. Rob Millhouse is still working on the team racers and will be sure to have something up his sleeve for the next inter club contest.

Apart from the usual control line contest models we have heard that there is a growing interest in radio in the Hampden and Koroit clubs down by the sea. The same applies to the Minnamite club where it is rumoured that Jack Woodburn has invested in a multi channel job (10 of

them were are told) so if this is true we all look forward to seeing Woody in action pushing buttons in the not too distant future. So far he has chickened out of giving us a demo.

Lyall Sharam is back in action in the Coleraine area and will add some interest to the contests with some more of the odd (?) models he comes up with from time to time. Best of luck Lyall and I hope that some of them work.

Well that's the lot for now — see you all at the Nats.

TENSIX.

STUNTMASTERS' CHAMPIONSHIP

Moorabbin Airport, November 10, 1963

Pre-entry fee 5/- (no refund)

A.M.A. PATTERN AND SCORE SCHEDULE
A top class Stunt Championship for Top Class Fliers. Valuable prizes, including an 18-piece Tea Set and Merco 35 Engine, run and sponsored by the Stuntmasters.

Entries to K. Dowell, 161 Station Street, Box Hill, Victoria.

MODEL AIRCRAFT KITS AND ACCESSORIES

Aero-Flyte Rambler, 29" W.S., 3.5-5 cc. C.L. Team Race Kit.

Aero-Flyte Valiant, 48" W.S., 3.5-6 cc. C.L. Stunt Kit.

Aero-Flyte Thunderstreak, 54" W.S., 3.5-6 cc. C.L. Stunt Kit.

Aero-Flyte Typhoon F86, 34" W.S. cc., C.L. Sun Kit.

Aero-Flyte Mustang Trainer, 18" W.S., 75-1.5 cc. C.L. Kit.

Keil Kraft Firebird 32" W.S., 2.5 cc. C.L. Combat Kit.

Veron Philibuster, 28" W.S., 1.5-5 cc. C.L. Team Race Kit.

Frog Spitfire, 24" W.S., 1.5 cc. C.L. Stunt Kit.

Mercury Monarch, 42" W.S., 2.5 cc. C.L. Stunt Kit.

Aero-Flyte Invader, 50" W.S., 1.5-2.5 F.F. x Radio Control Kit.

Full range of Model Aircraft Accessories, including Tanks, Props, Handles, Wires, Dopes, Paper, Cement Balsa Wood in all sizes, etc.

Agent for the famous Silvertone Transmitters and Receivers. In stock now the new hand held Transmitters. Other R/C Bits and Pieces include O.S. K1, KU, S2, Esc., Slide Switches, Jacks, etc.

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TOOWOOMBA MODEL AERO CLUB Contest Day,

Sunday, 22nd September, 1963

COMBAT: Per M.A.A.A. Rule Book, 1962-64.

RADIO: "Single Function", Round 1, M.A.A.A. Rule Book, 1962-64.

Round 11, as per Flight Pattern Sheet, by kind permission B.A.R.C.S.

Commence 10 a.m. Entry fees 3/- seniors, 1/6 juniors, payable to R. Hirning, McIntyre Street, Toowoomba.

NOVELTY FREE FLIGHT POWER: This event is a novelty event and no limitation on model, motor, size or design, with the exception of conventional U/C.

POINTS:	Max. Pts.
1 Unassisted Rog	20
2 Assisted Rog	10
3 Level and Scale characteristic Flight pattern under power	10
4 Glide	10
5 Landing (a) No nose over	10
6 Bonus points for landing within 50 ft. of given spot	20
7 General finish of model	30

CONDITIONS:

- 1 Take off point may be selected by contestant.
- 3 Three attempts at Rog will be permitted after which the model is to be hand landed.
- 3 Motor run should be such that the model lands within clear sight of the judges for landing points.

COMMENCE 10 a.m.

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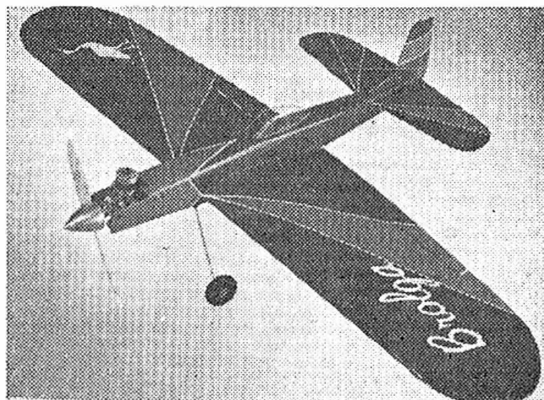
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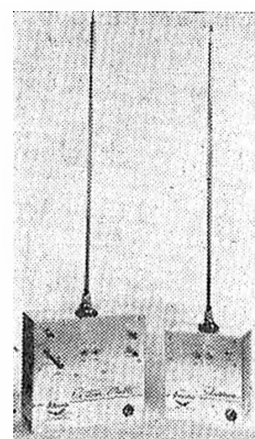
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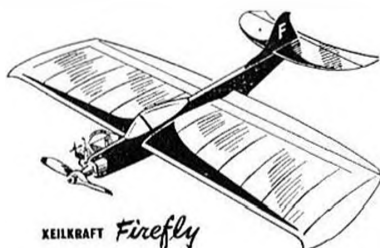
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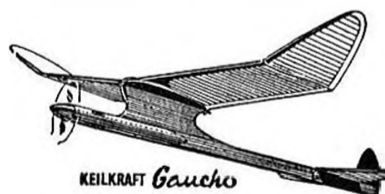
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