

AUSTRALIAN MODELLER MONTHLY

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Vol 1, No 2, February '74

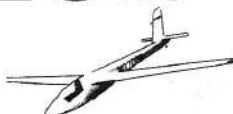
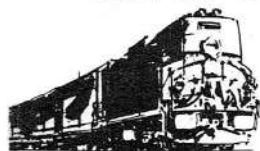
Photo: Courier Mail
via A. Gorrie



Michael Eastwood (age 11 yrs.), winner of Novice Pattern Radio Control at 27th Nationals.

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AUSTRALIAN MODELLER MONTHLY



VOL. 1, No. 2,

AUSTRALIAN MODELLER MONTHLY

FEBRUARY, 1974

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Deadline for all editorial copy for March issue will be 17th February.

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IN NEXT MONTH'S ISSUE:

Full Size Plan:
Control line Combat wing.
N.S.W.A.A. Contest Calendar.
List of N.S.W. Clubs.
Plastics Articles.

LIST OF CLUBS

We regret that due to the unavailability of some of the listings, we have held this over to the next issue. Instead, we are publishing the listings of the M.A.A.Q.

IMPROMPTU COMPETITION

It was announced at the Nationals Dinner that Russ Hammond (Hi, Russ, good to see that you are still around - T.) is prepared to make rough accommodation available to any modeller who would like to come to Coffs Harbour at Easter weekend. NO LUXURIES, BUT FREE!

Russ would like to see a collection of types of R/C modellers and some space is available for other types. An 11 acre lake is available and would be ideal for seaplanes or model boats. All are welcome.

Contests will be arranged on the spot, by whoever arrives, with whatever arrives.

Could be a heap of fun. Contact Russ Hammond, Hammond's Joinery Works, Coffs Harbour, for further information.

CO SECRET MODELLER

Now we know why R.A.A.F. Amberley became the site for the 27th Nats! The Commanding Officer is an old balsa, glue and razorblade man, who still hangs on to some of his stocks of balsa.

Air Commodore C. H. Spurgeon disclosed this well-kept secret when he opened the Nats before a responsive crowd.

The chief of the base said he was very pleased to see us; was in fact, privileged to play host to modellers from all over Australia.

The Commodore showed his skill at the controls of Vern Bunter's R/C pattern machine. He said later he felt the "stick" a little dead when compared with the full sized stunt.

Editorial

This our second issue of AUSTRALIAN MODELLER MONTHLY is slightly different to the last one. You will find that we have included a number of features that will interest the younger modeller. We have been rather horrified at what must be described as "post Xmas Blues". This is usually found in the children who were presented with nice new plastic ready-to-fly models by over-enthusiastic parents, or "Santa".

Recently, while visiting my local hobbyshop on December 27, I found myself assisting in calming an irate parent, and encouraging a despondent youngster. They had bought a ready-to-fly model, and full of enthusiasm, had gone out to the park to fly it. To their dismay and frustration, the engine was difficult to handle, did not run well, and the model seemed to lack power to get off the ground. The engine finally would not start. On examination of the battery supplied, it was found that it was quite flat, although the glo-plug head of the engine was OK. On turning the crankshaft, a tight spot was found, indicating possible bent conrod (caused by a hydraulic lock when the engine did not start).

Our happy hobbyshop proprietor did what he could, but it did the department store which sold the plane to the parents no good at all. The battery supplied by them was old, supplied from the U.S.A., having taken considerable time getting to Australia in the first place. The hobbyshop prop. sold the lady a new big dry cell of the telephone battery type. He tested the glo-head, and also



sold the lady some fresh, locally produced fuel. His advice was free. What a pity that this lady did not buy the plane from him in the first place! He would have directed her to a local club, or someone who could have assisted them to get the plane flying. I have no axe to grind against department stores, but surely than can find someone to expertly advise their customers? But for the helpful hobbyshop prop. this young lad may have been just another disgruntled would-be modeller who gave up.

Modellers, there is a crying need for help for the youngsters. Once that first flight is accomplished, they are eager to model further, and to progress to built-up balsa models. A plastic model is a fair beginning, provided that the flying is well supervised. I also appeal to parents to ask at a hobbyshop for someone who may live nearby to assist. I need hardly comment though that the hobbyshop proprietor may not feel too kindly to assisting in service for a model bought elsewhere. Tough, but he's only human. The store that sold the plane needs to be shaken up a little really.

A plastic model aeroplane is NOT a TOY. It is a model with a precision piece of machinery in the nose. On page 7 will be found a number of helpful hints for people who have bought plastic ready-to-fly models. I hope that these ideas may help put some youngster back on the right track, so that he may eventually



Peter Shennan displays his father's stunt control-liner Focke Wulf FW190D semi scale. Power is an 0.5 19 glo

NATS 1973

Well the 27th Australian Nationals are over, and the consensus of opinion is that it was the "best Nats ever". Organisation seems to have been excellent, no small credit to the R.A.A.F. and to Arthur Gorrie and his Committee who set up the whole show. Australian Modeller Monthly extends congratulations to all of the hard working organisers and helpers who made the Nats such a success.

The following reports were prepared by a number of these hard-working people, and we marvel that they have even found time to follow up and report on the activities. We are very grateful to them, and trust that you, the readers will enjoy their comments.

Final results are appended at the end of these reports. Errors and omissions excepted. - Ed.

27TH AUSTRALIAN NATS AMBERLEY QUEENSLAND



by Ronald G. de Chastel

R/C Pattern Expert

As expected, entries were good and necessitated two flight lines 1,000 ft. apart to accommodate the flyers. The smooth tarmac was a trap for the unwary and many models suffered broken props and scraped wingtips.

Elimination after four rounds left J. McGrane, T. Prosser, B. Angus, B. Green, R. de Chastel and J. Tracy to fight out the final placings. Competition was good and spectator interest was high. Brian Green suffered extensive model damage on the last flight of eliminations, and a lot of night work saw a much repaired model put in two excellent flights to pip Tom Prosser at the post.

R/C Scale

R/C Scale, hampered by strong winds and threatening rain, saw Tom Prosser's venerable Pawnee fly extremely well and realistically to place first by a handsome margin. Ian Carter's Piper Navajo, a really well finished model, flew its maiden flight to qualify and score second place. Powered by two K & B 40

motors, it is very fast and frightening. A lot of work and uncertainty of flight characteristics must have placed a heavy strain on Ian. Third place went to L. Dippel with a Loening vintage model, unfortunately underpowered and apparently unstable in flight.

F.A.I. Pylon Race

As usual very fast with some wild flying by the less experienced flyers. Tom Prosser placed first with his new K & B Schnurle powered machine, with a display of smooth unbustled flying. Brian Green and John McGrane, always a threat, also flew very well. No doubt as flying skills improve some other names will creep into the top group. Saw a very fast "Bobcat" flying rather wide on turns which no doubt caused the loss of a place.

1/4 Midget Pylon

Delayed by rain and visiting aircraft, and by necessity having to be flown from grass instead of tarmac, no doubt caused some concern to all pilots. Some extremely fast machines were evident, but lap cuts were rather high, some flyers just not being able to get "into the groove". Graeme Pentland flew his monowheel Mustang very fast and smooth to take the honours.

R/C Thermal

Over 60 competitors had a ball, and hardworking Eric Bielley had a headache organising frequency allocation. Thermals were strong (if they could be found) and several models recorded maxes. Variable light winds and a "willy willy" made towing directions uncertain. Saw Brian Green and Ron de Chastel having what looked like a race over 100 yards trying to get height for a



Air Commodore Spurgeon (centre) opens the flying at the Nats by flying off a radio model.

clubmate's model. Brian Green won the race, and both runners were near exhaustion! Several models folded wings from too much towing speed, and one mid-air collision gave the spectators some excitement. Leo O'Reilly took out honours, keeping up the family tradition. Doug Murray from Perth placed second.

R/C Helicopter

Seven nominations prior to Nats but only B. Green (Kavan), L. O'Reilly (Kalt), R. Chernich (Kavan) and P. Foxton (Kalt) flew. Pre-flights took a toll of models, and Brian Green and friends again did frantic repair work to have their model ready for official flights. Leo O'Reilly flew his beautifully finished Kalt very well in the blustery conditions and did a magnificent long high flight before becoming disorientated well downwind and crashing heavily (nevertheless placed second). Ron Chernich flew the Kavan cautiously but apparently more accurately to place first. The Kavan collective pitch showed up by permitting vertical take-offs as distinct from flying take-offs. Peter Foxton from Townsville flew his Kalt well to place third. Brian Green had trim problems after the repair and wisely decided to withdraw.

Radio Control Scale

Eight entries for radio control scale were received but only seven models were presented for judging. Judging of the models for static points, by a panel of judges led by Bert Ronke, was carried out on December 29, 30 and 31. Flying was scheduled for the afternoon of the 31st but only Lloyd Dippel's LOENING M8 managed an abortive flight of 22 seconds before heavy rain caused postponement of the event until the next morning. The delay forced Ron Goostrey to withdraw his AVRO CADET as he was unable to remain until the Tuesday.

Of the six models left, Ron de Chastel's BLERIOT had difficulty in becoming airborne. It traversed many chains of abrasive bitumen on one wing tip and a wheel before achieving flight. Once in the air its

appearance was realistic with pleasing slow flight.

Tom Prosser's PIPER PAWNEE performed to its usual high standard and, as the results show, was the eventual winner.

Frank Hettrich presented his four-year-old but unfown SOUTHERN CROSS. Unfortunately Frank was unable to control the model and passed the transmitter to Ron de Chastel who lead the aircraft through the required manoeuvres. However, as Ron had not been nominated as proxy pilot and further as Frank was not considered to be physically incapable of controlling the model, flight points were not given.

Lloyd Dippel's LOENING M8 again managed an ROG but did not complete any of the other necessary manoeuvres. It did, however, remain airborne for 67 seconds and thus qualified. The model did suffer some damage in landing but is (hopefully) repairable.

Ron de Chastel proxy flew Ben Staines' ZLIN AKROBAT in a capable manner and obtained the highest flight points of the day.

The attention getter of the scale event was the first ever flight of Ian Carter's twin-engined PIPER NAV-AJO. The model completed the manoeuvres with both engines running throughout. The undercarriage was retracted and lowered in flight but although working flaps are fitted, these were not seen to operate. Ian understandably elected to make only the one flight.

Two of the models were presented without scale documentation. The judges responded by penalising both models 100 points for fidelity to scale. There is a lesson there!

The points obtained were:

Model	Builder	Appearance points	Bonus points	Flight points	Fidelity penalty	Total
PAWNEE	T. Prosser	98.0	—	31.25	—	129.25
NAVAJO	I. Carter	86.5	15	23.50	(-11)	114.00
LOENING M8	L. Dippel	94.5	—	6.50	(-5)	96.00
BLERIOT	R. De Chastel	70.5	—	27.00	(-37)	60.50
CADET	R. Goostrey	74.5	—	—	(-51)	22.50
AKROBAT	B. Staines	66.5	—	31.50	(-100)	-2
SOUTHERN CROSS	F. Hettrich	58.0	—	—	(-100)	-42

KAVAN

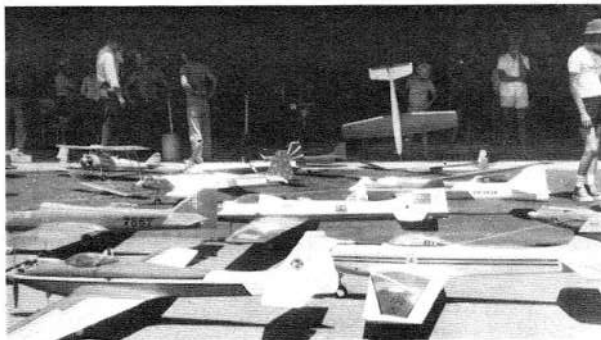
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Part of the general line-up in front of the F111 hangar.

NATIONALS ROUNDUP

Photos: A. Gorrie



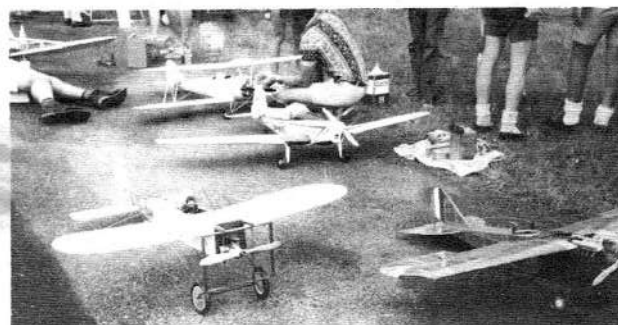
Above: R/C Glider assembly. With 65 entries, 62 who flew, Chris Greenwood, C/D, was busy but ably assisted by Tom Prosser.



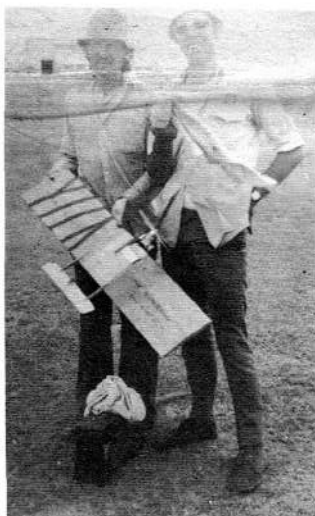
Dave Anderson (S.A.) 2nd in Open Power Duration to J. Borril.



Above: Ivor F. with Ron Neville in Background. Ron came second to Brian Potter in A2 Glider.



Beautiful R/C scale line-up. Front to rear: Loening M8, by Lloyd Dibble; Bleriot XI, by Ron de Chastel; Zlinn Acrobat, Ben Staines; Avro Cadet, Ron Goostrey; Legs, Tom Prosser.



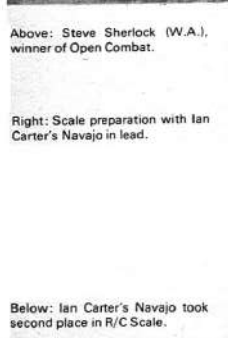
Above: Steve Sherlock (W.A.), winner of Open Combat.



Below: Brian Potter, Tamworth, first in A2 Glider.



Above: Tom Prosser performing strange religious ceremony! Worked, too! He won R/C Scale with Piper Pawnee.



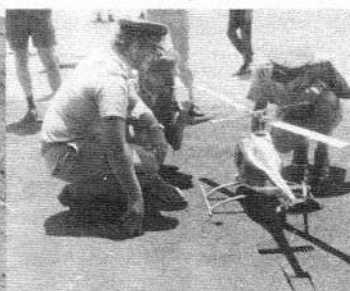
Right: Scale preparation with Ian Carter's Navajo in lead.



Below: Ian Carter's Navajo took second place in R/C Scale.



Above: Dave Tongway, winner of the Wakefield Rubber event.



R.A.A.F. personnel take a look at Bryan Green's helicopter.



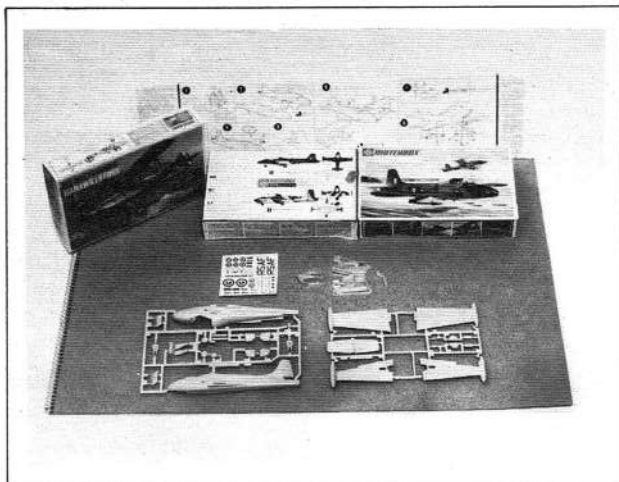
Right: Part of the line-up in front of the F111 hangar.



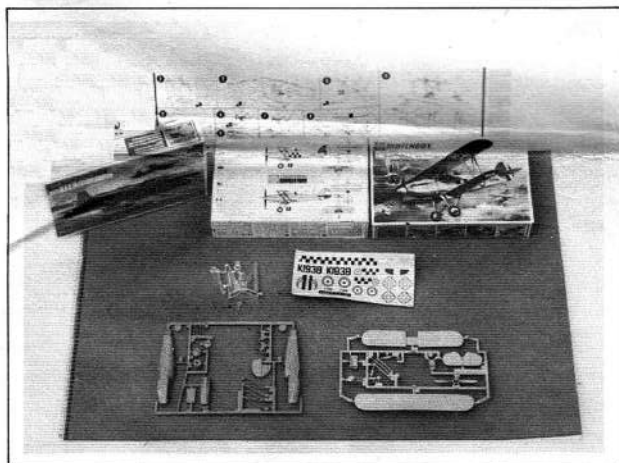


FURY & STRIKEMASTER

PLASTIC KIT REVIEWS



Box art and parts for "Strikemaster". Note the clear bubble canopy and alternative roundels.



Box and parts for Hawker Fury. Small parts are finely moulded with little or no "flash"

MATCHBOX KITS

Now available on the Australian market, this delightful range of 1/72nd scale plastic model kits are sure to be well received by Australian modellers.

With ten subjects already released, Lesney Products & Co. of London England seem well away on their new venture into the field of plastic models. Well-known for their popular 'Matchbox' series of die-cast models, Lesneys have an enviable reputation for well-made and well-engineered models. The plastics are likely to add lustre to that reputation.

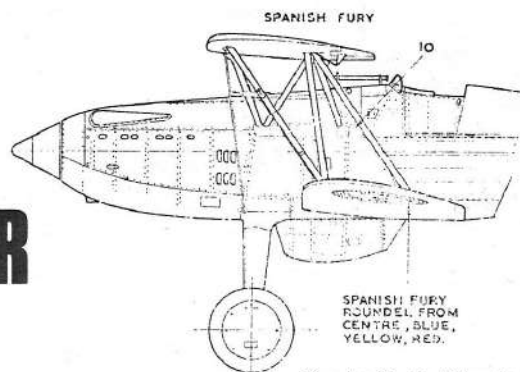
Our test kits are the Hawker Fury, Mitsubishi Zero, Focke-Wulf Fw 190A and Spitfire Mk.IX. We are building the Fury and Fw 190 first, and can report that the mouldings are beautifully clean and almost flash free. The Fw 190 stands out as the best Fw 190 in 1/72nd scale so far. The Hawker Fury is clean, with well-fitted parts, but the only fault we have to find with it is the rivets on the metal nose panels are the

tiresome 'Clydeside' bumps that have marred many kits in the past. They might just as well have been left off, for even the cover artwork shows these panels clean and smooth. Before assembly, remove them with a very fine (400 or finer) wet-or-dry sandpaper.

The Fury is moulded in blue and buff coloured plastic. It is speculation, but this may have been done to appeal to the 'small fry' who almost never paint their models. This does, however, mean that the enthusiast obviously will paint his model. Silver goes over both colours fairly well. Care should be taken to use a glaucous grey-silver for the fabric parts, and a bright 'polished' silver for the metal nose panels.

The finely moulded pieces such as the struts should be handled with extreme care. Struts need little scraping or sanding, and this should be done before cutting them out of the 'sprue' panel.

The manufacturers recommend that painting be done before assembly. We modified this to painting the assembled fuselage

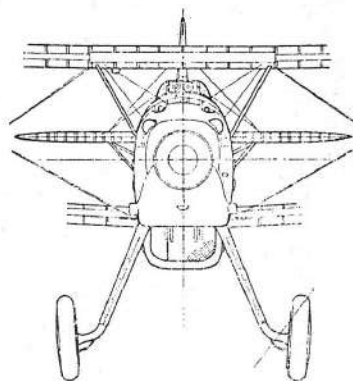


Drawing Credit: "The Aeromodeller"

before fitting the wings and tail parts. Then, only a slight touch-up is needed after assembly.

The kit decals are clearly and accurately printed, and the registration is excellent. Finish is semi-matt, and toned down just enough to give a realistic look without looking 'toyish' on such a small model. Markings given are for either No. 43 (F) Squadron, R.A.F., the famous "Fighting Cocks", and the or those of the Royal Yugoslavia Air Force. No. 43's colours are a black and white checker band on the top wing and on the fuselage side.

This is a good kit, and makes up into a little jewel of a model, that can take pride of place in any collection. It fills a spot in any collection of development aircraft prior to the Hawker Hurricane. It is hoped that Lesneys bring us more of this kind, and other offerings of the rarer types wherever commercially possible. We look forward to future releases. And ... at 75c/85c Australian, the Matchbox kits are more expensive than Frog kits but the quality is high.



Spanish and Yugoslavian Furies were similar. Note the cantilever oleo legs. Kit does not provide these so new legs would have to be made from plasticard when building these versions. These should have been provided in the kit since the alternative transfers were.

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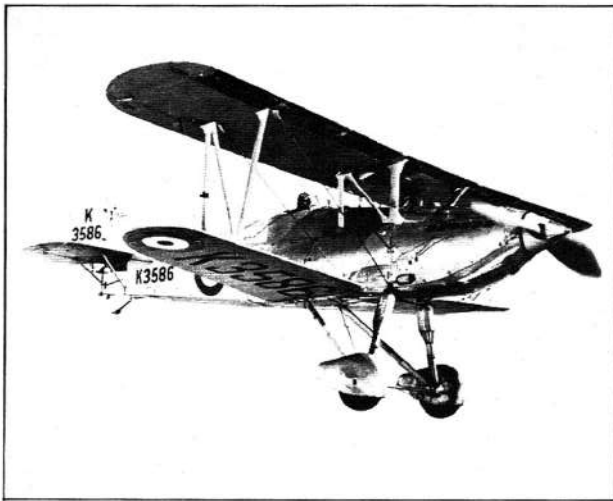
01553-2 Imperial Guard (French Foot Grenadier) 1815.

02553-5 Polish Lancer (1st Reg. Lancer of the Guard) 1815.

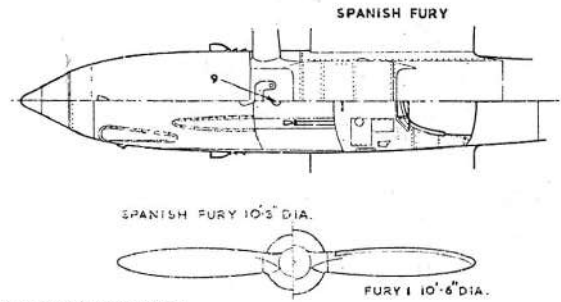
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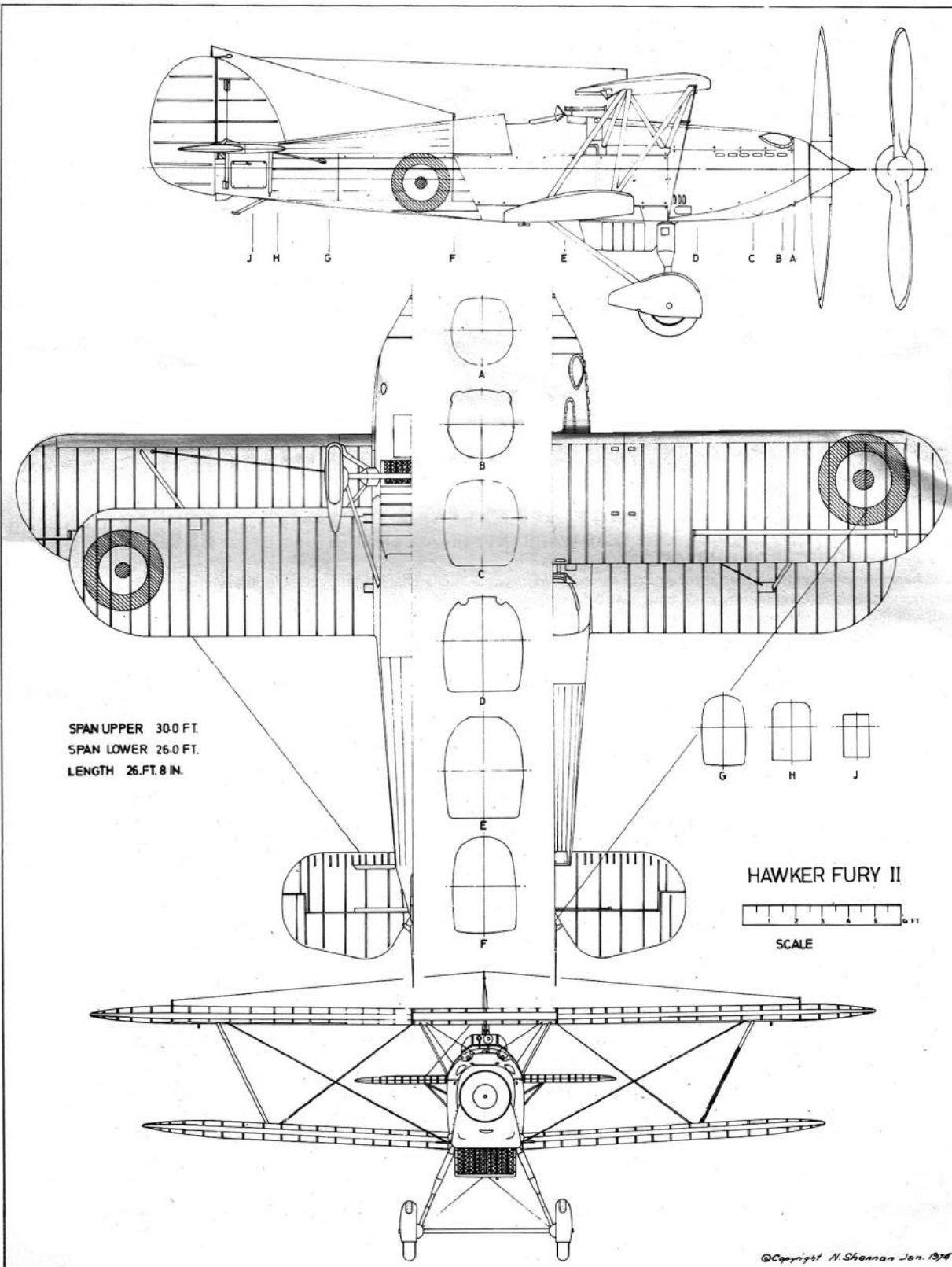
Left: Fury II drawings. Below: Spanish Fury. Note lengthened blister fairing along nose, minor detail changes. Photo: Hawker Siddeley via A. Shennan.




Drawings: "The Aeromodeller".

When modelling the Spanish Fury, it will be necessary to build a new cantilever undercarriage from plasticard, built up with Ferropro plastic putty.

Note that the propeller diameter is slightly less also. Sandpaper the blade diameter down to measure. Full Spanish Fury mods. will be found in the Model Aeronautical Press Plan Pak for this aircraft.





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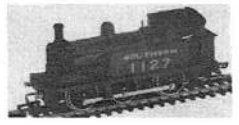
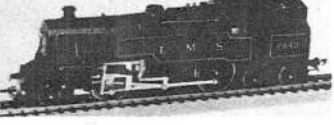
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OPEN POWER

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STRIKEMASTER



FROM MATCHBOX PLASTIC

We handed this kit to a nine-year-old to put together. He built it fairly easily, and had few complaints about fit or difficulty in building.

However, we have a few comments about the colour scheme. Peter had trouble telling whether the colour scheme is two colours on top, or three. The box top illustration shows what appears to be three colours, a dark olive green, a lighter green, and a light reddish brown. The back of the box shows a plan and side view that was not very satisfactory, in that it shows a variation on this. It COULD be three colours, or it could be two. Peter, on his own initiative, decided it was three, and painted accordingly. We are asking our tame New Zealander to report on the true shades.

Difficulty was found in the confusing transfer sheet. The Kiwi markings on the roundels all face the same way. The boxtop illustration has them facing forwards on each side of the fuselage. Peter used the roundel supplied, right or wrong. There is no real indication where the ejector seat transfer should go. Also,

the word "rescue" on one side of the nose points nowhere. The colour drawing on the box was distinctly inadequate. It is hoped that Lesneys will improve on this if it is brought to their attention.

To sum up, this is a good kit. The parts fit reasonably well, except for a rough gap at the wingroots and tailplane join. The canopy is crystal clear, and looks good. There is some confusion with the serials which are printed white on yellow on the transfer and illustrated white or pale blue on the camouflage on the boxtop. The number "61" on the nose is white on a yellow ground on the transfer, but white or pale blue on camouflage on the boxtop. This is annoying and confusing, and should be clarified. If one uses the transfer sheet, one is not sure that it is correct. Again, a reference to our New Zealand correspondents will clarify this, but what of the average modeller who buys the kit? We'll give the correct answer and markings in our next issue. In the meantime, if any of our readers like to comment ...?

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SYDNEY MODEL YACHT CLUB

SAILING PROGRAMME 1974

DATE	EVENT
February 10	10 Raters
24	"A" Class
March 10	Marbleheads
24	Marbleheads
April 7	Marbleheads
13/14	A.M.Y.A. "M" Class Championship, Melbourne
21	10 Raters
May 5	10 Raters
19	"A" Class
June 2	Marbleheads
16	Marbleheads

- ★ The above dates indicate official race days although sailing usually takes place each weekend (Sundays) any class.
- ★ Still to be advised will be (1) the "Wing and Ding" Race Days and (2) the "M" Class Team Championships (date and place).
- ★ Other championships (1974 "10 Rater" and 1974 "A" Class) will be advised in the programme for the second half of 1974.



Editorially we have commented on stores which sell ready-to-fly plastic models without any back-up service, and without any check on quality or condition of the accessories sold with the aircraft.

To help those who have bought such planes and are having any difficulty flying them, we are providing the following hints on how to go about it.

Starting the engine seems to be one of the first problems a would-be modeller encounters. We have found that most models come with the propeller supplied, having an amount of "flash" around the edge. This almost invisible knife-like edge of moulding can cut fingers or do other damage. Use a piece of 360 grade wet-or-dry sandpaper, or any very fine glasspaper, and gently sandpaper this edge till you have an acceptable blunted edge. Don't take off more than the sharp edge, otherwise you will have to balance the propeller again. Three or four rubs should be sufficient.

Make sure that the fuel supplied is FRESH. This may not be so with fuel which has come from another country, IF the cap is not screwed down tightly. Make sure the battery is FRESH. It is possible to test a battery by placing a 1.5V torch battery across the terminal of the glo-clip. If it glows brightly, then the battery is OK. If only a weak glo is produced, don't take any chances. Buy another battery. We recommend the large round telephone-type 1.5V batteries. They last longer, and have ample the plane. Connect the lines securely. leave the glo clip on the engine for any great length of time, especially when going to do something else like attaching the lines. The battery will flatten rapidly and when you need it, you will find that you have no power. (Have you flicked the propeller for hours and got only an occasional pop from it? Check the battery or the fuel setting.)

Ensure that the model is properly assembled and that wings, etc., are secure. Test the engine at home before departure for the flying field. It is embarrassing and unnecessary to go out to the field and spend your time flicking a prop instead of flying.

Be careful that there are no persons in the flight circle, or in front of the plane. Connect the lines securely. Check that the controls operate smoothly. Mark the TOP of the control handle with bright paint so that you know which way is UP.

Remember that most model engines of the Glo type start better with the fuel setting "rich". That is,

open more than is needed for flying. Usually a turn more than the recommended settings is sufficient for starting. If necessary, prime the engine by turning the propeller until the piston is visible through the exhaust openings in the side of the engine. Then, squirt a few drops of fuel against the side of the piston. This should be sufficient to prime the engine. Apply the battery clip, and check that the gloplug head "sizzles" or that the glow of the plug is reflected off the top of the cylinder. Flick smartly from right to left. If the engine fires a few times as you flick, keep going until it begins to run erratically. Turn the needle valve fuel metering lever down about half a turn or so until the engine speeds up. Vary it till the engine notes rise to a peak, then open it up about a quarter to half a turn. Most engines speed up in the air, and "lean out" or draw less fuel in flight. Do not enrich mixture so much that the engine slows down appreciably. The flyer should go to the centre of the circle and grasp the handle. Check the lines again by raising and lowering the handle. Clear the grass. If lines catch, lift them off the grass. Have the releaser lift the model off the grass so that the wheels don't dig in. Release the model at the flyer's signal, DOWN WIND or on the side of the circle just down wind of half way.

This means that the model has half a circle of tight lines before facing into the wind. NEVER take off on the windward side of the circle. Rather stop the model by nosing it over than take it off in a bad position. Plastic props rarely break.

Don't fly on gusty or windy days. If the wind is more than a gentle breeze stay on the ground. Wind and beginners don't go together.

Keep the arm straight and don't use wrist movements. This way the beginner only makes small movements of the arm up and down. Take-off with UP elevator (arm high) and as soon as the model is off the ground level off as soon as possible (lower arm to level). Concentrate on keeping the plane level. If the model rises and keeps rising, it is because the flyer has "frozen" and has not made the appropriate corrections to the flight path, or the wind is too strong on the upwind side. Remember the flyer HAS to control the model. It will not fly itself.

Don't try any fancy stuff on the first flight. Get the feel of the controls, and when the engine slows or cuts out, fly the model as close to the ground as possible.

If there is any sign of the lines slackening, STEP BACK. This is the rule throughout any part of the flight. Loose lines mean loss of control and possibly a bad crash.

A WARNING... Spare parts for some of the ready-to-fly models are in short supply. Be prepared to have to write letters or send money to the U.S.A. to have spare parts flown out by airmail if necessary. The present

world energy crisis has hit every facet of our society and will more so in the immediate future. Demand for many hobby goods far exceeds supply.

If you crash a model and need to make repairs, polystyrene cement will fix small breaks, but major ones will need mending with fibreglass cloth and resin. A fibreglass repair kit as sold in car repair shops will do, although some hobbyshops stock them.

If in trouble, you may expect to receive advice from your local hobby dealer. And don't forget to patronise him in future if you do. After all, he is willing to spend time with you, and he IS in business to make a living.

Don't be discouraged if at first you don't succeed. Modelling is a sometimes frustrating hobby, sometimes very rewarding. Persevere and eventually you will experience some of the joys and rewards that do come. Modelling can be inexpensive, or very expensive. You have the right to choose what you want. Modelling can cost a few dollars, or a thousand dollars. BUT the beginner should begin as cheaply as possible. Balsa models usually fly better, provide training in many fields of manual work, and can teach patience. We know of few boys who are modellers who have ever "got into trouble". They are usually too busy!

RADIO CONTROL HELICOPTERS

HELICOPTERS

Still relatively in their infancy, radio controlled helicopters are gaining ground among modellers seeking something out of the ordinary. Most of the flying are built from extensively prefabricated kits which command high prices in the demands concentration and skill but these models are show-stoppers in the hands of experts. Each entrant is allowed 3 attempts and can lose his machine between manoeuvres to make adjustments. Manoeuvres include: Climb, accelerate forward for 150ft., climbing to 30ft., make 180 degree turn, hover above circle. Hover stationary for 15 secs. Fly figure 8 at 20ft. Hover, travel forward and backward. Move sideways left and sideways right. Perform rectangular landing approach. Ascend to 50ft., descend and land.

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27TH AUSTRALIAN NATS AMBERLEY QUEENSLAND

VIEWS ON THE 27th "NATS" AND CLUB NEWS FROM R.A.A.F. AMBERLEY

It would seem from comments by competitors that it was a very good idea to hold the "Nats" on an R.A.A.F. Base. Fortunately there were three very hard-working members of the R.A.A.F. Amberley Model Aircraft Club available to do a lot of spadework and set up the facilities. All the modellers who participated are thanked for their anti-F.O.D. (Foreign Object Damage) activities, particularly those who returned on the Friday morning to tidy up.

During a lull when the "choppers" were sorting out their problems a few fixed wing models got airborne to entertain the public. Bob Carpenter (President of the R.A.A.F. Amberley Club and Secretary of M.A.A.Q.) put on an impressive aerobatic display in his modified "KWIK FLI" 111 using the first EK LOGICTROL equipment imported from the U.S.A. by EK-NOMIC HOBBIES.

The Sunshine State could not have been kinder with the weather. Those who left Queensland after the "Nats" will be interested to know that it has been raining almost continually since they left.

It was only possible to hold the "Nats" at Amberley because of the reduced flying activities by the R.A.A.F. during this period. Only one Hercules delayed proceedings on the last day. All light aircraft movements were banned during the "Nats", including the R.A.A.F. Amberley Gliding Club. Despite these precautions a certain gentleman from the south (VH-DOB?) appeared in his Cherokee on two consecutive days and lost us four hours of valuable flying time. All in all it was considered a good "Nats" and New South Wales are wished all the best for the 28th next year.

The R.A.A.F. are looking forward to a more active part in aeromodelling and a proposal is being formulated for the formation of an "R.A.A.F. Model Aircraft Association", more news on this later. Anybody in the R.A.A.F. who does not know about it should contact:

Sqd. Ldr. A. E. Hough,
Officers Mess,
R.A.A.F. Base,
Amberley,
Qld. 4305.

Amberley once again thanks modellers for their co-operation and members of R.A.A.F. Amberley M.A.C. look forward to renewing friendships at the 28th "Nats" next year in New South Wales.

Sqd. Ldr. A. E. Hough

FIRST THREE PLACES

27th AUSTRALIAN MODEL
AIRCRAFT NATIONAL
CHAMPIONSHIPS

December 28, 1973, to January 3,
1974

A/2 Glider (38 flyers): 1, B. Potter, Vic., 1220; 2, R. Neville, A.C.T., 1218; 3, T. Prosser, N.S.W., 1202.

Junior A/2 Glider (5 flyers): 1, P. Mitchell, N.S.W., 1108; 2, A. Baldry, 946; 3, G. Cunningham, N.S.W., 935.

Wakefield (12 flyers): 1, D. Tongway, N.S.W., 1253; 2, S. O'Connor, Vic., 1215; 3, T. Prosser, N.S.W., 1188;

F.A.I. Power (9 flyers): 1, R. Summersby, N.S.W., 1226; 2, M. Pettigrew, Vic., 1207; 3, T. Prosser, N.S.W., 1190.

Open Power Duration (13 flyers): 1, J. Borrell, N.S.W., 872; 2, D. Anderson, S.A., 762; 3, M. Bennie, Qld., 755.

A/1 Glider (26 flyers): 1, S. Nelson, S.A., 647; 2, R. Summersby, N.S.W., 617; 3, C. Parkes, 582.

F.A.I. Speed (5 flyers): 1, R. Morrison, Qld., 198 kph; 2, B. Treagus, Vic., 193 kph; 3, P. Tilley/A. Shing, N.S.W., 192 kph.

Stunt (22 flyers): 1, P. Turner, N.S.W.; 2, P. White, Vic.; 3, B. Hampton, Qld.

F.A.I. Combat (28 flyers): 1, G. Bourne, Vic.; 2, J. Massey, Qld.; 3, J. Collins, W.A.

Open Combat (18 flyers): 1, S. Sherlock, W.A.; 2, M. Comiskey, N.S.W.; 3, R. Walter, Qld.

2 1/2 cc Ratrace (23 flyers): 1, L. Davis, Vic., 455 laps; 2, R. Wilson/M. Vella, Vic., 291 laps; 3, D. Kidd/P. Stewart, Vic., 214 laps.

F.A.I. Teamrace (9 flyers): 1, P. Tilley/A. Shing, N.S.W., 10-28.4; 2, R. Wilson/M. Vella, Vic., 10-42; 3, D. Kidd/P. Stewart, Vic., d.n.f.

Chuck Glider (26 flyers): 1, P. Mitchell, N.S.W., 158; 2, R. Murray, A.C.T., 154; 3, R. Towell, N.S.W., 153.

Junior Chuck Glider (5 flyers): 1, P. Mitchell, N.S.W., 157; 2, J. Massey, Qld., 154; 3, P. Edwards, N.S.W., 105.

Day Scramble (22 flyers): 1, R. Summersby, N.S.W., 854; 2, T. Stowe, N.S.W., 815; 3, R. Greenhill, Vic., 336.

Night Scramble (too dark to count): 1, T. Stowe, N.S.W., 507; 2, P. Roberts, Vic., 348; 3, R. Greenhill, Vic., 336.

Free Flight Scale (7 flyers): 1, L. Dippel, N.S.W., Piper Cub J3; 2, R. Greenhill, Vic., Fokker Tripe; 3, R. Summersby, N.S.W., Cessna Bird Dog.

Class 2 Speed (8 flyers): 1, A. Keillor, Vic., 176 mph; 2, M. Cook, Vic., 151 1/2 mph; 3, L. Cantwell/J. Noakes, N.S.W., 150 1/2 mph.

Class 3 Speed (5 flyers): 1, A. Keiller, Vic., 180 1/2 mph; 2, M. Cook, Vic., 162 1/2 mph; 3, P. Tilley/A. Shing, N.S.W., 154 1/2 mph.

Junior Stunt (6 flyers): 1, R. White; 2, B. Hoffman; 3, B. de Chastel, Qld.

Junior Combat (10 flyers): 1, G. Wilson, Vic.; 2, M. McGrath, Vic.; 3, D. Spain, Qld.

Open Rat Race (11 flyers): 1, R. Morrison/R. Walter, Qld.; 2, P. Miller/J. Massey, Qld.; 3, G. Bourne/M. Cook, Vic.

Junior Rat Race (12 flyers): 1, J. Massey/P. Howells, Qld., 346; 2, Diane Chandler/N. McGrath, Vic., 214; 3, D. Spain/A. Baltzer, Qld., 136.

Radio Control Aerobatic (11 flyers): 1, B. Green, Vic.; 2, T. Prosser, N.S.W.; 3, J. McGrane, Vic.

F.A.I. R/C Glider (62 flyers): 1, L. O'Reilly, S.A., 1986; 2, D. Murray, W.A., 1962; 3, T. Prosser, N.S.W., 1949.

F.A.I. Pylon Race: 1, T. Prosser, N.S.W., 263.9; 2, B. Green, Vic., 236.9; 3, J. McGrane, Vic., 221.2.

R/C Scale (7 flyers): 1, T. Prosser, N.S.W., Piper Pawnee; 2, I. Carter, Vic., Piper Navajo; 3, L. Dippel, N.S.W., Leaning M8.

Novice Multi (14 flyers): 1, N. Eastwood, S.A.; 2, R. Jackson; 3, S. Jenkinson, Vic.

R/C Helicopters (4 flyers): 1, R. Chernich, Qld.; 2, L. O'Reilly, S.A.; 3, P. Foxton, Qld.

Midget Pylon Race (24 flyers): 1, G. Pentland, Vic., 347.4; 2, G. Eastwood, S.A., 300.5; 3, B. Price, Vic., 289.6.

RADIO

By C. R. GREENWOOD

Processing

To many contestants' surprise, all models were processed. Approximately 112 models were submitted on December 28 and all were processed within a seven-hour period - an average of less than five minutes per model.

Two 1/4 midget entries were found to be outside of the rules, one for wing area, the other for wing thickness. One pattern ship was on the upper permissible limit for surface loading while a thermal glider was just within the minimum loading.

Late entries for all events except the Pylon races were processed up to the time of the event. Because of the need to prepare heat listings for the pylon events, entries were not accepted after 5 p.m. on January 2, 1974.

Pattern (Novice and Expert)

For novice pattern, 11 of 14 entrants presented models for processing, 10 out of 12 for expert pattern and two out of three for both categories, giving a total of 23 competitors. Two flight lines, 3000 feet apart, were operated with frequencies split cleanly between the lines.

Each contestant was allowed a total of four flights before two sets of judges. The best three flights for each competitor were totalled and the top six from each category were allowed a further two flights before five judges. The highest and lowest scores for these two flights were discarded and the place getters determined by totalling the remaining six scores.

The standard of judging was a problem and did give rise to criticism. Some judges scored high but they did so consistently. As each contestant had an equal number of flights before all judges the overall effect was balanced.

It should be noted that the M.A.A.Q. requested in July that each body nominate judges for the Nationals and repeated the request in October. The judges at the NATS were all volunteers and spent a minimum of 10 hours in brilliant burning sunshine. Thank you Walt Schubach, Ernie Heath, Karl Flemming, Bob Mooney, Vern Bunter, Les Lauder and Jim Mulchahy.

Despite the 3000 feet between flight lines, some overlapping of flight patterns did occur although there was no risk of collision. Graeme Pentland did at one stage facetiously report that the judges at line one were scoring a contestant from line two. A few contestants had difficulty in operating on tarmac - landing runs in particular were long and quite often the model was not stopped in a straight line.

The manoeuvre generally done poorly was the figure M - more contestants scored 0 for this manoeuvre than any other.

The first five rounds were conducted in perfect weather. Unfortunately, the weather changed during the last round and an interruption beyond the control of the M.A.A.Q. delayed the event in mid-round. This put Tom Prosser's last flight into rain. Tom elected to continue in the rain.

Our gallant P.R.O. (Arthur Gorrie) capitalised on the ability of 11-year-old Michael Eastwood. Michael, the eventual winner of novice pattern, featured in the newspaper and on TV. He, of course, is now an expert while his father, Geoff, remains a novice.

The rounds were full of little incidents - the structural failure of one model in mid-air during the first round, Bob Carpenter's being disqualified in a round for losing (jettisoning) a muffler in flight, the calling down of two models in mid-pattern when the spectrum analyser found interference on the band, the surreptitious (and not so surreptitious) use of foreign objects in front of the nose wheel to hold the model stationary before take-off on the sloping runway.

The results appear separately.

Much to everyone's relief the R.A.A.F. came to the rescue and allowed us to mark out the Team Race circle on a tarmac area in front of one of the hangars. It had been advised that we would fly off "hard standing" and when the drain was dug across the area we had originally picked (the speed circle) we were very loath to revert to grass. The hard surface made for some "hairy" pit stops, a few missed catches and one or two scarred knees (I am not sure whether these were caused by "pitting" or "praying"). The "old team" Tilley and Shing took out the honours, but only just, from Wilson and Villa who missed two catches which probably cost them the event. Kidd and Stewart were unfortunate in losing their handle and the pilot leaving the circle in a frantic effort to retrieve it. Tilley and Shing did the 200 laps in 10 min. 28.4 sec., M. Vella and Wilson, Vic., in 10 min. 42.0 sec.

Some light showers caused a few finger nails to be chewed off to the elbows, but the "big wet" held off till after the event.

Tuesday. Dawned fine but the circles were very damp. Practice was restricted to areas "off field" and several loads of sand spread in the centre of the circle enabled "A Rat" and "Junior A Rat" contestants to keep their feet on the ground.

"A Rattling" was fast and furious and the final was won by L. Davis, Vic., from R. Wilson/M. Vella, Vic., in second place with D. Kidd and P. Stewart, Vic., third. An (all-Victorian victory).

Junior "A" was brightened by the appearance in the circle of Dianne Chandler, a pretty pilot from Shepparton, Vic., who had the fellas wondering and worrying. She came in second from Massey/P. Howells, of Qld., and was followed by A. Baltzer and D. Spain, also of Qld., in third place. We wish Dianne lots of luck in future contests.

Wednesday. The final round of stunt was flown in varying weather conditions. The judges wore a track round the circle keeping the manoeuvres in view as the wind swung to all corners and the rain squalls almost washed out some good flights and held up others for short periods.

RESULTS

1. P. Turner, N.S.W.
2. P. White, Vic.
3. B. Hampton, Qld.

The rest of the field was close behind the finalists. A special thanks is due to the judges who performed a very difficult and arduous task in the face of a range of weather conditions from stinking hot to wet and windy. Spending three days on your tail with your eyes glued to models acrobating overhead is a formidable task, and you "always itch worst when you can't scratch as well". So once again, many thanks, fellas.

R. Carpenter	2375	2295	-	2040	6710
B. Angus	2550	4120	4210	3300	11630
R. de Chastel	2900	3910	3850	3175	10935
S. Jenkinson	1300	2100	2155	2565	6820
J. McGrane	3015	4530	4135	3610	12275
L. Carroll	325	855	565	700	2120
R. Morris	1005	-	-	-	1005
T. Prosser	3510	4240	4195	3825	12263
H. Johnson	1125	1540	1320	1335	4195
I. Robertson	895	1595	1185	1370	4150
K. Fullett	2840	-	-	-	2840
J. Tracey	395	3580	3415	3920	10915
R. Hurst	2935	3085	3195	3520	9800
P. Foxton	1975	2111	1900	1755	5990
M. Eastwood	2490	2725	1850	3265	8460
R. Jackson	2110	2340	345	2070	6570
J. Marquette	2780	-	-	-	2780
H. Low	2785	2935	2805	3165	8905
B. Green	3740	3745	3415	3705	11190
M. Dick	1795	1705	-	-	3500
G. Eastwood	2120	2130	1925	2640	6890
T. Coleman	2135	1510	1920	950	5565
B. Burke	135	1740	1615	270	3625

A/1 GLIDER RESULTS

		1	2	3	4	5	Total
S. Nelson	S.A.	-	180	107	180	180	647
R. Summersby	N.S.W.	172	180	113	52	100	617
C. Parkes		84	180	59	122	137	582
P. Smith	A.C.T.	109	180	180	46	57	572
A. Baldry		63	180	34	110	165	552
D. Tongway	N.S.W.	82	35	180	118	47	462
R. Nyberg		46	180	71	106	44	447
P. Mitchell	N.S.W.	75	155	135	49	-	414
P. Van Leuven	Qld.	71	25	180	55	56	387
B. Parsons	Qld.	29	105	113	78	60	384
P. Edwards	N.S.W.	180	47	88	20	33	368
J. Tidey	N.S.W.	130	93	42	32	-	297
M. Buckmaster	Vic.	115	180	-	-	-	297
W. Thomas	Qld.	81	65	62	47	24	279
B. Healy	N.S.W.	78	109	47	44	-	278
B. Greenhill	Vic.	40	45	180	-	-	265
V. Richards-Smith		60	26	52	50	32	228
C. Hough	Qld.	36	57	55	34	36	198
P. Nash	Vic.	112	84	-	-	-	196
T. Isted	N.S.W.	56	34	66	39	-	195
A. Edwards	Qld.	69	-	95	-	-	164
A. Hough	Qld.	21	26	18	-	-	65
B. Potter	N.S.W.	-	49	-	-	-	49
G. Cunningham	N.S.W.	-	-	-	-	-	-
C. Southwell	N.S.W.	-	-	-	-	-	-
D. Lindsay		-	-	-	-	-	-

WAKEFIELD RUBBER RESULTS

		1	2	3	4	5	6	7	Total
D. Tongway	N.S.W.	180	180	175	180	180	180	180	1255
S. O'Connor	Vic.	180	180	162	180	153	180	180	1215
T. Prosser	N.S.W.	178	180	180	180	180	136	154	1188
P. Smith	A.C.T.	178	125	180	180	179	180	93	1115
J. Lewis	Qld.	180	180	155	84	125	180	131	1035
A. Edwards	N.S.W.	160	180	180	113	118	83	180	1014
G. Cunningham	N.S.W.	140	78	60	64	93	45	-	480
Woodward		100	180	140	-	-	-	-	420
P. Van Leuven	Qld.	81	117	100	-	-	-	-	298
A. Thomas	Qld.	121	77	63	-	-	-	-	261
A. Pedashenko		-	-	-	-	-	-	-	-
(Ivor F.)	N.S.W.	36	106	31	-	-	-	-	171
R. Nyberg	N.S.W.	55	-	-	-	-	-	-	55

A2 SAILPLANE RESULTS

		1	2	3	4	5	6	7	Total
B. Potter	Vic.	165	180	155	180	180	180	180	1220
R. Neville	A.C.T.	180	180	180	180	180	138	180	1218
T. Prosser	N.S.W.	180	180	180	180	180	180	122	1202
A. Edwards	N.S.W.	180	180	86	180	180	180	180	1166
L. O'Reilly	S.A.	123	180	180	155	140	180	180	1138
J. Borrell	N.S.W.	124	87	180	180	180	180	180	1111
S. Sherlock	W.A.	180	180	58	180	180	150	180	1108
R. Mitchell	N.S.W.	119	180	159	180	110	180	180	1108
J. Tidey	N.S.W.	180	180	180	152	92	180	127	1091
C. Parkes		81	180	180	111	180	117	180	1029
D. Simons	N.S.W.	180	115	180	60	180	140	162	1017
D. Anderson	S.A.	74	180	152	180	142	180	82	990
B. Healy	N.S.W.	180	124	152	70	77	180	180	973
R. Summersby	N.S.W.	180	180	100	60	180	73	180	953
M. Buckmaster	Vic.	173	122	84	88	180	180	88	915
D. Tongway	N.S.W.	180	24	152	180	180	46	147	909
H. Wilson		180	100	110	180	57	150	92	869
H. Blackburn	S.A.	180	180	44	-	180	180	96	860
J. Lewis	Qld.	180	125	120	92	73	180	72	842
R. Nyberg	N.S.W.	156	138	93	180	180	83	-	830
M. Bennie	Qld.	113	133	130	69	115	180	75	815
P. Nash		180	116	103	145	180	-	-	784
J. Stivey	W.A.	180	69	180	43	180	119	4	775
S. Nelson	S.A.	75	88	180	-	180	180	61	765
A. Christensen	N.S.W.	58	166	154	60	54	140	68	7000
R. Towell	N.S.W.	169	85	60	105	124	61	-	691
M. Pettigrew	Vic.	180	69	-	61	180	85	84	659
D. Stewart		180	51	21	71	50	105	180	658
B. Parsons	Qld.	26	76	71	180	90	135	48	626
K. Woodward		39	38	75	67	76	125	161	581
R. Greenhill	Vic.	172	159	87	120	24	-	-	562
S. O'Connor	Vic.	112	125	101	39	59	43	77	556
T. Isted	N.S.W.	51	70	66	85	180	45	31	528
B. Jones		118	91	180	110	-	-	-	499
C. Southwell	N.S.W.	180	-	61	122	42	-	-	405
W. East		38	58	63	180	-	-	-	339
		-	-	-	-	-	-	-	255

RESULTS

R. Morrison/R. Walter	Qld.	198.0 k.p.h.
B. Tregus	Vic.	193.0 k.p.h.
P. Tilley/A. Shing	N.S.W.	192.0 k.p.h.
A. Keillor	Vic.	176.0 m.p.h.
M. Cook	Vic.	151.0 m.p.h.
L. Cantwell	N.S.W.	150.5 m.p.h.
J. Noakes	N.S.W.	180.5 m.p.h.
A. Keillor	Vic.	162.5 m.p.h.
M. Cook	Vic.	154.5 m.p.h.
T. Tilley/A. Shing	N.S.W.	

1. 2. 3. 1. 2. 3. 1. 2. 3.

SPEED

F.A.I.	CLASS II	CLASS III
--------	----------	-----------

OPEN STUNT

Paul Turner, of N.S.W., always a hard man to beat, led arch rival P. White (Vic.) by 147 with battling Brian Hampton, of Ipswich Lightnings M.A.C., in third place. Twenty-two started.

R. White won the Junior Stunt with a points total that placed him 12th in the open section.

OPEN

P. Turner	6105
P. White	5958
B. Hampton	5502
W. Williams	5345
R. Ogle	5272
J. Tidey	5263
R. Walter	5187
H. Hanna	5167
R. Towell	5147
P. Roberts	5003
C. Brown	4975
R. White	4923
P. Smith	4633
J. Kowalski	4626
S. Mitchell	4613
T. Georgiadis	4045
B. de Chastel	3659
D. Harvison Sen.	3650
D. Murrill	2814
R. Corbett	2578
D. Harvison Jr.	2099
S. Sherlock	112

JUNIOR

R. White	4928
B. Hoffman	4461
B. de Chastel	3659
R. Middleton	3048
D. Harvison Jr.	2099
D. Spain	937

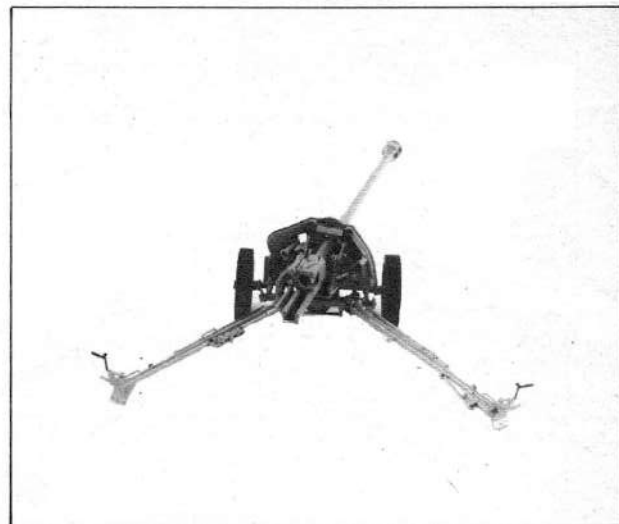
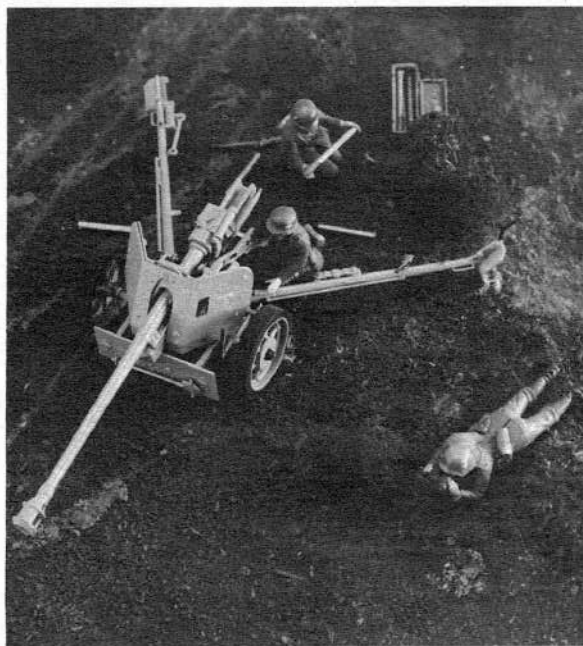
AN APOLOGY

These results are incomplete. The balance of the details will be published in our March issue.

THIS ISSUE IS LATE BECAUSE NATIONALS REPORTS WHICH WE CONSIDERED TO BE IMPORTANT FOR THIS ISSUE WERE LOST.

RECENT FLOODING IN BRISBANE HAS CAUSED LOSS TO SOME MODELLERS IN THAT AREA AND VITAL MATERIAL WAS DESTROYED. WE HAVE MANAGED TO REPLACE TWO OF THE REPORTS AND WILL BRING THESE TO YOU NEXT MONTH.

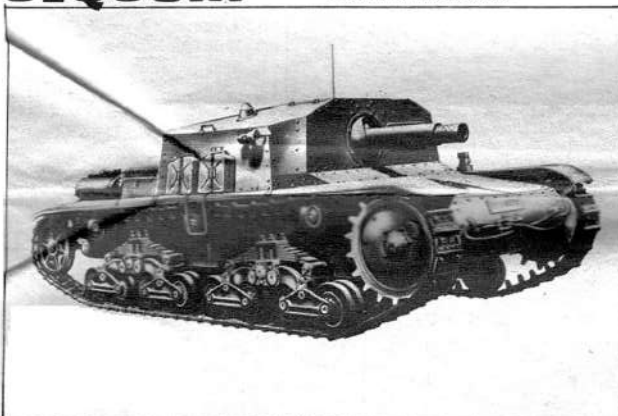
AUSTRALIAN MODELLER MONTHLY WILL BE AVAILABLE ON MARCH 1 AS SCHEDULED.



Beautiful detail is revealed in this new kit from Italeri. The diorama at left shows what can be done.

NEW KITS FROM SEQUOIA

Lower left: PZK-pfw 38(t) from Italeri, now available from the distributors.



German Hether Tank (above). Left: Italian M40-75/18 modern self-propelled gun. Bottom: Henschel Hs 126.



GOLDING MODEL SUPPLIES
16 Boronia Street,
BELFIELD, N.S.W. 2191
(W. A. GOLDING)

PHONE 642 2414

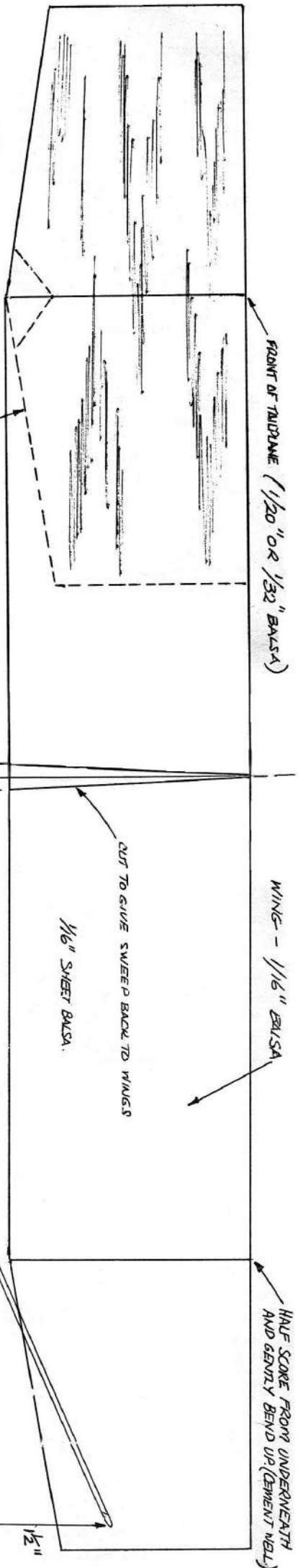
MAIL ORDER

S.A.E. WITH ENQUIRIES

SLOT CAR RACING
 VIP 1/32nd CARS AND PARTS
 G.M.S. WHEELS, AXLES, ETC.
 M.R.R.C. GEARS, CONTROLLERS

DIECAST COLLECTORS KITS
 1/43rd SCALE
 AUTO REPLICAS ENGLAND
 VARNEY MODELS (BUS, KITS)

COME VEHICLE KITS THE NEW "W & T" MODELS AND "ANBRICO" SCALE MODELS.



PROPELLOR: USE
ANY 5/8\" PLASTIC
OR WOODEN PROP



TAIL PLANE PATTERN

'NORTH PACIFIC'
PLASTIC
WING MOUNT

WING - 1/16\" Balsa

CUT TO GIVE SWEEP BACK TO WINGS

1/16\" SHEET Balsa.

HAIR SCORE FROM UNDERNEATH
AND GENTLY BEND UP (CEMENT NEEL)

DIHEDRAL ANGLE

1/2\"

'NORTH
PACIFIC'
PROPELLOR
& UNDERCARRIAGE
ASSEMBLY.

NOTE
GRAIN DIRECTION

PIN

3/16\" x 1/4\"

PIN

1/32\" SHEET
Balsa (2 OFF)

GLUE

RUBBER
BAND

1/4\" x 3/16\" MEDIUM Balsa

USE ONE LOOP OF 1/8\" FLAT RUBBER
10 1/2\" LONG (DON'T WORRY IF IT DROOPS!)

20G PLANO WIRE

1/16\" Balsa
UNDERFIN.

CEMENT

1/20\" SHEET Balsa.
(SANDPAPER
1/16\" THIN OR
USE 1/32\" Balsa)

CAUTION: Don't OVER-WIND RUBBER - ONE ROW OF KNOTS
IS ENOUGH!

BUILD IN 2 HOURS.

Super Streak

KIDS! WANTED YOUR 'SLEEK STREAK' KIT MODEL? KEEP THE PROPELLOR UNDERCARRIAGE WING MOUNT
BUY SOME Balsa AND BUILD THIS SUPER HIGH-FLYING HIGH PERFORMANCE MODEL. USE A LONGER
LOOP OF RUBBER FOR LONGER FLIGHTS. (OR BUILD FROM SCRAP, WITH OTHER COMMERCIAL PARTS FROM HOBBYSHOP)

CLUB NEWS '74

LISMORE MODEL FLYING CLUB

President: D. CRANDON, 2 King George VI Drive, LISMORE 2480.

Vice-President: R. THOMAS, 62 Ballina Road, GOONELLABAH 2480.

Secretary: J. RILEY, 17 Leicester St., LISMORE 2480.

Safety Officer: C. FISHER, WYRALLAH via LISMORE 2480.

Publicity Officer: W. FISHER, WYRALLAH via LISMORE 2480.

This active club has 45 members with headquarters in Lismore, N.S.W., on the far north coast. Membership embraces Kyogle and Grafton. Club caters for all phases of aeromodelling and meets at JIM PALMER'S HOBBY CENTRE, Keen Street, LISMORE, on the third Thursday evening of each month. Various "flyins" are conducted at various times of the year such as Easter, Queen's Birthday, etc., and receive tremendous public interest with good newspaper coverage locally.

Many Club members attended the Australian Nats at Amberley.

NEWTOWN MODEL AERONAUTICAL ASSOCIATION, QUEENSLAND

The Newtown M.A.A. is undertaking a junior training programme in Free Flight and Control-line Flying commencing in February, 1974.

The Club was formed in 1950 and has worked hard for the M.A.A.Q. and M.A.A.A. since its inception. Office bearers are listed in the complete M.A.A.Q. lists elsewhere in this newspaper.

Junior members (under 16 years) are also affiliated with these bodies and also are covered by a public risk policy.

Membership has included many State and National Champions, and one world champion, Bond Baker, winner of the Wakefield Event for rubber-powered models.

Interested flyers and parents please contact:

Arthur Gorrie,
Hon. Sec., N.M.A.A.,
604 Stanley Street,
WOOLLOONGABBA,
QUEENSLAND.
Phone: 44-4829.

WAGGA MODEL AERO CLUB

During the last 12 months the Wagga Model Aero Club has held a number of functions. These have included:

A fun flying weekend, which although poorly advertised, was quite successful with modellers from quite a few surrounding areas attending and attesting to having had an enjoyable weekend.

Hosting the annual Interstate meeting between M.A.R.C.S. of Melbourne and R.C.M.C. of Sydney, of which M.A.R.C.S. has spoken highly in their newsletter, both of the hospitality and the flying facilities.

The Wagga Model Aero Club however has never held a competition as such as yet, and as we are a growing club both in numbers and experience, we have decided to hold a World War II Pageant on April 27-28, 1974, with modellers of all categories being welcome. The programme and rules are as follows:

EVENTS

1. SCALE (FF, RC, CL) with an extra trophy for Model of the Meeting.

2. MISSION

- (a) Balloon Bursting (RC, CL)
- (b) Bomb Dropping (RC, CL)
- (c) Ribbon Cutting (RC)
- (d) Combat (CL)
- (e) Mystery Event (RC, CL)

SATURDAY, APRIL 27

SCALE PROCESSING (INCL FF)

- EVENT 1. Bomb Dropping
- EVENT 2. Balloon Bursting
- EVENT 3. Ribbon Cutting/Combat

FUN FLYING

NOTE: SATURDAY EVENING OUR USUAL BAR-B-Q AND AUCTION.

SUNDAY, APRIL 28

VERY EARLY FF.

QUALIFYING FLIGHTS

EVENT 1. Scale Qualifying Flights

EVENT 2. Mystery Event.

FUN FLYING

PRESENTATION OF TROPHIES.

RULES

1. SCALE. (a) Judging to be under M.A.A.A. rules as per the 1973 Rules Handbook.

(b) Aircraft must be heavier than air, man carrying aircraft employed by the belligerent powers between Sept. 1, 1939, and Sept. 2, 1945, in the appropriate colour scheme of the period.

(c) Aircraft can be any category from bomber to glider.

(d) Contestants will be required to provide proof that the aircraft was so employed and that the colour scheme is correct.

2. MISSION. Mission aircraft may be semi-scale combat aircraft of the period in the appropriate colour schemes.

Profile models will be permitted in CL Combat only.

ENTRY FEES: A nominal fee of \$1.00 per contestant has been set to cover the cost of trophies, etc.

ENQUIRIES: Entry forms will be available shortly, if you are interested please contact:

Wagga Model Aero Club,
C/o Mr. S. Hitchcock,
31 Tarakan Avenue,
Ashmont, N.S.W. 2650.

S. B. Hitchcock,
Asst. Sec., W.M.A.C.

NORTHERN AREA CONTEST AEROMODELLERS

There is a recently formed modelling group known as the Northern Area Contest Aeromodellers. In the Hunter Valley all the clubs were too small to make registration with N.S.W.A.A. and M.A.A.A. possible. This group was formed to cater for interested persons and now has 26 contest minded members. Any person in this area who is having trouble getting registration should contact G. Hungerford, 3 Hunter Street, Singleton 2330, and we will gladly accept them into our club.

On February 16 and 17 N.A.C.A. will be running the Hunter Valley Championships. This contest has been held annually for quite a few years now and it is expected that this will be the biggest and best ever.

The contest will be held on the same fields as last year, which are the fields used by Muswellbrook Model Flying Club. The C/L and R/C field is four miles east of Muswellbrook on the New England Highway. Anyone wishing to, may camp on this

field. Water and toilets are available.

The programme will not start until 2 p.m. on Saturday to allow those who have long distances to travel to get there in the morning. Special notice is given to the vacoecue after Saturday's events. Lunches will be available on the C/L and R/C field on both days. Hoping to see large entries this year.

Geoff Hungerford,
Secretary.

SCALE MODEL AIRCRAFT SOCIETY

President A. E. Ronke,
51 Allman Street,
Campbelltown, N.S.W. 2560.

The Scale Model Aircraft Society held during the Australia Day weekend, its Third Annual Metropolitan Scale Championships, Free Flight on Sunday, January 27, whilst Control Line and Radio Control was held on January 28, 1974.

A special prize for the best model built and flown by a junior was to be awarded.

The rules are quite simple to attract the newcomer to scale flying, or all those weekend scale flyers.

Full results will be published in March issue of Australian Modeller Monthly.

SCALE MODEL AIRCRAFT SOCIETY

Information on the Scale Society's Third Annual Metropolitan Scale Championships did not coincide with A.M.M.'s publication date. Comp. was over three days before this issue would be on the newsstands. Apologies, but could not be avoided. We append the planned rules for the new Novice Scale Comp. Comments please.

RULES GOVERNING NOVICE SCALE

1. Models must be replicas of full size aircraft.

2. Maximum capacity of engine's must not be greater than 20 cc (1.22 c.i.), i.e., one engine may be 20 cc or two may be 10 cc each or four may be 5 cc each.

3. Weight and wing loading is to be in accordance with M.A.A.A. Rules.

4. All models are subject to M.A.A.A. Safety Rules.

5. (a) Models are to be processed to the model construction drawing as published in magazines or supplied with the kit.

(b) Home drawn construction drawings will be permitted but must have at least three photos of the subject aircraft, and must be from three different angles.

(c) No measurements will be taken, but model will be compared with the drawing, with the model at 20 ft. distance.

6. If cockpit and/or cabin detail is added, then the score of this shall be plus 10% of the total static score.

7. All models may be hand launched but this will incur loss of take-off points.

8. (a) Where no proof of colour and/or markings is available, the model must be decorated in a scheme applicable to the era the model depicts.

(b) Where no interior details are known then model must be furnished with equipment applicable to the era, e.g., a Bleriot II would not have an ejection seat nor a Boeing 747 have cane passenger seats.

9. Model must put up a flight to qualify for placing. This flight will have an endurance of 30 seconds or at the discretion of the judges. No points will be awarded for this flight, but the quality of the take-off and landing will be noted in case of a dead heat. (10 points)

10. Points for fidelity will be awarded as follows:

(a) Fidelity to outline - up to 100.

(b) Finish (quality) - up to 100.

(c) Colour and markings (correct era) - up to 100.

(d) Undercarriage (correct style, tricycle or tail dragger, balloon tyres or flatcont) - up to 100.

(e) Construction (is it a reasonable rep. of prototype - wood metal or fabric or open frame) - up to 100.

(f) Interior details - 10% of the above points.

WESTON CREEK MODEL AERO CLUB

Secretary, Treasurer: P. Van de Waterbeemd, 9 Blowering Street, DUFFY, A.C.T. 2611.

1974 HUNTER VALLEY CHAMPIONSHIPS

SATURDAY, FEBRUARY 16

at MITCHELL HILL FIELD, SOUTH MUSWELLBROOK

2.00 p.m. till 5.00 p.m.: Radio Control Sailplane, Stunt Round 1, Rat Race 2.5 cc, Hurl Glider.

5.00 p.m. till 5.30 p.m.: Half-hour Power Scramble

SATURDAY NIGHT BAR-B-Q - 5.30 p.m.-7.30 p.m.

SUNDAY, FEBRUARY 17

at COFFEY'S FIELD, WEST MUSWELLBROOK

7.00 a.m. till 10.00 a.m. E.S.T.: Open Power, 3 rounds; Open Rubber, 3 rounds; Open Sailplane, 3 rounds

Also at MITCHELL HILL FIELD

8.00 a.m. till 3.00 p.m. E.S.T.: Second Round Stunt, Third Round Stunt, Open Rat Race, Open combat, F.A.I. Combat.

9.00 a.m. till 3.00 p.m.: Radio Fun Fly and Pattern.

4.00 p.m.: PRESENTATION OF PRIZES

NOTES: Entries taken on the fields - \$1.00 nom., 50c per event.

E/F: 1 hr. Round times.

NO D/T Fuses allowed owing to Fire Restrictions.

Camping facilities available on the field. Hotel Accommodation: Wayfarer, Red Cedars, Koala Hunter, Valley Hotel Motel.

LUNCHES AVAILABLE ON THE C/L FIELD, Saturday and Sunday.

PRIZES: 1st, 2nd and 3rd - with a prize for Best Overall Junior.

All enquiries to: G. HUNGERFORD,
3 HUNTER STREET,
SINGLETON 2330



Hawker Aircraft Company's hack Hurricane. This is same version as Airfix kit depicts. All aluminium colour scheme with black lettering would provide simple alternative to war markings. Photo: Hawker Siddeley.

TRADE NEWS



SERIES 14
24th SCALE SUPERKITS

HURRICANE ARRIVES

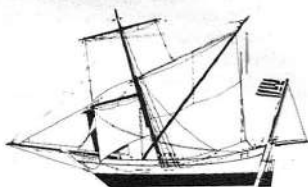
**24th
SCALE
KITS**

Bondi Hobby Shop of Royal Arcade, Bondi Junction, Sydney, are pleased to announce that they have stocks of the all-new 1/24th scale AIRFIX HAWKER "HURRICANE". And it really IS a beauty! No-one could fail to be impressed by the multitude of parts, and the incredible detail! No cheapy this, for the price is \$19.50 in Australia, but this surely is the most excellent value for money. Our preliminary work in making one up indicates that the kit is beautifully engineered. The fit of the wing-gun covers is most worth of note. A knife is needed to prise them out, once the plates have been put into position! So far, we have found the instruction book very good, being highly detailed, but we would have liked more "blow by blow" instructions. The drawings alone do not represent "a thousand words". Please don't expect a review in this issue! The work in this one should keep us busy for a month, since the Merlin engine alone is worth a week's work.

These kits at Bondi are probably the very first to be seen in this country, since they were airfreighted out, even in advance of AIRFIX's own shipments. If you want to be

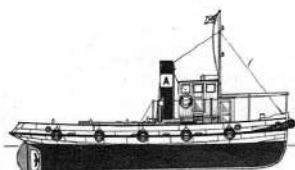
first to have one built, buy one now and get started! You won't be disappointed.

Our detailed review with instructions for building various other versions, written by our tame Hawker expert (he is a former Hawker employee) will appear in the next A.M.M.



We visited Sergio Taccoli at his Pendle Hill hobbyshop-warehouse address, and were shown various interesting "goodies".

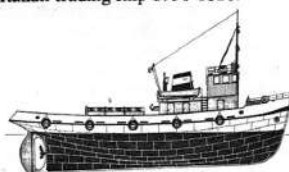
Sergio now runs SEQUOIA DISTRIBUTORS exclusively, and is no longer in partnership. He offers personal service to retailers and modellers. He is importing a number of Italian ship kits and accessories, and had a good selection of plans available as well. We liked the range, and some are listed below.



Large ship model plans: Victory, Sovereign of the Seas, Constitution, Ark Royal, Golden Hind, Bon Homme Richard, Santa Maria,



Revenge, tug boats, schooner, paddle wheel steamer, yachts (suitable for R/C), Greek trading ship 1785-1835, Italian trading ship 1750-1820.



Many others are available.

Sequoia also have a large range of ship fittings, and the retail shop is well worth a visit.

The retail store is known as International Hobby Supplies, of 211A Wentworth Avenue, Pendle Hill.

Sergio is importing Italaerei plastic kits, and the new German anti tank gun and crew is a beauty. Moulded to 1/35th scale, the kit contains parts for a 7.5 cm PAK 40 gun, beautifully detailed, with three crew members, rifles, ammunition case and shells, spare expended shellcases. A fine diorama can be built from this kit (see photo). The best is yet to come. The price is only \$2.25.

Other Italaerei kits coming in the next few weeks include the M40 75/18 Italian self-propelled gun (\$3.95), the PzKpfw 38 t German tank (\$3.95), the M13/40 Italian tank (\$3.95), the Marder III self-

propelled German gun (\$3.95), the Hether tank, and a number of fine aircraft kits. The Henschel Hs 126 looks a fine kit, as evinced by the photo. Others in the range include: Savoia Marchetti SM 81 "Pipistrello" at \$6.50, the Fiat Cr 32 at \$1.60, Republic F-84F at \$2.20, Lavochkin La 5-FN at \$1.05. The Henschel Hs 126 is \$1.45.

We look forward to reviewing these kits when they are available.

Australian Modeller Monthly
Editor.

FOR PHOTOS OF ITALAERI KITS AND CONTINUATION OF TRADE NEWS, SEE PAGES 10 and 14.

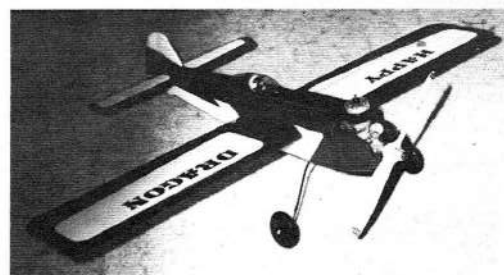
FANTASTIC HOBBYSHOP NEWS

SCALE PLASTIC MODEL KITS

Airfix are doing a new package for their "bag" series. This should reduce small broken parts, and losses due to holes in the bag. The bad news? The price is up. Again buy the "bag" kit now and save. Frog have announced a major repackaging programme; some models will move from one price group to another, and the Canberra is expected here in March. Well it was expected March, 1973, but it will be just as welcome in 1974! Airfix have released the Waterloo figures of French Imperial Guards, and British Line Infantry in 1/32nd scale, also the "Strongpoint", a damaged house for wargamers. The Australian soldiers came, and went (more due March) and Montgomery's Humber Staff Car arrived. Airfix stocks are generally good - for how long? Who knows?

(Contd. on page 14)

TRADE NEWS



Cyclone, built by Peter Shennan (age 9) from the Artmill kit. Die-cutting and jig interlocking of formers to fuselage sides aids assembly. Peter left tips of wings unshaped to aid manoeuvrability and deleted cheek cowls. St. George influenced the name since the colour scheme is red and white. Photo: AMM.

FANTASTIC

NEW FLYING MODEL KITS

Many modellers will welcome these new Australian made kits from Artmill. There are three models to hand. While they are inevitably similar to Aeroflyte's standard models, as they are designed to do similar jobs, they are well presented with clear building instructions and drawings. The kits include accessories like wheels, canopies, and tanks and eliminate your need to ask the hobbyshop to check that you have everything you need. We toted up the total of items supplied and decided these kits are good value.

The Tempest is a rugged, easy to build 20" span control line trainer, with solid easy to repair wings.

The Tornado is slightly bigger with a 24" wingspan for bigger engines.

The Cyclone is a "second" model for stunt and combat training. Wingspan is 27" and will take motors up to 3.5 cc.

Build it yourself models have many advantages. Firstly they are easy to repair yourself; you just buy a sheet of balsa and glue it. The engine can be transferred from one kit to another, as you progress in skill (the kit is the cheapest part). The bigger engine will give you better performance, and these models are easy to fly.

Just arrived new stock of Monogram planes and tanks. We haven't time to unpack them before the press deadline, but they will be available by the time you read this. Write for lists or call at Fantastic, Wynyard or Liverpool.

Talking of wargamers, the reprint facsimile of H. G. Wells "Little Wars" instruction text book for wargamers came in. These will be rushed. It's great when even the reprints are rushed by collectors as well as enthusiasts.



A change of agent for Hornby Railways in Australia has been announced as from January 1, 1974. We are particularly worried about immediate continuity of supply. Change of agency normally produces delays and out of stocks, in addition we have to cope with world shortages of paper, plastic and metal products. The three-day working week due to power problems in the U.K. is another factor so is shortage of shipping space. Altogether the outlook is grim for the new agents and their customers. We wish them success in spite of the problems.

To clarify the position as to model railway brands, Hornby was the railway name of the famous Meccano company who marketed Meccano engineering sets and Hornby "O" gauge trains. Later Hornby chose to go electric and eventually to half "O" size, giving us "HO" or "OO". Hornby Dublo continued successfully for many years against its competitors Trix Twin (now long gone) and Triang/Minic. Eventually Triang bought the Hornby name from Meccano, and has recently changed its product name from Triang/Hornby to Hornby Railways. So new Hornby is the continuation of the old Triang. Meanwhile Wrenn bought the Hornby locomotive dies, moulds, a lot of know how, and produced Wrenn locomotives to the quality Hornby standards. For some years Wrenn agreed that Triang should market Wrenn products, as their "better quality" engines. Now Wrenn are going it alone. They have produced a full range of heavy duty locomotives, smooth running goods waggons, and some track. Now they produce a nickel silver flexible track, with brown sleepers, in yard lengths. This matches Peco, Triang Series 6, Flieschmann, Lima and most other code 100 tracks. It just happens that The Fantastic Hobby Shop has landed thousands of yards of this special new track at a time when other flexible tracks are hard to get. It's cheap, too.

Question of the month! Ask a railway modeller has he ever had a Climax. Fantastic has four of them, HO, HON3, in brass. They're really beautiful. Why don't you pop in and see?

Best wishes for 1974.

John de Horne.....

At last! Three new British outline locomotive kits for "N" gauge are available in Australia at the Fantastic Hobby Shop. These are:

1. S.R. (ex L.S.W.) B4 0-4-0 shunter.
2. Manning-Wardle type saddle tank.
3. Peckett type saddle tank.

PECO WILLS

These white-metal kits by Peco-Wills are exceptional, with good detail, are free of flash and come complete with an Arnold Rapido 0-4-0 chassis and motor.



As there are few pieces, assembly is straightforward and detailed instructions are given. Quick set epoxy resin is recommended. No modifications to the chassis are required and the finished body fits neatly onto the frames.

Although there are a few small points of difference due to the use of an existing chassis, the models when completed faithfully, reproduce the character of the prototype.

As these locos were often used by private owners, many varied and colourful colour schemes may be used, as well, of course, as the liveries of the railway companies themselves.

These kits should prove popular so let's hope there are many more to come.

Tim Phillips.

FOR SALE

New Items in Cartons.
AEROFLYTE INVADER with McCOY 35 RC Engine, both for \$52.00.
AEROFLYTE HUSTLER with MERCO 35 RC Engine, both for \$45.00.

BARGAINS!

W. Williams, Flat 7, 27 Wattle Street, HABERFIELD, NSW. Phone: 799-1192

**SYDNEY MODEL YACHT CLUB
1974 SAILING PROGRAMME
FULL DETAILS ON PAGE 7**



SYDNEY
MODEL YACHT
CLUB

Radio Control

Well, who would have thought that a transistorised saviour in the guise of Steven Crews would have taken these "electronic elves" by their little hands and guided them to an organised regatta? By the time you read this their first outing will have just about taken place, Sunday 16, Scarborough Park. Five boats definitely registered with a possible two more to be confirmed. I understand from Steve that more events are planned for the future; he is insisting they become members of the club in order to race. If this sort of good work continues I'm sure we will shortly see the day when Radio outnumbers Vane. Anyone interested ring Steve at 520 9534.

New Members

As a result of our membership drive members now total 24 with 12 other applications in transit - total 36. Not bad, but our aim is still 60 members by June 1. The club hopes to gain representation on the A.M.Y.A. committee to handle P.R. for all clubs; this way we can split costs four ways and really gain the coverage we need.

Point Score Trophy

During our direct mail campaign we received a letter from Mrs. Nan Johnson advising us of the death of her husband 3 1/2 years ago. As well she enclosed a cheque for \$5.50 to cover a subscription to the club newsletter. The committee have decided to add a similar amount to cover the purchase of a small trophy. To be called the *Peter Johnson Perpetual Trophy*, it will be awarded annually to the member amassing the highest number of points in a year's sailing (July 1 to June 30). While only six months are left in this term the points will be taken from January 1 to June 30, 1974. To be awarded at the Annual General Meeting, July 1, 1974. Of course, this will apply, marbleheads only.

Boats for Sale

As we said in the last issue, boats (all classes) are always for sale. For a complete listing ring Ray Bennett (Sydney) 449 3486. Incidentally, if you want to sell a boat or any gear, we will advertise for you - we ask only 10% of the completed sale.

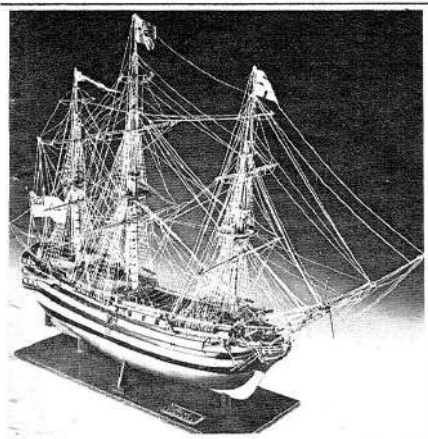
CHAMPIONSHIP RESULTS

10 Rater club Champs		10 Rater National Champs (Canberra)	A Class Club Champs
1st	R. Fox	D. Billings, N.S.W.	D. Billings
2nd	D. Billings	T. Collagon, N.S.W.	R. Fox
3rd	R. Hattersley	R. Fox, N.S.W.	T. Collagon
4th	T. Collagon	J. Arthur, Canberra	

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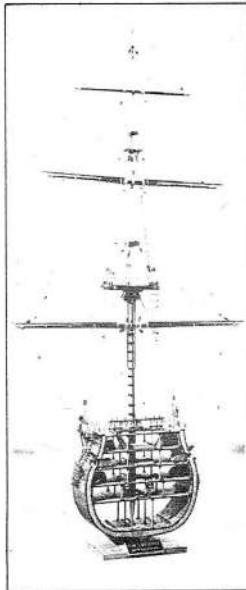


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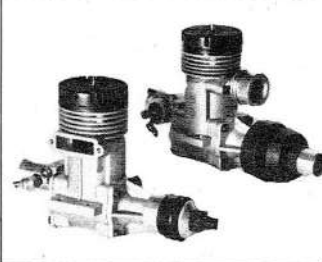
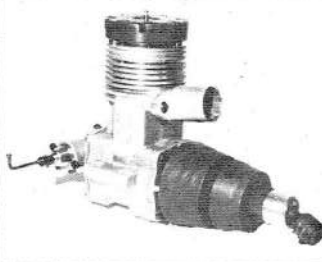


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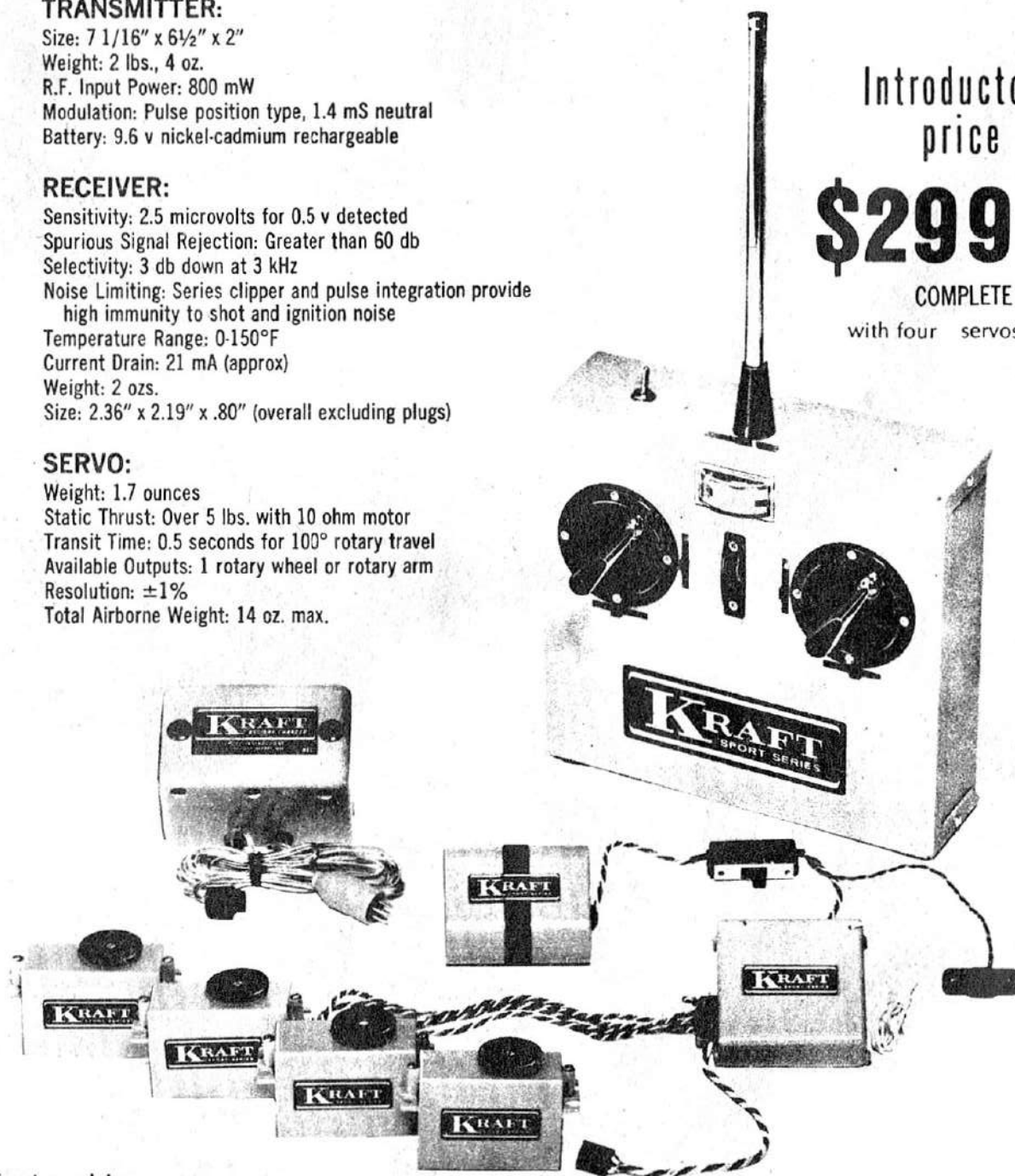
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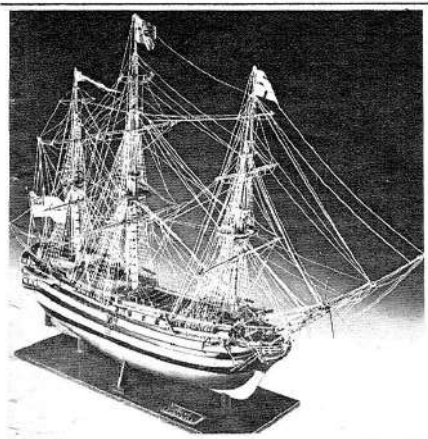
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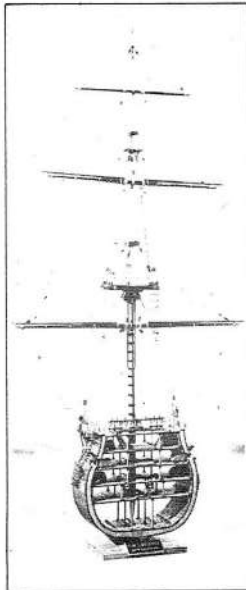


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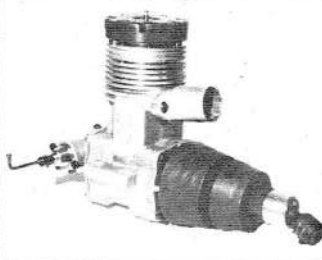


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