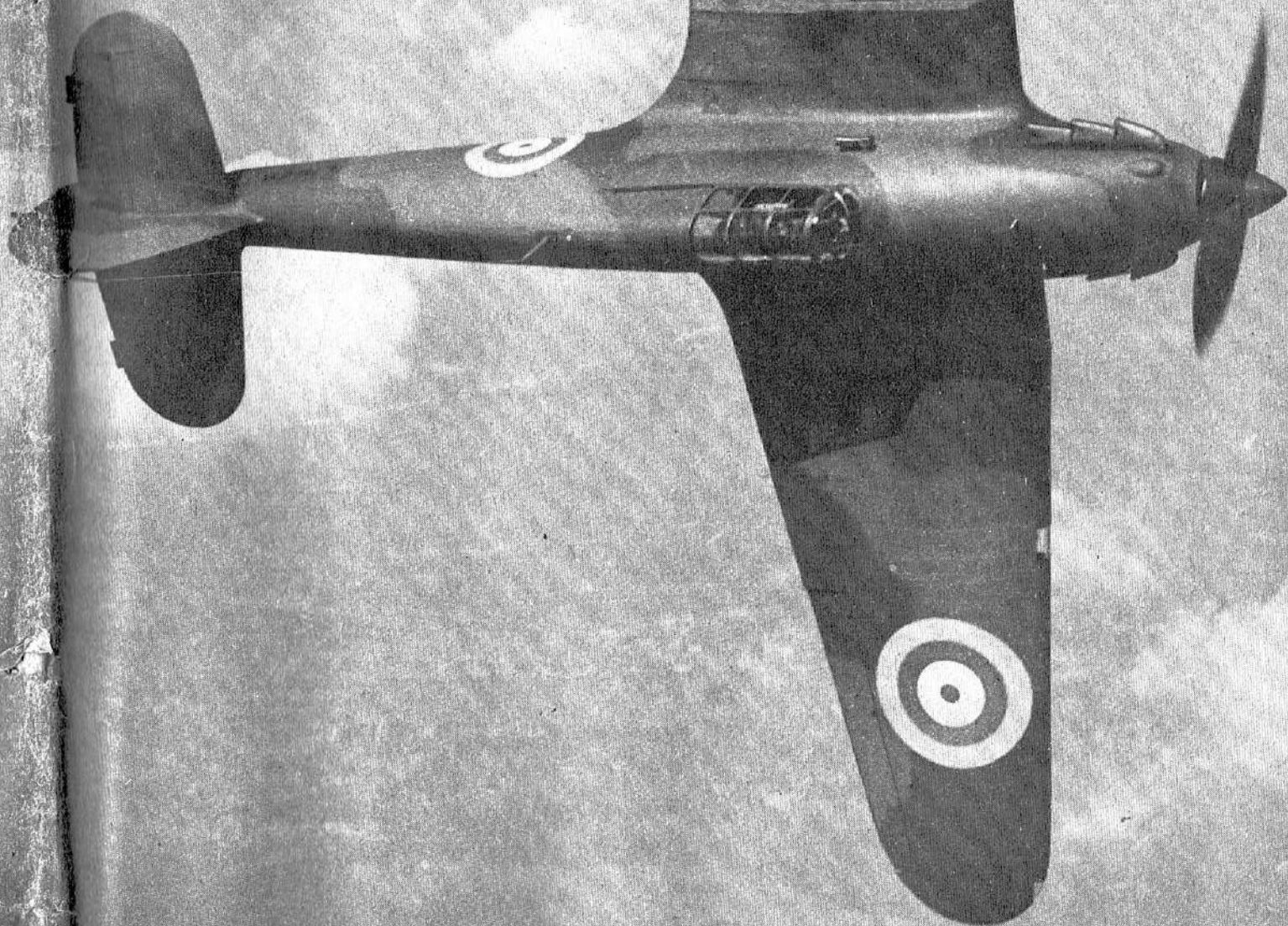


MODELLERS' MONTHLY

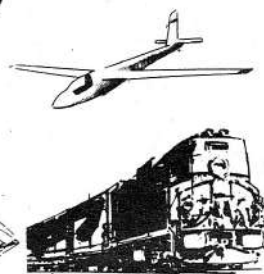
30¢

Vol1, No3.

MARCH 1974



MODELLERS' MONTHLY



VOL. 1 NO. 3

(FORMERLY AUSTRALIAN) MODELLERS' MONTHLY

MARCH 1974

THE HAWKER HURRICANE

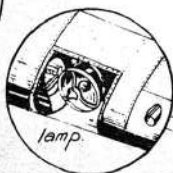
Note: Spinner was larger diam. than nose
(Dowty Spinner)

Note Sheet Covering

late mod pitot head

mark I with Rotol constant speed airscrew

"Battle of Britain" aircraft:
some of this mark were
fitted with D.H. airscrews (with painted spinner)



lamp

metal covered

10 mg's

2 outer guns



nav light
mark I metal wing

Note: Different Shape of
Gun Bay Coverings
8 mg's

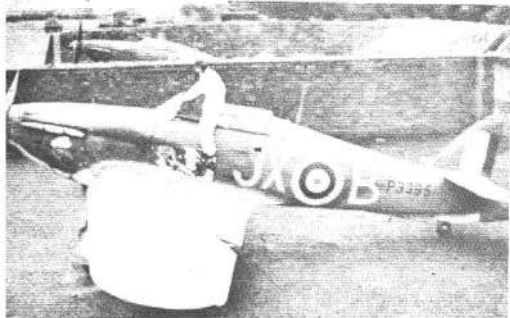
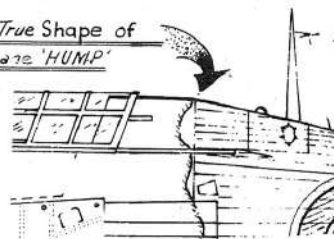
Note: Erratic rib spacing was
typical.

yellow outer

mk I wing:
fabric covered,

Sheet Covering

NOTE: True Shape of
Hurricane 'HUMP'



P3395, "B-Baker" of No. 1 Fighter Squadron at Wittering in Oct., 1940. The previous month this machine, flying from Northolt, destroyed a Bf109 over Tonbridge, Kent. P3395 was one of the original No. 1 Sqn. Hurricanes which fought in France.

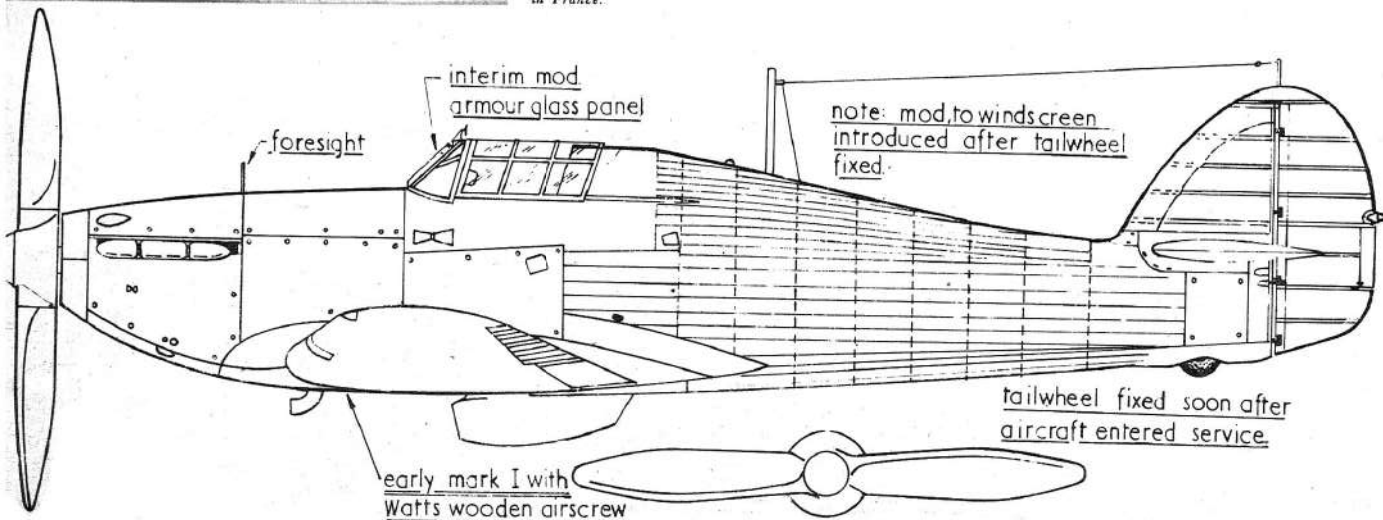
interim mod
armour glass panel

foresight

note: mod. to windscreen
introduced after tailwheel
fixed.

tailwheel fixed soon after
aircraft entered service.

early mark I with
Watts wooden airscrew

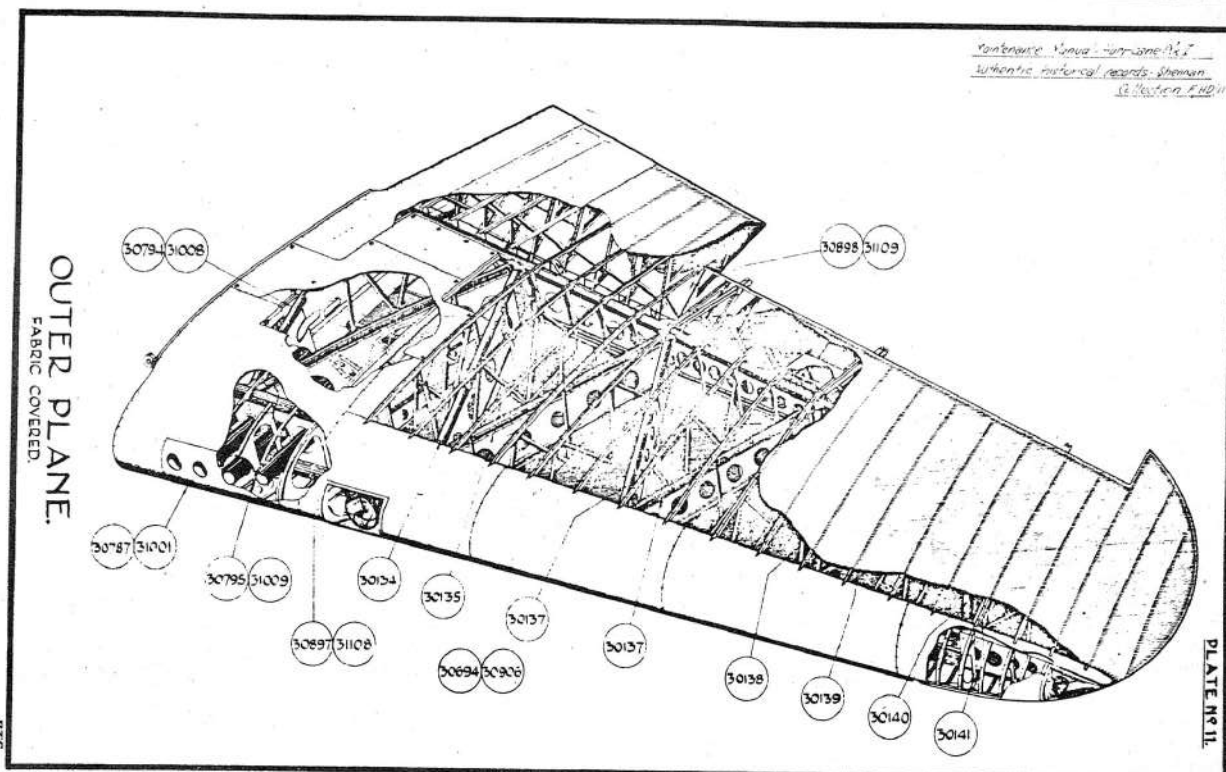
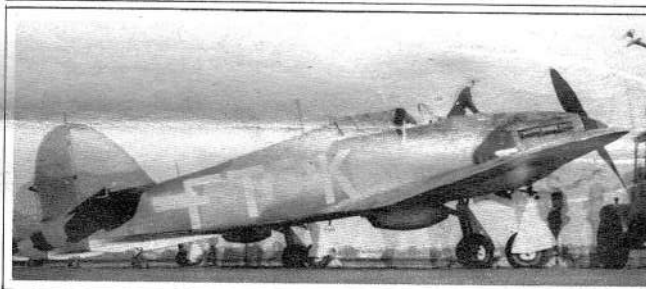
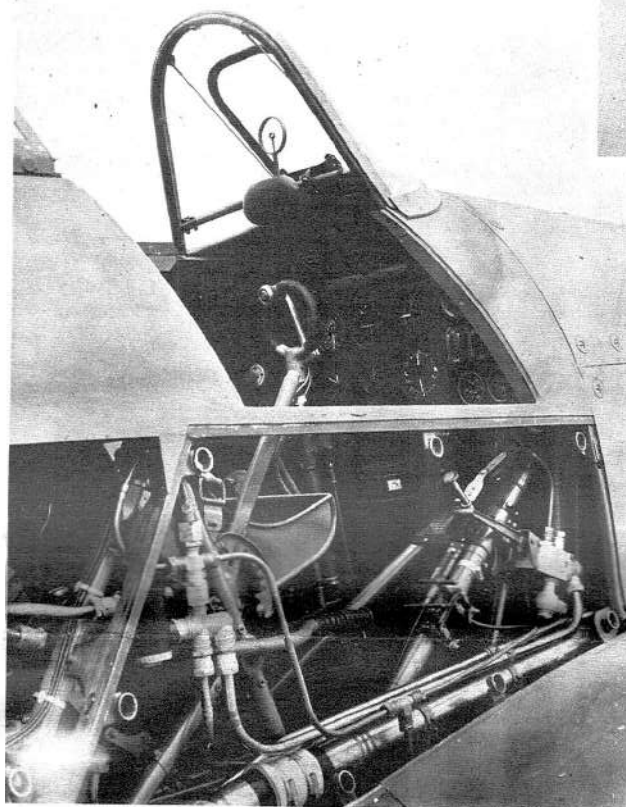


PLASTICS MODELLING...

SCALE DETAILS HAWKER HURRICANE

The arrival of supplies of the Airfix Hawker Hurricane in Australia will inspire modellers to try their hand at modifications. We are providing a selection of scale drawings and photos here for anyone so doing.

AG162, Canadian-built Mk. X in paint-scarred condition of many operational aircraft of the period. This Hurricane has ring gunsight and Type 9 Roundel.



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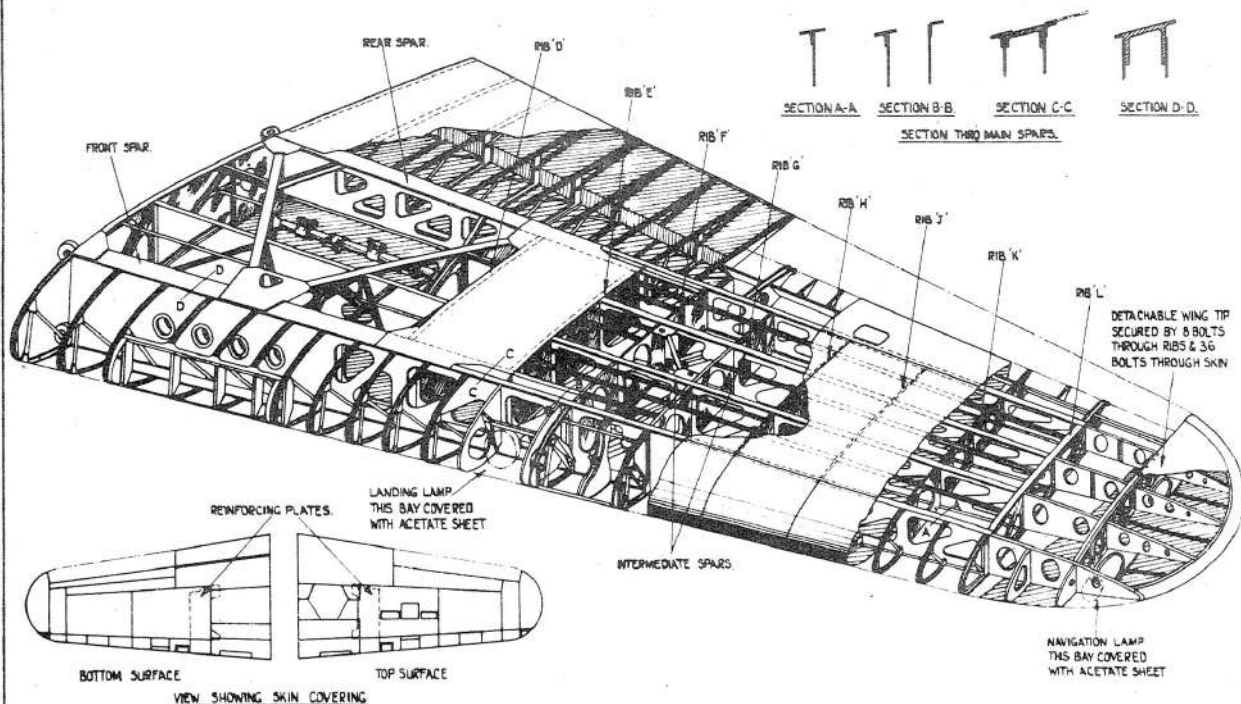


FIG 3

OUTER PLANE (BROWNING GUNS)

FIG 3

HURRICANE CAPTIONS

Opposite page: 1. EH — W a Hurricane Mk 1, in battered operational finish. This aircraft was used in the Battle of Britain, but now shows later roundel and markings. 2. FT — K, is a Hurricane Mk 1 of No.43 (Fighter) Squadron, RAF. This machine has a Watts wooden

propeller and red blue and yellow roundel on the fuselage with the yellow painted over. 3. NQ — G in pre-battle colours. Note the large gap between cowl and propeller due to large shaft tolerance. Later versions had the gap covered with a flange plate around spinner

Photos: J. M. G. Gradidge. 4. Cockpit side of a Mk 1 Hurricane. Fuselage longerons are clearly visible. Early windscreen has no armour glass and ring and bead sight for guns. Below Left: Manual page of Fabric wing of Hurricane Mk 1, usually associated with

wooden propellers. Above: This page: Metal wing for Mk 1, shows different access panels, etc. This is wing in Airfix 1/24 kit.

Editorial

We hope you will not have mistaken our paper for a new modelling newspaper! Instead, we have only changed the name slightly.

Our new title still means the same as it did before. We still are covering ALL modelling activities, and will publish all types of modelling articles that are submitted. This is STILL an AUSTRALIAN MODELLING MONTHLY, and now it will be a NEW ZEALAND MODELLING MONTHLY — ALL KINDS OF MODELLING, NOT JUST AEROMODELLING.

To all those New Zealand readers, we extend a hearty "welcome"! We're glad to have you aboard, and hope we can keep you interested with good useful articles and news of your activities. All contributions will be considered, MOST will be published, and we particularly invite articles on construction, design, and flying of aircraft, and also articles on building and modifying cars, trains, boats, ships, weapons, arms and armour. All articles accepted will be paid for at a substantial rate, and a special drawing rate will be settled upon on viewing of submitted items.

The support we have had from clubs and individuals has been very gratifying. We do thank you all, and ask that you keep up the good work. We would like to hear from car and boat clubs, and also from the railway buffs.

In this issue, we are presenting our first boat plan. This model can be built by beginners, yet has a very high performance. We are indebted

to Mr. A. J. Brewer and Mr. Ray Bennett who made this plan available to us.

We have a fine selection of articles and drawings for future issues, but do still require submissions. Look for boating articles in the next issue, contest calendars, etc. We commend our new plans service, and ask that if you have not received your plans within fourteen days, please write and ask. All orders will be filled promptly, but this will ensure that if your order has not reached us, we will know about it.

The Editor.

ADVERTISERS! WRITE AND ASK OUR VERY ATTRACTIVE RATES! — AUSTRALIA-WIDE COVERAGE VIA NEWS-AGENTS AND HOBBYSHOPS GIVES BEST EVER RESULTS — TRY US NOW!

Deadline for the April issue of MODELLERS' MONTHLY will be March 21 final. Reports coming in after that date will be held till the may issue, or if then out of date, will not be published. We endeavour to accommodate any urgent notices, even after our deadline, and if you do have such important notices, phone or write, even though it is over the general deadline. We will do our best to insert, up to printing date.

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SLY CAT Multi Trainer for Sunday flyers	\$49.95
FLAT TOP STORMER Fully Aerobatic 65" span 40-60 motors	\$ —
MINI BOY Eye catching beauty 43" span 19-35 motors	\$39.95
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EYE BALL World famous for Winning A.R.F. 60 motors	\$69.95
WAYFARER Try a 'biplane', easy to build and fly 40-60 motors	\$69.95

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BLUE PANTS STUNTER for 15-19 motors	\$ —
FLAPPY STUNTER for 19-25 motors	\$ —
NOBLER World famous Stunter 29-40 motors	\$ —

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JODEL REGENT
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Ask About Others

NOTE: DUE TO TYPO. ERROR IN LAST ISSUE, AIRFIX HURRICANE WAS LISTED WRONGLY. PRICE IS \$16.50 ONLY. BUY NOW WHILE STOCKS LAST.

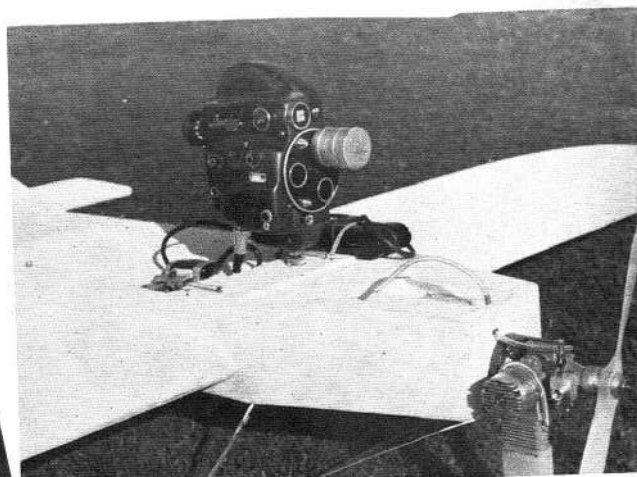
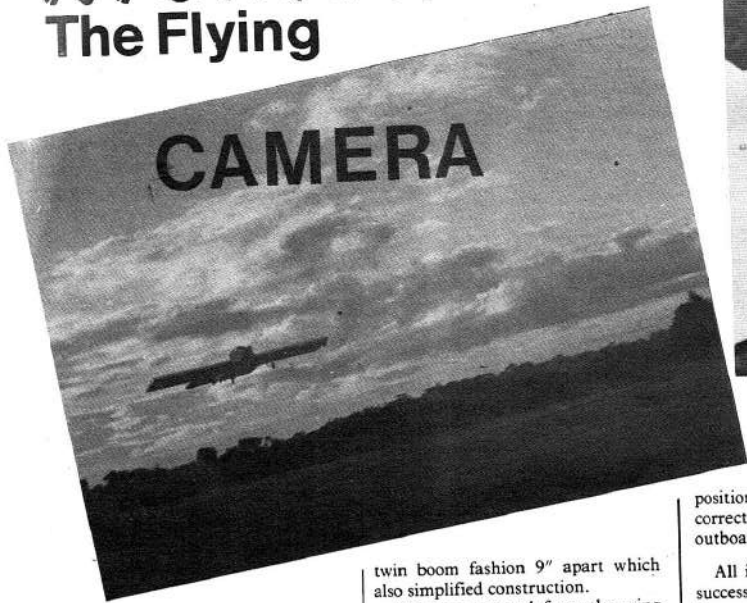
Royal Arcade, 175 Oxford St., Bondi Junction

'Phone 389-8303

NIGHTMARE

The Flying

CAMERA



Left: "Nightmare" lifts off on its test flight. This 7ft span machine has carried a 5 lb. payload. Above: The camera installation; A Paillard-Bolex 16 mm movie camera is bolted to the fuselage. Purpose was to photograph plastic trainers in flight from the circle. Photos: W. Williams.

By Warren Williams

Most aeromodellers at some stage or another throughout their chequered careers, become involved in some crazy and seemingly impossible tasks.

The classic case for me and for three members of the Victorian Control Line Aeromodellers, Steve Mitchell, Theo Georgiadis and Peter Roberts came about following a request from an advertising company that we construct for them (*in one week!*) a control line aircraft with throttle control, capable of carrying a 5 lb. movie camera, to be used in the proposed making of a television commercial.

It was also necessary that the camera be mounted on top with a clear 360° rotational view through the lens. This meant that a low wing aircraft would have to be constructed.

As the four of us involved were mainly flying stunt, we were faced with a venture where a lot of guesswork only could apply to the aircraft, which was later to be named affectionately "NIGHTMARE".

The project involved a total labour time of just over 80 hours between the four members in four nights, many of which were 2.30 a.m., 3.00 a.m., early morning sessions. We were faced with many problems during construction most of which were solved as they appeared.

Our aircraft began with the wing, constructed of Polystyrene foam, and here we knew plenty of area would be required and had to decide on size. This decision was narrowed by the fact that our block of foam was 42" long by 12" x 20".

Consequently our wing was 7 ft. long by 20" chord. The section for the wing was a flat bottom N.A.C.A. Mitchell special lifting section. With no time for technicalities the rib template was drawn with one swift stroke of the pen by Steve, with all in favour, that's it! To also save time, no dihedral was used and this helped speed our construction time in joining the wing halves.

The wing had Balsa Leading and Trailing edge spars, tips and reinforcing where necessary. Approximately two degrees positive incidence was used to aid in lifting the beast.

The tail was also foam, of similar construction being approximately $\frac{1}{2}$ the wing length and $\frac{1}{4}$ the wing area.

Our fuselage was from 2 x 4 ft. sheets of balsa arranged in a

twin boom fashion 9" apart which also simplified construction.

This was tapered from the wing leading edge to the nose to give additional streamlining and assist with propeller thrust efficiency.

Three, eight-inch plywood formers were used up front and balsa was used for top and bottom sheeting and tank compartment. Additional foam was later used to cover the top section from the leading edge to the trailing edge of the wing.

The mount for the camera was from $\frac{1}{4}$ " ply and placed on the fuselage top in such a position as to balance out the completed model. Our bellcrank position decision was also helped by the length of the piano wire available although this worked out about where we would have put it anyway. A Roberts three line bellcrank unit was used and control linkages were reinforced for the additional load required. Our bellcrank mount was from $\frac{1}{4}$ " ply across the bottom of the fuselage, placed under the wing so that control wires would not come in to view from the camera lens. Undercarriage was two main wheels later braced to take the weight involved and a third wheel at the trailing edge of the wing.

The model was completely constructed with PVA glue and 5 minute Epoxy and painted with white PVA water based paint.

Power was supplied by an Enya 60 swinging a 12" x 6" prop. All up weight was 9 lbs. with camera to be added 6 lbs. making a total of 15 lbs! Material cost less engine was \$61.00 to complete the model.

We kept telling ourselves that our "Nightmare" would fly, although the question was how and for how long. To save one expensive movie camera, our first trial flight was to be made with a dummy weight. The moment of truth was near as one 10cc engine fired to life. Theo being our heaviest member in weight was elected to be our pilot. At this point and making sure the machine had been captured on film, the release sign was given and our "Nightmare" soared magnificently aloft. The first flight was followed with a second and for this flight the movie camera was fitted and loaded with film.

As there had been a tendency for the inside wing to create too much lift, some wing tip weight was removed. Following our second flight the complete weight was removed and there is still a tendency for the outboard wing to drop. This is partially due to the camera drag and

position of mounting and will be corrected by a trim tab on the outboard wing.

All in all our "Nightmare" was a success so far, three movie shots had been taken with the camera facing different positions and our only worry now was engine vibration affecting the camera. We were overjoyed when after developing the film found no vibration problem existed. This would have been minimised by the massive amount of foam used which would help absorb vibration, and also with such a large wing area to keep a stable flight. It is a strange sensation watching the movie shots and unless told, one would wonder how these had been achieved.

The next step was a few minor adjustments to our model and a fourth line will be fitted for camera control. The idea of the set up is to get shots of trainer model aircraft flying at the same time.

Some shots will be taken with the camera lens facing forward and others facing down the lines, with others from the rear looking through

the twin fins. This is also to include several crepe streamers extending from the tail of the "Nightmare" to enable shots of the Trainers as they approach, cut the streamers and make an overhead pass.

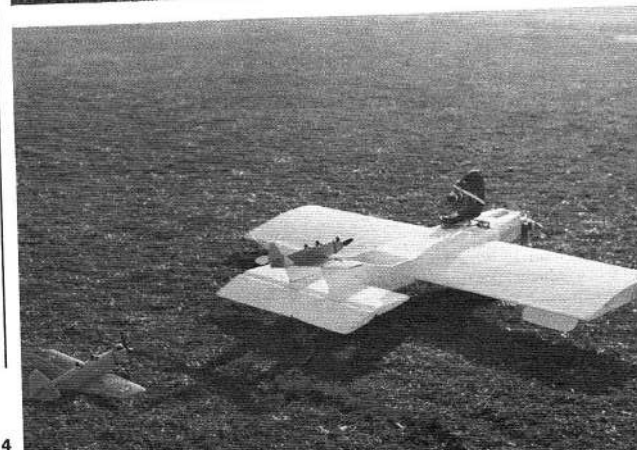
Although a challenge from the start, we were successful with our mission and this is what really makes an aeromodeller feel so good; the thrill of creating and that first test flight.

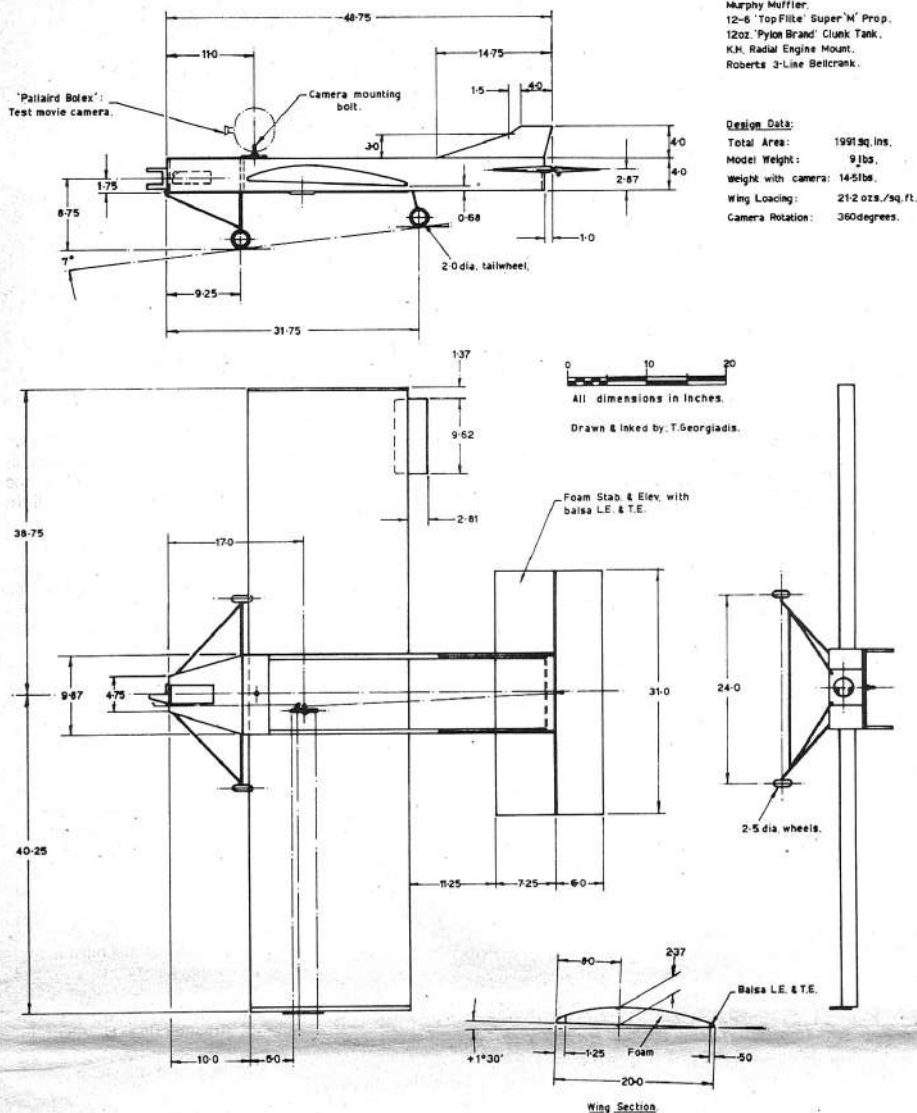
A three-view drawing has been included, although it's not the sort of thing to build for Sunday flying.

The "Nightmare" was flown on 60 ft. lines, later shortened to 40 ft. and has tremendous line tension.

It can be handled okay but if any stunter of mine flew like that, I'd want to take it home and burn it.

Author's note: To our knowledge at this time, a 16 mm movie camera has never been carried on a control line aircraft, although there have been instances of 8 mm on R/C but without any great degree of success.





Equipment Used:
 ENYA 60 Mk III R/C,
 Murphy Muffler,
 12-6 'Top Flite' Super 'M' Prop.,
 12oz. 'Pylon Brand' Clunk Tank,
 K.H. Radial Engine Mount,
 Roberts 3-Line Belcrank.

Design Data:
 Total Area: 1991 sq. ins.
 Model Weight: 9 lbs.
 Weight with camera: 14.5 lbs.
 Wing Loading: 212 ozs./sq. ft.
 Camera Rotation: 360 degrees.

PROPOSED 1974 TRANS-TASMAN CONTROL LINE CHALLENGE

from Paul Turner

The challenge was initiated by New Zealand early in 1973 and will be flown in N.Z. in 1974. Most of the details have yet to be finalised but the challenge will most likely be held on the 3rd and 4th August, 1974. Venue will be at Kaipoi, near Christchurch, in the South Island.

Trials will be run to determine who will be in the Australian team and these trials will be run on 9th and 10th March, 1974, at M.F.C. of A. Flying field in Centennial Park, Sydney.

Events to be flown will probably end up: F.A.I. Aerobatics, F.A.I. Team Race and F.A.I. Speed. Two other events, F.A.I. Combat and Proxy Flown Scale were suggested by Australia but New Zealand seem to be against them.

The Australian team will consist of three contestants per event and these contestants will be part sponsored by fund raising activities in the various States. If anyone wished to go to N.Z. and didn't make the team, he can still go and compete but his scores would not count in the team aggregate although he would be listed in the individual scores; team members only will be eligible for sponsorship.

Entry fee for the trials will be \$6.00 and these fees will be added to the sponsorship fund. Entry forms are available from B. Millen, 54 Thompson Avenue, Moorebank, or just send him a letter stating your name, club, event, M.A.A.A. No. and enclose cheque, etc., for \$6.00.

The return air fare in August is approx. \$117.00. Sponsorship will reduce this and on top we will probably get a group discount. Accommodation will be hotel or motel for one or two nights so, all in all, the trip will not be that expensive.

FOR INFORMATION:
 CONTACT D. THOMAS,
 18 DRESDEN AVE.,
 CASTLE HILL 2154.

'Nightmare'

Designed & Built by: S. Mitchell / W. Williams / T. Georgiadis / P. Roberts.

STOP PRESS

1974 TRANS-TASMAN CONTROL-LINE CHALLENGE

SAT. 30 MARCH 1974

11 a.m. START

STUNT, ROUND 1

TEAM RACE,

SPEED,

2 Heats

2 Flights

SUN. 31 MARCH 1974

9 a.m. START

STUNT, ROUND 2

TEAM RACE,

SPEED,

2 Heats

2 Flights

p.m.

STUNT, ROUND 3

TEAM RACE,

SPEED,

2 Heats

2 Flights

(Continued from Page 13)

same tow: down in 37. Next Nats the rules are back to the heavier model and the two-minute max. which will make for more consistency. It has always seemed a bit ridiculous to me to have the same max for a big one as for a little one off the same line. Many fliers penalise themselves, too, by using the same line for A/2 as for A/1. An A/1 just won't stretch a tested line to anything like its legal length, and 15 feet handicap is 10% with which few of us can be generous.

Hurl glider saw Phillip Mitchell take out both junior and open

categories, a feat not possible in some places where the competitor must make up his mind in which category he is competing. The concept of "novice" is an attempt to cope with the problem. Ray Murray and Reg Towell managed to find some lift, Reg getting his third on a countback.

Flying Scale, bigger than most years, saw most models having difficulty with take-off despite the use of the tarred strip, and hand launch was the general order. The power scramble at night with 11 starters was a fun event which a large crowd appreciated. Day scramble began when two competitors thought someone had said "go". Roy Summersby won it again! closely followed by Tahn Stowe's night winning "Abdul and his Carpet". Reg Towell left declaring he would have a "weathercock" model next Nats. Mrs. Fullitt timed her 18th Nats scramble.

All in all a very happy Nats with few protests - none at all in free-flight. For some it was a chance to meet, again or for the first time, Queensland's Mr. Modelling - Arthur Gorrie (what, still?) - for me a very welcome renewal. This year it's N.S.W.'s turn. If we can be three-quarters as successful we will have worked hard. Miracles may need more sacrifice.

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Photo Courtesy of Mr. George K. Sutherland, leader.

THE SPORT OF MODEL YACHTING

By Ray Bennett

Want a little exercise at the weekend? Interested in sailing? In making models? *Model yachting* is your sport then! It is a sport that can involve many interests. Building a model yacht involves the use of many skills related to working in wood, metal and plastic. Sailing can involve many levels of interest, ranging from a quiet sail on a Sunday morning to a complete weekend's entertainment in the keen competitive atmosphere of a National Championship. At any level it will involve the fascination of sailing and the enjoyment that this brings.

Model yachting offers a unique opportunity for experiment in the design of hulls and rigs. Ideas can be tried out and tested quickly and without expense. Model yacht design sets the trend for the design of full size craft.

Model yachting is not an expensive sport. Boats can be obtained cheaply and the fuel is free! The sport brings together many people with differing interests and from all age groups. VISIT YOUR LOCAL CLUB next time you have the opportunity.

RACING. In a model yacht race each competitor sails against all the others in turn. The boats race in pairs, starting about 10 feet apart at one end of the lake, to a line at the other. If a boat hits the side, instead of going straight down the lake, the sails and the steering gear are adjusted so that the yacht can complete the course. After crossing the line, the boats are taken out and retrimmed for the return trip, which is carried out in exactly the same way. The winning boat of the pair scores 3 points for a beat (into the wind) and 2 for the run (with the wind). The winner of the race as a whole is decided when all the individual races are complete, and is the competitor with the most points.

CLASSES. There are three main classes used for racing. The M class and the 10 rater are the most popular and are raced by practically every club. The A class is sailed by only a few clubs, but it enjoys good national as well as international competition. There are also radio controlled classes in all of these three classes

mentioned. This year, 1974, will be the year that radio controlled yachting comes of age. Already plans are being made for the first Australian championships of both A class and 10 raters.

The cost of an M class yacht might be between \$30 and \$45 if one built everything oneself, or slightly more if one started with a commercial glass fibre hull. However, there are many second-hand boats available which can be picked up, sometimes for only a few dollars; a club is the best source of these boats and also it is the best place to learn about model yachting.

The Australian Model Yacht Association realising the difficulty facing a newcomer to model yachting — deciding which design of yacht to build, how built, what fittings, how sails are made, etc., decided to adopt a design conceived by Adrian Brewer, a Melbourne architect.

Back in 1972 the Albert Park Model Yacht Club was considering a stand at the Melbourne Boat Show. Part of the promotion for the Club was the availability of a design to enable a complete beginner to construct a competitive model yacht. The response has been very encouraging.

While the choice of class was the subject of a lot of thought, several factors were in favour of the Marblehead class.

1. It is an international class found in all parts of the world. The builder is therefore not building some nondescript type of model.
2. It is the world's most numerically popular class, because of its suitable size for easy transport and simple rating rules. This makes it an ideal beginner's class.
3. A smaller class was contemplated but rejected for two reasons—
 - (a) It takes just as much time and effort to build a large model as it does a small one.
 - (b) The general public are more likely to be impressed with a large boat and treat it as part of a technical hobby and sport, but can come to regard too small a model as a toy.

The boat is simplicity itself, both in design and ease of construction,

and the drawing contains illustrated step by step instructions to assist the beginner.

The hull does not need a special building board to ensure a true, perfectly aligned structure. It is built upside down on a pre-cut deck, and if this was accurately cut, then an accurate boat will result.

As everyone does not have access to a sewing machine, Brewer decided to make the sails of polythene and tape them together with P.V.C. tape. If care is taken, a good, strong suit of sails will result.

Builders are at liberty to vary the construction or rigging depending on their ability and experience, but it is now felt that anyone can build a simple competitive model yacht if this drawing is followed.

Drawings are available at \$2.50 each, which includes printing and postage costs, from the designer, A. J. Brewer, 6 Queens Square, Sandringham, Vic. 3191, or through R. Bennett, 16 Edenholve Street, Pymble, N.S.W. 2073.

Each drawing is numbered. On completion of the model, builders are invited to submit a card (attached to the plan) which will enable them to have the yacht measured and registered as an "M" Class yacht. A sail number is then issued enabling the builder to sail his or her yacht in competition. To avoid design infringement, only "Matchbox" type yachts carrying a plan number will be able to register.

One last word of caution — as the boat is designed to a recognised model class, dimensions must be reasonably accurate. Hull length must be 50 inches plus or minus $\frac{1}{4}$ " tolerance, and the sail area not to exceed 800 square inches. If you observe the sail dimensions on the drawing you will be within this limit.

For further information regarding sailing in your area contact the following Club representatives:

SYDNEY

R. Bennett,
16 Edenholve Street,
Pymble, N.S.W. 2073
449-3486

MELBOURNE

A. Brewer,
6 Queens Square,
Sandringham, Vic. 3191

ADELAIDE

G. Middleton,
29 Hooking Avenue,
Royston Park, S.A. 5070
42-2847

CANBERRA

R. Dunster,
8 McGowan Place,
Dickson, A.C.T. 2602
49-8856

BRISBANE

R. Smith,
5 Kelly Street,
Dunmore, Qld. 4303



Warren Williams, author of our "NIGHTMARE" article, with one of his well-finished stunters.

NSW STATE CHAMPS

NSW STATE CHAMPS.

15-16-17th June (Venue to be advised)

CONTROL-LINE

- | | |
|------|-------------------------|
| Sat. | 1/4 A Team Race |
| | B Team Race |
| | Stunt Round 1 |
| | Open Rat |
| Sun. | FAI Combat |
| | Junior Combat |
| | Speed |
| | Stunt Round 2 and 3 |
| | Team Race RAI |
| Mon. | Open Combat |
| | Speed |
| | Goodyear |
| | Scale |
| | 2.5 and Junior Rat Race |
| | Crate race |

Nomination: \$2.00

One Event: \$1.00

Add. Events: 50c

ENTRIES: Brian Millen,
54 Thompson Ave., Moorebank, NSW.

TIMETABLE

F/F C/L
SUNDAY, 29th DECEMBER

Processing

Moving in

Practice

MONDAY 30th

Pattern Expert &

Novice Wakefield am

A1 pm

Stunt I am

FA1 Speed

TUESDAY 31st

Pattern Expert &

Novice

A2 am

Open rubber pm

Night Scramble

1/4 A Team Race

B Class Team Race

WEDNESDAY, 1st JANUARY

1 Midget Pylon

FA1 Pylon

H/L Glider am

Scale am

Junior Combat

FA1 Combat

Stunt R2

B & B Proto speed

THURSDAY 2nd

FREE DAY

Ugly Stick race

Buddy box flying

Skeeter event

Indoor

Crate race

A Speed

FRIDAY 3rd

FA1 Thermal

Glider

FA1 Power am

Open Power pm

Scale 8 am

FA1 T/R

Goodyear

NATS CONFERENCE

SATURDAY 4th

FA1 Thermal

Glider

Stunt R3 am

C Speed

Junior 2 1/2 Rat

Open 2 1/2 Rat

SUNDAY 5th

Scale am

Helicopter demopm

Power Scramble

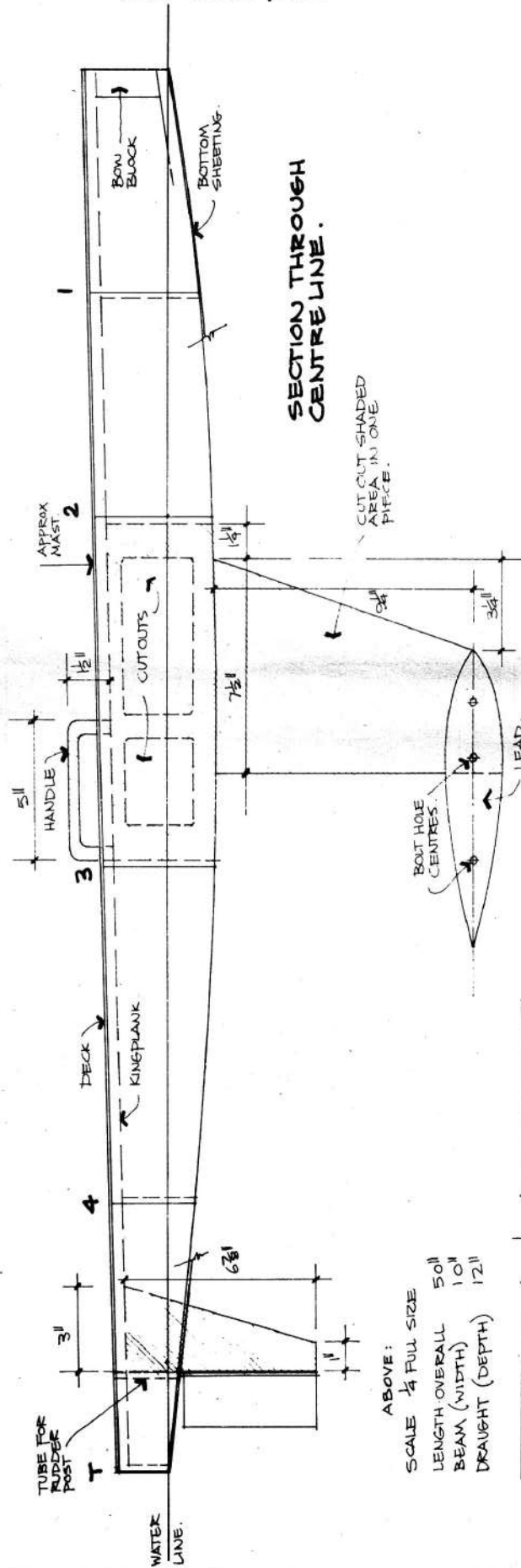
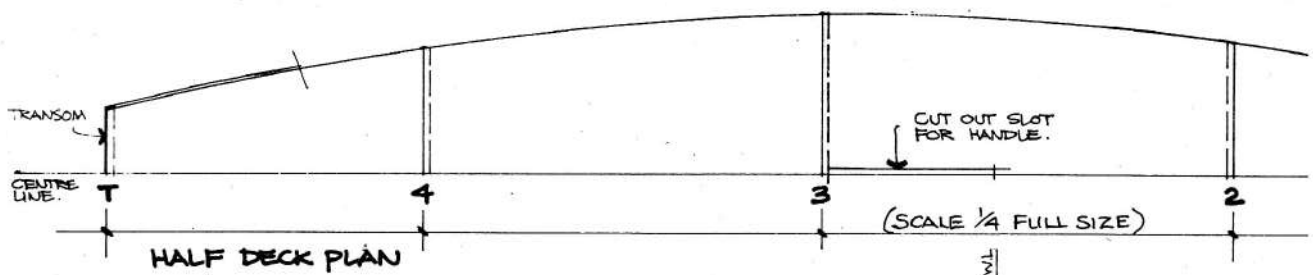
10.00 am

Open Combat

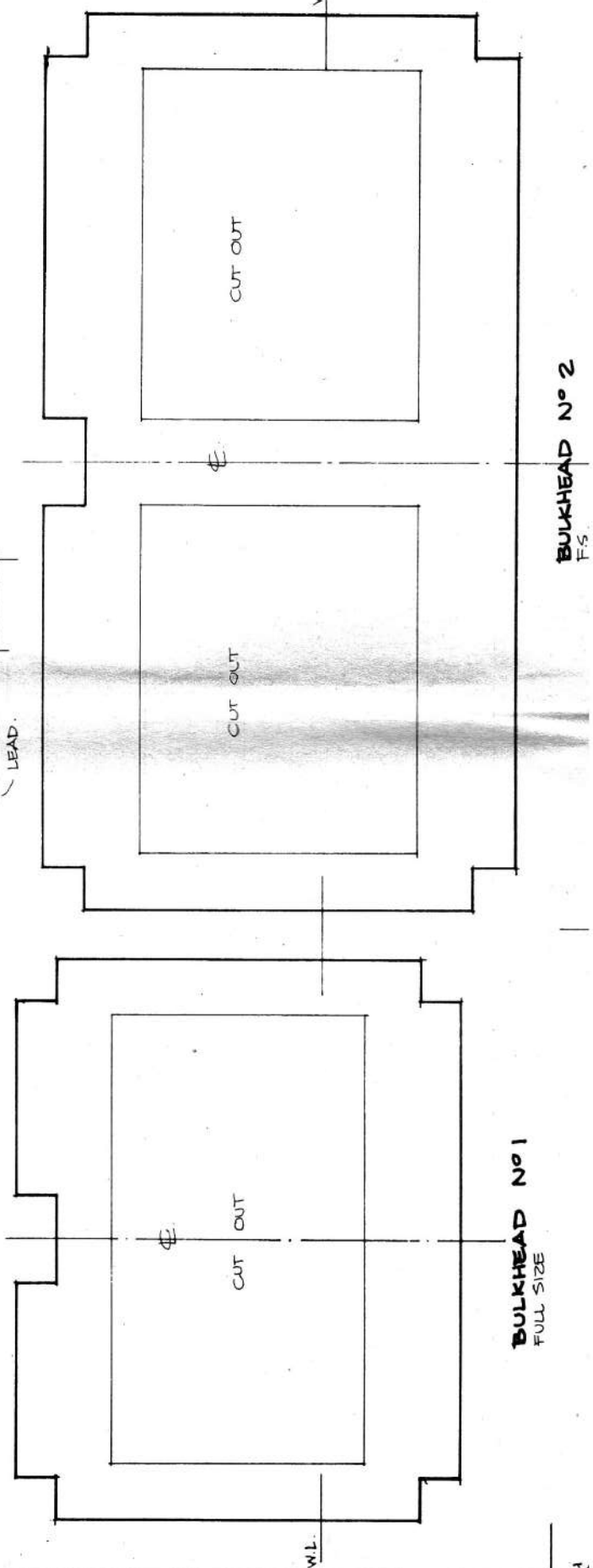
NATS DINNER

PLEASE MENTION MODELLERS' MONTHLY WHEN REPLYING TO ADVERTISERS

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ABOVE:
SCALE 1/4 FULL SIZE
LENGTH OVERALL 50"
BEAM (WIDTH) 10"
DRAUGHT (DEPTH) 12"



BUILDING NOTES ARE A GUIDE ONLY. BUILDERS CAN BUILD TO ANY METHOD THEY WISH AND WITH DIFFERENT MATERIALS IF ALTERNATIVES ARE MORE EASILY AVAILABLE.

WHERE NAILS ARE MENTIONED THEY ARE TO BE COPPER OR MONEL OF SUITABLE SIZE.
SCREWS TO BE BRASS.
THREADS, WASHERS AND NUTS TO BE BRASS.
ALL GLUE MUST BE WATER PROOF.
SUGGEST EXTENSIVE USE OF ARBOLITE IF FUNDS PERMIT.

"match box"

TRANSOM.
F.S.

CENTRELINE

LEAD BALLAST

FULL SIZE
NOTE - ONLY HALF BULB SHOWN AS IT IS SYMMETRICAL
ABOUT ITS CENTRELING.
CORNERS ARE SQUARE DO NOT FILE ROUND.

INTERNATIONAL "M" CLASS

BULKHEAD N° 4
F.S.

BULKHEAD N° 3
F.S.

CUT OUT

CUT OUT

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SIDE SHEETING

LLSIZE PATTERNS-

FROM MONTHLY WHEN RESPONDING TO ADVERTISERS

TRADE NEWS

Sergio Taccoli of Sequoia Distributors, 211a Wentworth Ave., Pendle Hill, advises that he has stocks of aircraft plywood for modelling, imported from Sweden. Coming in sheets .4 mm up to 6.0 mm thick, these should be very useful for sheeting leading edges of wings, strengthening braces, formers, etc. Useful, too, for model boat building.

Sheets come in sizes: 0.4 mm, 0.6 mm, 0.8 mm, 1 mm, 1.5 mm, 2.0 mm, 2.5 mm, 3.0 mm, 5.0 mm, 6.0 mm.

Despite many shortages, the Trade continues to remain steady. It has been noticed that one or two suppliers have jumped in and tried to capitalise on these shortages, with higher prices. This was bound to happen, but modellers are warned to watch prices carefully, especially on items imported from the USA. We have reports of huge increases, and we do not think that they are justified in some instances. A favourable currency exchange rate between our countries and Scandinavia will help provide cheaper kits and accessories from those countries in the future. Here's hoping that the Trade will notice, and look for such fine products as we have seen in this country in small quantities.

Just a short list of items that are in short supply, will include our

staple, balsa wood, and this shortage is increased by the frequent use of end-grain balsa as protection and insulation in some containers for container freight. Perhaps we should be looking for substitutes even now. Unfortunately, there is also a worldwide shortage of plastics, and this will probably worsen unless there is some relief from the Arab embargo, on oil. In any case, there will undoubtedly be increases in price for plastics parts. We used to use King William pine for modelling once, and perhaps we will do so again. There are other woods grown in Australia that are useful for modelling. We hope to publish an article soon on balsa substitutes.

Only one retailer we have spoken to lately says he has no shortages. He's one of the largest retailers, and buys in bulk overseas wherever possible. Nevertheless, we predict that even he will feel the pinch soon.

Hobbylec advises us that they are expecting a shipment of Graupner Radio Control helicopter kits within a few weeks. Since these kits are complete with engine, (OP 40) the price is reasonable. We have heard that other distributors are now importing some of the US Helicopter kits so it looks as if we shall be seeing more of these flying as time goes by.

The Toy Fair is on in Sydney at the moment, and we shall be bringing you a report on new products exhibited there, in the next issue of Modellers' Monthly. Would any manufacturers or

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distributors wishing to have merchandise mentioned in our Trade News please contact us as soon as possible so that we may include their products in the report.

The Revell Hawker Typhoon Kit to 1/32 scale is now available here in Australia, and is very welcome. Our test model from Fantastic Hobbyshop, Angel Arcade, Ash Street, Sydney, is now being built. First examination shows that the main detail has been well rendered. The Sabre engine is very detailed as is the radiator intake and contents. The cockpit is supplied with a flat surfaced instrument panel on which an instrument transfer is to be applied. This will do doubt to the job, but we would have preferred a moulded panel. Our photos of a Typhoon show the instrument rims sitting out from the board, and a transfer does not simulate this. Modellers may wish to work on the panel, and details of how to improve it will be given in the next issue of Modellers' Monthly. In fact, we will be featuring the kit and the real aircraft in an article.

The inside of the wheel covers are a little thin, compared with the original, and may be built up with plasticard to the correct thickness. The transparencies are very good, well-moulded and very

clear. Our partially assembled model looks great, and we are looking forward to finishing it. We painted most of the small parts on the spru frame, thus making the job somewhat easier. A tip: silver parts look better if a small quantity of matt black is added to reduce the shine and improve the 'metallic' appearance. The Sabre engine should not be grey but semigloss black. Our photos will show this next issue.

This is the 'car-door' type of Typhoon. Anyone wishing to model the later bubble canopy version will have to do some modifying. The door has to be sealed, the canopy cut away and a new canopy moulded.

Our Airfix Hurricane to 1/24 scale is progressing well and photos will be available shortly. These two kits of Hawker products are very good, and both are now readily available on the market.

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All editorial enquiries should be addressed to:

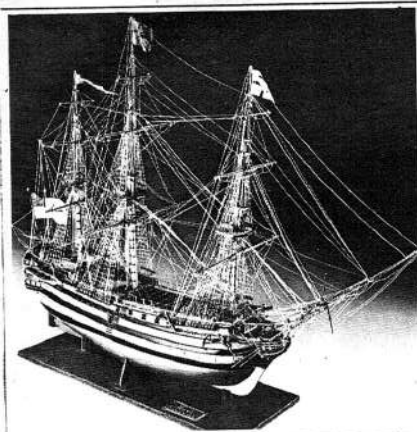
The Editor,
MODELLER
MONTHLY,
P.O. Box 201,
Campbelltown, N.S.W. 2560.

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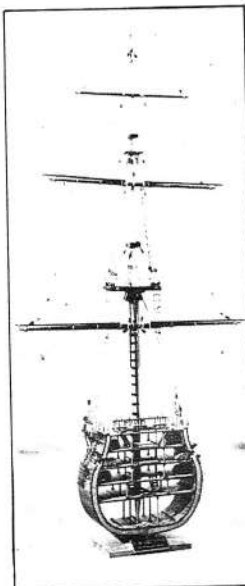


SHIP KITS FROM "CORELL"

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HMS "VICTORY"
1/98th Scale. Length overall 42".
Kit contains double planking, walnut hull timbers, 96 cannons, 2 carronades, all accessories necessary to rig the ship. Instructions are in English, and detailed superscale plans are included.

PRICE: \$165.00

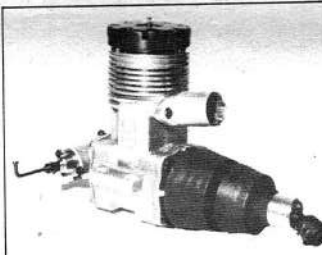


HMS "VICTORY"

1/98th scale. Height 30".
CROSS SECTION AT THE MAIN
Kit contains walnut hull timbers, boxwood finish, all accessories to rig mast, highly detailed instructions and superscale plans.

PRICE: \$45.00

AVIOMODELLI KITS AND ACCESSORIES ARE ALSO AVAILABLE DIRECT TO THE MODELLER AT RETAIL PRICE FROM INTERNATIONAL HOBBY SUPPLIES, 221A WENTWORTH AVENUE, PENDLE HILL 2145 - HOBBYCO, 365 GEORGE STREET, SYDNEY 2000 - BERGS HOBBYSHOP, PARRAMATTA - LLOYDS HOBBIES, LIVERPOOL.



NEWS FLASH!

OPS 60 WINS up to 15 cc SPEED EVENT at the AUSTRALIAN MODEL BOATING CHAMPIONSHIPS AT ADELAIDE on 5th and 6th January, 1974.

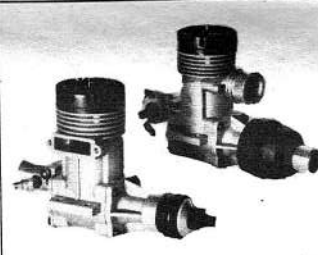
Because of the huge demand for these popular high performance engines, SEQUOIA will not be able to supply from immediate stock. Instead, orders will be taken and supplied as stocks arrive. PLACE YOUR ORDERS NOW! DON'T MISS OUT!

OPS .40 PLACED SECOND in the 'up to 6.5 cc MULTI BOAT RACE' at ADELAIDE on 5th and 6th January, 1974.

OPS .60 RED 73 Marine complete with flywheel, boat pipe and universal joint. Front rotary intake, rear exhaust. **\$131.00**

NATIONALS NEWS!

The SEQUOIA-SUPER TIGRE engine prize for the best performance put up by any modeller using Super Tigre power was won by Andrew Keillor who set a new Class "B" Record. This new Australian record was 176.34 m.p.h. The prize, a Super Tigre engine, was donated by SEQUOIA ON BEHALF of SUPER TIGRE.



OPS .40 Marine complete with flywheel, boat pipe and universal joint. Front rotary intake, and rear exhaust.

OPS.29 AIRCRAFT and MARINE.

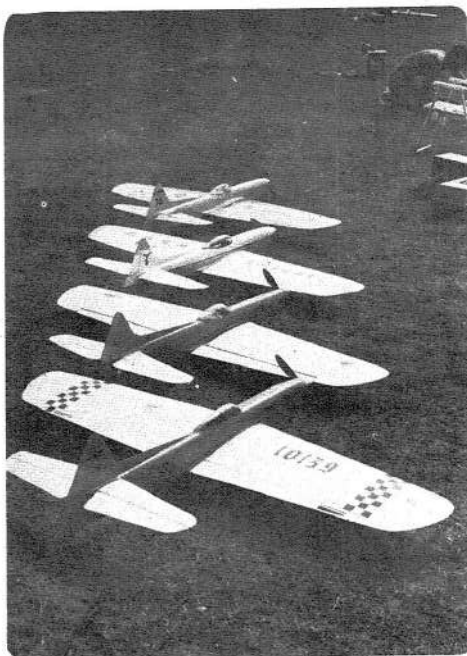
OPS.29 R/C

R/C carburettor and pipe included.

\$99.30

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Paul Turner's design, "WINDWAGGON" competing at Muswellbrook. This design was used by winners of Senior Stunt placed 4th and 6th, and in Junior Stunt, 2nd and 4th. A very successful design.



Reg. Towell — 4th in Open Stunt at Muswellbrook last month.



Ricky White, winner of Jr. Stunt at Muswellbrook, displays his version of "Windwaggon".

MM PLANS SERVICE

MM PLANS SERVICE Full-size plans available now.

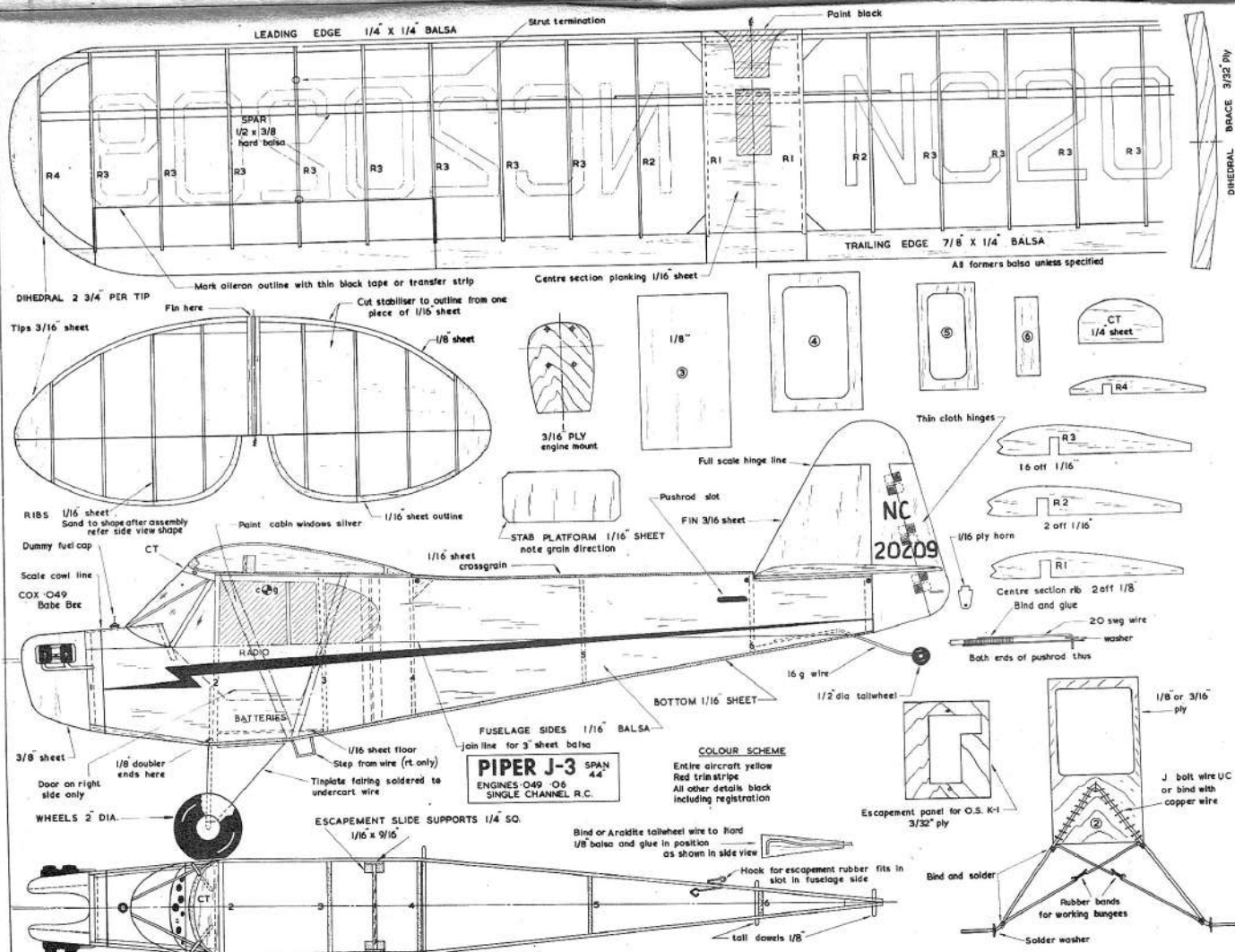
MM 1. TIGER MOTH. Control-line scale/stunter for 1.5cc to 2.5cc engines. Fairly simple construction, but NOT recommended for anyone who has not first built a few other control-line models. Price: \$1.95 postage and packing free.

BABY BIRD. A smaller stunter, based on the well-known Thunderbird design. Baby Bird is an elegant stunter for 2.5 to 3.5cc engines. Small scale plans for this model will appear in our next issue. Designed by Graeme Martin. Build it now from the full-size plans. Price: \$2.95 Postage and packing free.

MM PLANS SERVICE,
P.O. BOX 201
CAMPBELLTOWN N.S.W.

MM COMBAT WING, a smart strong combat wing for 2.5cc engines, designed by Richard Shennan. Full-size plans for this model will appear free in the next issue. Available separately on strong dyline paper, \$1.00 postage and packing paid.

MM 2. PIPER J-3, Free-flight semi-scale or radio control semi-scale for single or two channel radio. This is an old design, tried and tested. Many have been built and flown successfully. Simple construction would allow even a beginner to succeed with this one. Plan was prepared for single channel OS Pixie receiver, but any other current single channel set will do. Price: \$2.95 Postage and packing free.



ONE CLUB'S SUCCESS

A BRIEF HISTORY OF THE KURING-GAI MODEL FLYING CLUB
It was approximately June 1961 that the St. Ives Model Flying Club and the Manly-Warringah Model Flying Club joined forces to become the now well known Ku-Ring-Gai Model Flying Club.

At the time, John Ogg, Nev Carlos, Derick Mark, and myself made several visits to St. Ives Showground to witness just one rough and sandy circle, surrounded by a rather rickety fence and sign. We phoned the number on the signboard and Barnard Colwell, the President of the St. Ives Club, told us of the proposed new layout of the flying field. We were all, of course, very interested. Because of bans on model flying in the area, we would have had to close Manly Club which comprised of 96 members.

After a long friendly talk it was decided to combine the two Clubs, with both members and funds forming the new K.M.F.C.

We held many working bees with the help of Bernard Colwell, Ian Taylor, Jack Jarvey, Bert and Brice Walker, Nev Carlos, John Ogg, Colin Dewick, Derick and Rod Mark, Bob Hodgson, John and Nick Neilson, and myself, plus assistance from the Council. Stumps were removed, then the surface bulldozed and levelled. We then raked it and removed all stones and twigs and pegged out the layout. Next we laid rubble drains, ash and blue metal, followed by top

soil. And then the fertilizer. (Oh! Phew! We sure smelt of it, and were like red indians with dust and sweat.) But we worked and worked, the grass was sown and the field watered each day until, presto! Grass, grass, lovely hunks of grass appeared. Rain helped and after some three months a reasonable surface was obtained - which then had to be rolled with a roller.

Next step was gate posts, then fence posts, all of which had to be cemented in at the base; the tough task of wiring the fence came next with many sore and raw hands. At long last our field looked ship-shape. Water was laid to the centre, and later to near the big gates. The line pits were fenced off, and concrete centre circles poured. We then erected two large posts with a cross bar so that a tarpaulin could be attached and thus formed our first Clubhouse!

Things began to look up; just general flying at first, but members became interested in competition so these were held the third Sunday each month. Monthly Club Meetings were held at St. John's Hall at Gordon.

In those days, stunt was most popular and after a while we saw some 12 to 14 beautiful stunters lined up on the field with very keen flights between Nev Carlos, Jack Jarvey, Jim Ward, Bernard Colwell, Bob Hodgson, John Ogg, Nick Neilson, Doc Tillevoi, Ian Grady and John Hartley using Noblers,

Thunderbirds, Smoothies, and Nev's beaut Firefly. Flying and models improved, and could shame some of our present ones.

After a short time combat became the top event and lots of interesting and exciting bouts took place with, of course, many mangled heaps on the ground afterwards. Rat racing, too, was taking interest; half hour races with *perhaps* a pit stop; we recorded young Laurence Stevens of Narrabeen flying a Taipan Mark 1 Trainer with a Taipan 2.5 cc diesel for 40 minutes without a pit stop! Oh boy! The engine was so hot you could have fried eggs and bacon on it. I can also recall one race in which 15 entered! Four finished!

Soon faster models appeared, with Rod Monk flying "Speedie Gonzales" and winning all rat races for about six months. Not bad, eh? Powered by an Enya 2.5 cc glow, she hit the unheard of speed of 86 mph. However, competition grew and started the era of faster rat races - half hour long with a compulsory pit stop.

We were later joined by juniors Timmy Lakes (who, incidentally, built ten Guillows Trainers!), a then very quiet and shy nine-year-old by the name of Paul Hewitson, John Brown, Peter Whyte, the Howins, Mark Currie, Mark and Jamie Coss, Ian Keefe, Brian Walker, Peter Trebitt, and Douglas Gray. Then we saw John Rothwell with his sons Brian and Stephen, who, together with Harold and Martin Symmonds, Richard Chard and a very young Brian McClure gave us some good flying in combat, rat race, and team racing.

In 1966 our first real Clubhouse arrived. Measuring 15' by 12', it was made quite presentable with a little work. I remember we hung a large model of Qantas' "Southern Constellation" Super Constellation from the ceiling. This model, made for the R.A.S. Easter Show in 1944, was given to Manly Club by Qantas and came housed in a large 10' by 4' 6" glack box (i.e., a swiped coffin!) and had been stored in John Ogg's garage (much to the disgust of his mother). Many happy days were spent in our Clubhouse which, on Comp. Days became an active canteen thanks to all the Mums.

As time passed we saw our friends Barry and Warren Franklin, Frank Bryant, Phillip Clegg, Keith Jackson, Peter Barclay, Brian Birrell, Les Cubitt, and later Dave Thomas, Graham Lloyd, and John and Arthur Hirst.

Interest built up in scale with Barry Franklin's fleet of a Mosquito, Hurricane, Fokker D8, Sopwith Camel, Grumman Biplane, and a very nice Schneider Trophy seaplane. Frank Bryant's Gypsy Moth, B.A. Swallow, and P.Z.L. Polish fighters; Phil Clegg's beaut Sopwith Camel; Joe Bogaard's Fokker D7, Fokker Triplane and Comper Swift. Earlier there had been Derick Monk's beautiful Grumman Duck amphibian, a Douglas Invader; Alan Shinfield's Catalina, Colin Dewick's Neptune. We later had open floatplane days on Narrabeen Lakes - lots of fun and I hope to see more of them in the future.

As time went on the Club had the usual mixture of good years and bad. One year we had a record of 250 members; and a bad period when we dropped to only 75. In one near disastrous year, the trusted Treasurer and his wife were found to have embezzled the Club funds to the sum of £280. About £230 was eventually recovered and, of course, the people concerned were expelled from the Club.

In the summer of 1968 we lost the Clubhouse and all its contents in the St. Ives fire. This was really bad and had a serious effect on the Club; for a while it looked as though we would have to close down. It was only through a bunch of loyal members and gratefully received donations that the Club was able to survive.

We saw Bob Burrell organise the Club Library and start to help the juniors, while Barry Franklin, Hutton Oddy, Keith Jackson and I organised the competitions.

More scale models appeared and Barry Franklin added to his fleet with a fan-induction MIG fighter, an Autogyro, and a Seamew Tracker. (Barry's Falcon sits in the driveway - his models have taken over the garage.)

Nev Carlos, after a lapse of two or three years, re-joined with four-year-old Trevor to take up the handle of a stunter again. There has been a good trend for old members to re-join over the past year or two; this depth of experience helping to balance the Club's continuing intake of new blood.

It's impossible to list all the members that have flown at the field and have contributed to the Club in one way or another. Os and Alan Todd, Brett Keogh, Miles Gore-Brown, Bob Jenkins, John and Rick White, Philip Hardyman, Drew Milne, Peter Moore, David Morrow, Geoff Woodward, James de Bruyn, Chris Howard-Bath (who, when he can make it, comes from Randwick - let's see more of you, Chris!), Richard Williams, Peter Simpson, and Andrew Carroll. There are lots of father and son memberships which is really good to see. Also lots of junior members; some of the boys named above are only eight years old. There are, of course, many others not mentioned here.

I would like before I close to ask both old and new members a favour. Come on! Let's see more of you! Join in on Comp. Days! Remember, it's your Club! It needs your support!

To all future modellers, come and see us first. Have interest, lots of patience, willingness to learn and practice. But, above all, have GUTS as every modeller, whether young or old, is bound to crash sometimes. Half the fun is re-building and recovering from those mistakes.

Alan Moses

Club competitions:

Our KMFC competitions this year have suffered frequently from (very) bad weather and, to a certain extent because of this, also from a lack of competitors. Also, the decision at our AGM last May to run club competitions on a bi-monthly basis has meant we have had fewer comp. days overall. In fact, the above factors have combined to result in the current situation where we have not had one complete comp. day so far this year.

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PLEASE MENTION MODELLERS' MONTHLY WHEN REPLYING TO ADVERTISERS

Except for this month (January), comp. days are now back on a monthly basis; as has been the case in the past, there will be a Club competition on the third Sunday of every month.

Because there have only been incomplete competitions so far this year, no points will be awarded for any of the events that were run. To award points would be unfair to competitors in those events that could not be run because of the weather. Therefore, those points won at the comp. days in February and March will decide the winners of the annual trophies to be awarded at the Annual General Meeting in May. (At this time it is anticipated that an Interclub event will be run in April by the KMFC, and therefore no club comp. will take place that month.) The existing range of Club Trophies will be expanded to provide awards for all individual events as well as the overall senior and junior, Club Champions.

Events to be run are:

1. Stunt - (a) Open.
(b) Novice
2. F.A.I. Combat.
3. Chuck Glider.
4. 2.5 cc Rat Race.
5. Goodyear.

Note the following points:

1. A maximum of 2 rounds per competitor will be flown in stunt.
2. Junior and senior flyers will fly together in FAI Combat, Chuck Glider, 2.5 cc Rat Race and Goodyear.
3. Each event will be run if there are two or more entrants; if there is only one entrant, the event will not be run, but the sole entrant will automatically receive the equivalent points score for a second place.

So build some models, come along on the third Sunday each month, and enter a few (all?) events. (After all, if no one else enters, you get second place points.) Comp. days start at 10.00 a.m.

Dave Thomas
Competition Director

The sport of flying control line models aircraft is both challenging and educational.

Building the planes offers tremendous satisfaction to people of all ages. Newcomers to the hobby usually build their models from pre-fabricated kits, more experienced modellers may work from published plans or design their own aircraft. The main construction material is balsa which is light, quite strong, and easy to work. Flying the models gives a great sense of achievement, and presents the opportunity to develop new skills as specialised flight techniques are learnt.

The aircraft and engines are reasonably priced; a multitude of pre-fabricated kits is readily available; enough skill is required to make the sport challenging; and the Ku-Ring-Gai Model Flying Club offers an excellent flying field to try your model in the air.

Whilst the majority of aeromodellers build and fly just for enjoyment, the more serious enthusiast can specialise in any of a number of categories - aerobatics, scale, racing, and combat events are featured in Club, State, National and International competitions.

Those who have a flair for tuning engines to a peak of performance will tend toward the racing events; those who prefer to master the skill of guiding an aircraft through a schedule of precision manoeuvres will tend toward aerobatics; and those who like to capture the fine detail of a full size plane in exact detail on a model will enjoy the challenge of scale.

Our flying field, located at the rear of St. Ives Showground on Mona Vale Road, has three smoothly grassed flight circles that are fenced for safety. Surrounding the field are picnic and barbeque areas in a natural bushland setting. Membership with the KMFC provides:

1. Use of the flying field; all day, every day.
2. Affiliation with the New South Wales Aeromodellers Association, the Model Aircraft Association of Australia, and the Federation Aeronautique Internationale.
3. Third party insurance cover.
4. A monthly newsletter covering Club activities, kit reviews, general interest articles, and so on.
5. A keen involvement in a great and growing sport.

Control line aircraft are a tremendous pastime for father and son (or daughter) team, and we have quite a number of family memberships in the Club. Our members include doctors, school teachers, architects, draftsmen, school students, businessmen, university students, and people from many other trades and professions.

If you would like further information about our Club or control line aircraft, please feel free to call at our field any Sunday. Alternatively, do not hesitate to phone any of the following:

Graham Lloyd - 47-2980

Ossie Todd - 46-2816

John White - 451-8048

Any enquiries in the meantime can be made to Graham Lloyd on 47-2980.

Our thanks to David Fisk for offering his help. (David already assists modellers in his home area.) These meetings are strongly recommended. Bring along your existing models whether they are finished or still in progress; David's advice could result in a better plane. Session will also cover engines and flying tuition. Come to the first meeting, and contribute your ideas and opinions. Remember - Sunday, 17th February, at 2.00 p.m.

BEAUDESERT - 1974 F/F CHAMPIONSHIPS

Every year in January (February this year) the Beaudesert F/F Club holds their F/F championships. The day was cloudy with patches of sun and blustery winds; and did it blow? "WOW."

The highlight of the day was the Thermal Soaring Event for R/C, of which twelve competitors arrived to do battle. After the second round, Peter Lee was a clear cut leader with Ron Chernich trying hard to bridge the gap. Only disaster could rob Peter of victory. You're right; it almost happened.

Coming into the third round a clear cut leader, Peter did what no experienced flyer would have done, and that was fly while the competitor before him on the same band still has his transmitter on and the peg in his

NATS Ivor F

Mainly Free Flight

Editor's Note: I have known Ivor F. (ex-Stowe) for many years, and have considerable respect for him as a person, a modeller and a friend.

Ivor is the sort of person who, if he were a trout, would spend most of his life swimming upstream. The reason for this preamble is that Ivor is promoting his ideas on spelling reform and is plugging a simplified spelling of certain words with vowel sounds. For example, the vowel sound as in "bet" is shown as "e" regardless of conventional spelling.

Regardless of the Editor's own opinions on the alteration of "the Queen's English", (I am too old to change from my beloved Oxford English now) this newspaper is written for people who are familiar with the normal form of English, and we notice that Ivor's radical spelling jars on the reader's sight when he is unused to it. This is no criticism - Ivor's spelling is phonetic. If I were to criticise, I would say that consistency demands that other words be phonetically spelled also ("stratening" for straightening?).

Therefore, with apologies to Ivor (and a plug for his theory above!) we regretfully edited this manuscript into the nearest we can come to Oxford English Dictionary spelling. (This also stops our compositors from going crazy!)

The 1973 Nationals are over; 1973 note - not 1974 - and what a superbly organised contest it was. Although it was the fourth time Queensland had held the Nats, a glance at the entry lists showed that for more than 90% of the contestants, it was their first Q. Nats. None of them could have gone away disappointed by any comparisons to previous Nats.

For a few of us like Hammond, Coop, Bas, Greenhill, Darr, Halmshaw, it was a chance to renew acquaintance with the Queenslanders after the long hiatus since Rosewood. We even went back to the Rosewood "Rising Sun" where Potter was made to shout the bar for his win in A/2. The locals weren't quite sure what it was all about but they didn't argue with the Bulimba. Ron Neville, the unluckiest flyer, missed out by two seconds - on the win - not the XXXX.

On the free/flight side, the weather was kind, timekeeping was shared round quite happily, the airfield

itself was beautifully kept which made recovery from most flights a pleasant trot on lawn-type grass. One bad moment was Dave Anderson's monstrous K&B Schneurle-ported .40 Satellite which failed to d/t despite Seelig timer and had two passes at the Leichhardt Gate guard-house. Fortunately the guard was busy looking down the road. Caution about Seelig timers. Make sure the winding key is NOT opposite the escape-gap in the scroll. Dave's time had worked correctly but the arm had simply left the scroll and moved over to the key in such a way that the timer could not continue to run. Alan Edwards (N.S.W.) also had timer trouble which cost him a certain place in open power. His Seelig arm cleared the scroll quite readily on tests, but under some vibration condition the scroll came around again before the arm had left it. Remedy - the smallest of straightening of the arm, and no more problems. His 109 second motor run left the model only a speck almost vertically above us. Add in a little thermal assistance and it was probably 5000-plus feet up. Fortunately the V.I.T. trim was a bit off giving a "steep" glide so that the model was observed through binoculars to land on the Rosewood Road area 20 minutes and two miles later.

Other surprise in the Open power was Maurice Benny's performance with a 2.55 cc DIESEL-powered F.A.I. model. John Borrill flew well and deserved his win.

The Wakefield event saw one of the best fields for years with three former Australian winners failing to place. The tree top men are going to be very hard to keep out of a place in any Wakefield they enter. All machines were superbly built. The "also-rans" met a little more hard luck perhaps in the way of sieving models through boundary fences. Alan Edwards deserved better. His World Championships' experience has given him a lot of know-how which he uses intelligently. Fortunately or unfortunately there is still a luck element which will keep free/flight alive - at the cost sometimes of course of good flyers being low down. As it's happened often enough to all the ones who won this time, it probably evens out in the end. Personally, I think the luck element helps - look at the entries in r/c sailplane compared to pattern - 62 as against 11.

The A/1 was definitely an "If you can't pick lift make sure you dodge the sink" event. Basil Healey (N.S.W.) had a perfect tow and launch for a down in 50. He thought he was lucky when informed that the watch had malfunctioned. On his next flight but one, same launch,

(Continued on Page 5)

hand. Consequently Peter's result was fifteen seconds for round three.

Could Ron snatch victory on the last round and take home the goodies? With all eyes on him, he just failed by forty-two seconds to overhaul Peter.

Results; 1, Peter Lee, 672; 2, Ron Chernich, 630; 3, Ron De Chastel, 515.

All in Junior: 1, J. Stewart, 168; 2, D. Stewart, 141.

The all-in open event put on because of lack of interest in Power, Sailplane and Wakefield was in my opinion a big flop. Six entries with only four competitors doing the flying.

Results: 1, J. Lewis, 584, Wakefield; 2, B. Parsons, 543, Sailplane; 3, P. Van Leivin, 234, Wakefield.

The chuck glider event went to a Junior, who beat the socks off all the Seniors.

Results: 1, J. Stewart, 103; 2, J. Lewis, 100; 3, F. Blades, 92.

The final event on the programme was Scramble, which was won by the ever consistent Scramble flyer F. Blades 277. Second place went to B. De Chastel 241 and third place to R. Imeri 240.

A good day was had by all competitors, and a special vote of thanks to Ron De Chastel who ran the Thermal Soaring event.

So we say farewell to another Beaudesert Championship until January, 1975.

F. M. Blades,
N.M.A.A.

CARS

AUSTRALIAN MODEL CAR CLUB

The Australian Model Car Club has been formed for a year now and its 25 or so members meet every third Monday in the month at the Light Car Club rooms on the corner of Queens Road and Roy Street, Melbourne. Members' interests vary from collecting die cast models to building plastic and hand crafted models of all types of cars and trucks including a few motor bikes.

Activities include film nights, judging competitions, swap nights and outings. New members are invited to write or ring secretary, John Comber, 90 Fulton Road, Blackburn South, Vic., phone 232-0562, for any further information.

BOATS

MODEL BOAT CLUB OF NSW

Dear Sir,

We are very pleased to see a monthly newspaper, congratulations.

Boating is getting bigger and bigger, we now have the Model Power Boat Association of Australia and well developed clubs all around Australia.

Perhaps, your readers would care to visit us at Kippax Lake, any Sunday morning and see for yourselves.

Your monthly can do a lot for us and modellers in general.

Yours sincerely,

THE MODEL BOAT CLUB OF NSW

Barry Craven, Hon. Sec.
90 Brougham Street,
Kings Cross 2011

Phone 357-1709 (after 6 p.m.)

PLANES

1st AUSTRALIAN CONTROL-LINE TRANS TASMAN

TO BE HELD IN NEW ZEALAND

Australian Team to be selected from trials to be held on Saturday 30th and Sunday 31st March, 1974, at Kuringai MFC field - St. Ives Showground - Mona Vale Road, St. Ives.

EVENTS: FAI AEROBATICS FAI SPEED FAI TEAM RACE

ENTRY FEE: \$6.00

For further details contact Brian Millen, 54 Thompson Ave., Moorebank, NSW 2170 (Sec. NSW Control-line Sub Committee).

If there are any intending entrants who may not be able to get to the trials, but who can make the trip to N.Z. please notify Brian at the address above.

KU-RING-GAI MODEL FLYING CLUB DEMONSTRATES TO BOY SCOUTS

John White

Flying through the trees

Following a request from the 2nd Belrose Scout Troop, a demonstration and lecture on model aircraft was presented 32 enthusiastic scouts on December 8th. Our worthy secretary, Dave Thomas, and Rick White did the honours on behalf of the Club.

Proceedings began with an old Goodyear model of Thomas vintage making numerous flights with many of the scouts taking their first grip on a control handle. The flying field being used was arranged on a smallish school playground which was surrounded by tall gum trees leaving a flight circle with a diameter of only 128 feet. The Goodyear served valiantly until being wiped out on an overhanging branch of one of the gums.

Under these circumstances, Rick was brave enough to put his stunter into the air and proceeded to weave a pattern of loops, eights and wing-overs in and around the branches which formed hazards a-plenty!

The program continued and some real benefit was derived by the group from an hour long lecture by Dave with detailed instruction on the art of working with balsa, the functioning of models, the building of gliders, and so on. During his presentation, Dave built a chuck glider and the session concluded with this model being flown for the scouts.

The overall result was a very good exposure of our hobby to a new public, and all credit is due to Dave and Rick for their great work.

KU-RING-GAI MODEL FLYING CLUB

17th March, 1974: KMFC Competition Day.

30th and 31st March, 1974: Trans Tasman Trials at KMFC Flying Field.

21st April, 1974: KMFC Competition Day.

All members are reminded that on Comp Days, the No. 1 circle is unavailable for sport flying from 10.00 a.m. onwards. Also, on the weekend of the Trans Tasman Trials, propably all circles will be needed for both the Saturday and Sunday. It is hoped that members will support and agree with the Committee that the KMFC should do its part in contributing, from time to time toward aeromodelling in general; the Trans Tasman Competition is an excellent event that deserves full co-operation from all aeromodellers.

AUTO REPLICAS ENGLAND

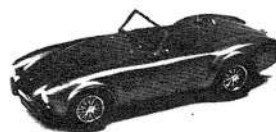
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photos: christine knight

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WORLD WAR I PAGEANT

The Canberra Model Aircraft Club is again staging its popular World War I Pageant on 9 and 10 March, 1974. The event this year will be held at the Club flying field on the Cooma Road (signs will be erected on the day) and promises to be better than ever.

Entries for this "flying" weekend are restricted to models of aircraft built in the period 1 January, 1909, and 31 December, 1918. Stand off scale models will be accepted however models must bear a very close resemblance to a specific aircraft of that period. Events will be spread over two days and consist of Scale, Scale Manoeuvres and Mission. Entries in the Scale Section will be required to make a qualifying flight while Scale Manoeuvres will be flown to a pattern set down by the Contest Committee. The Mission event shall include a bomb drop, streamer cutting and spot landing. Trophies will be awarded for each of the events.

Registration commences at 9.00 a.m. Saturday and Scale qualifying flights and the Manoeuvres Section of the Pageant will commence immediately. It is intended to fly the Mission on Sunday again commencing at 9.00 a.m.

Entertainment has been arranged for Saturday night. Full details will be available at the field on the day of the contest however those intending to attend are requested to notify intention as numbers are restricted.

Anyone who requires further details should contact either Ray Murray (476160) or Brian Tracey (883991), 6 Craven Place, Holder, A.C.T. 2611.

Note: Publication date of this issue of MM is March 1, however, the paper may not reach some areas before the date of this event. MM apologises to anyone who may have missed this contest by not seeing this announcement on time, however, we cannot control all circumstances of distribution.

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NSWAA CONTEST CALENDAR

Club	Secretary	Postal Address
A.C.T.A.A.I.	P. Smith	Box 192, Woden, A.C.T. 2606
Bankstown M.F.C.	P. Arnold	22 McCauley Ave., Bankstown 2200
Broken Hill M.F.C.	B. Roper	670 William St., Broken Hill 2880
Central Coast M.A.C.	W. Woods	18 Renown St., Terrigal 2260
Cronulla M.A.C.	A. Wilson	13 Terrace Ave., Sylvania 2224
Cumberland R.C.M.C.	A. Swift	65 Denman Road, Bass Hill 2198
Doonside A.C.	Ivor F.	Box 11, Doonside 2676
Dubbo M.A.C.	K. McDonnell	Box 492, Dubbo 2830
Eastern District M.F.C.	C. Noakes	107 Coonong St., Gympie 2227
Fairfield P.B. M.A.C.	G. Gough	Belmont St., Merrylands 2160
Hawkesbury D. M.F.C.	D. Hanna	Lot 46 Pecks Rd., North Richmond 2754
Heathcote S.L.	G. Nutt	15 Cassandra Crescent, Heathcote 2233
Illawarra M.A.C.	W. Roberts	7 Terry Ave., Warilla 2528
Ku-Ring-Gai M.F.C.	D. Thomas	18 Dresden Ave., Castle Hill 2154
Kyogle	R. Brown	P.O. Box 27, Kyogle 2474
Macquarie A.R.S.	R. Everett	48 Albert St., Ingleburn 2565
Merrylands M.A.C.	D. Baird	16 Kenyons Rd., Merrylands 2160
Model Flying Club of Aust.	R. Nyberg	6/2 Jamieson St., Granville 2142
Northern Area C.A.	G. Hungerford	3 Hunter St., Singleton 2330
Narromine M.A.C.	D. Drayton	109 Minore St., Narromine 2821
Northern Dist. M.F.C.	N. Armitage	17 Eaton Ave., Normanhurst 2076
Phoenix S.M.S.	A. Powell	47 Kurrajong Ave., Bass Hill 2197
Radio Controlled M.C.	R. Wallace	55 Adelaide St., West Ryde 2114
Ryde Epping M.A.C.	S. Norrie	12 Olive St., Ryde 2112
Scale M.A.S.	R. Williams	18 Eucalyptus St., Wentworthville 2145
Silver Wings M.F.C.	E. Hocking	5 Cameron St., Lidcombe 2141
Springwood M.A.C.	S. Davis	14 Chapman Ave., Penrith 2750
Southern Cross M.A.C.	A. Edwards	4 Bare Ave., Hillview 2170
Sydney R.C.S.	A. Wild	P.O. Box 51, Rose Bay 2029
Shoalhaven M.C.	R. O'Mullane	4 Queensborough St., Nowra 2540
Tamworth M.F.C.	B. Weston	P.O. Box 125, Tamworth 2340
United M.A.C.	J. Triggs	273 Johnson Rd., Bas Hill 2197
Valley R.F.	R. Penn	4 Bunar Place, Kahibah 2290
Wagga M.A.C.	M. Suters	C/- 77 Ashmont Ave., Wagga Wagga 2650

Warragah Radio Control Society

For extra information regarding events, contact the following people:

FREE FLIGHT	A. Edwards	607 6725
CONTROL LINE	P. Turner	631 1677
RADIO CONTROL	J. Marquette	

MEETINGS

RADIO CONTROL: 2nd Friday each month

CONTROL LINE: 2nd Monday each month

N.S.W.A.A.: 3rd Monday each month

FREE FLIGHT: As advised

VICTORIAN CONTEST CALENDAR

VICTORIAN CONTROL LINE AEROMODELLERS

Unless otherwise stated venue for stated contests is Moorabbin Aerodrome.

Silencers are not required on listed days.

All contests will begin at 10.00 a.m. sharp.

Moorabbin field used by members only.

Flying hours: 10.00 a.m. till 5.00 p.m.

Any M.A.A.A. member welcome to participate in listed contests. Future country and interstate contests will be notified in Newsletter A.S.A.P.

(+) Indicates Snr. R/Race
(++) Indicates Jnr. R/Race
Will be run only after completion of stated events if time permits.

For further inquiries contact:

Contest Director
D. HOLMES,
22 Florida Ave., Beaumaris 3193
Tel. 99 3386

or

Secretary
G. ROSS,
3 Sheppard St., Moorabbin 3189
Tel. 95 3147

April 13th & 14th Victorian State Champs.

Sat. 13th

1/4 T/R

F.A.I. T/R

Class 2 T/R

F.A.I. Speed

Combined Speed

F.A.I. Aerobatics

Sun. 14th

Jnr. F.A.I. Combat

Snr. F.A.I. Combat

2.5 R/Race

Open Combat

Jnr. 2.5 R/Race

Open R/Race

5th May

F.A.I. T/R

F.A.I. Aerobatics

Snr. 2.5 R/Race (Riverside Trophy)

(++)

9th June

Class 2 T/R

F.A.I. Combat

Speed

Open R/Race

(+)

14th July

F.A.I. T/R

F.A.I. Aerobatics

Novice Stunt

F.A.I. Combat (with reper.)

11th August

2.5 R/Race

Open R/Race

Open Scale

Stand-off Scale

8th September

Vintage Stunt

Open Combat

Novice Stunt

1974 FREE FLIGHT EVENTS

Month	Date	Event	Club	Location
MARCH	24	Scale Fly-in	S.M.A.S.	St. Marys
APRIL	12-15	State Championships (Pt. 1)	N.S.W.A.A.	To be advised
	27-28	W.W.2 Pageant	Wagga	Wagga
MAY	19	Winter Cup	S.C.M.A.C.	Richmond
	26	Junior Scale	S.M.A.S.	St. Marys
JUNE	15, 16, 17	State Championships	N.S.W.A.A.	St. Marys
	30	Rubber Powered Scale	S.C.M.A.C.	Badgerys Creek (rear)
JULY	28	Scale Fly-in	S.M.A.S.	St. Marys
AUG.	4			
	11			
	18			
SEPT.	25	Postal Contests - DATES TO BE ADVISED		
	8			
	15			
	22	Scale Fly-in	S.M.A.S.	St. Marys
OCT.	6-7			
	13	Trans Tasman F/F	N.Z.M.A.A.	N.Z. North Island
	20	DATE TO BE ADVISED		
	27			
NOV.	10	A.C.T. F/F Championships	A.C.T.	Canberra
DEC.	24	Ultra Light Scale	S.M.A.S.	St. Marys

1974 CONTROL LINE EVENTS

Month	Date	Events	Club	Location
MARCH	24	Scale Fly-in	S.M.A.S.	St. Marys
	30-31	Trans Tasman Trials	N.S.W.A.A.	To be advised
APRIL	27-28	W.W.2 Pageant	Wagga	Wagga
MAY	5	Goodyear	B.M.F.C.	Bankstown Showground
	19	Stunt Combat	K.M.F.C.	St. Ives
	26	Junior Scale	S.M.A.S.	St. Marys
JUNE	9-10	State Champs	N.S.W.A.A.	St. Marys
	16	Stunt	B.M.F.C.	Bankstown Showground
	23	2.5 Open Rat Race	R.E.M.F.C.	To be advised
	30	Stunt	M.F.C. of A.	M.F.C. of A.
		Centennial Park		
JULY	28	Scale Fly-in	S.M.A.S.	St. Marys
AUG.	4	Goodyear-6.5 Open Rat	B.M.F.C.	Bankstown Showground
	11	Novice & Junior Stunt	M.F.C. of A.	Centennial Park
	18	F.A.I. & Open Combat	N.A.C.A.	Howe Park, Singleton
	25	Racint T/R & Goodyear	K.M.F.C.	St. Ives
SWPT.	1	Racing All Classes		
	22	Scale Fly-in	S.M.A.S.	St. Marys
OCT.	5, 6, 7	Western Districts Champs	Dubbo	Dubbo
	13	Combat All Classes	R.E.M.F.C.	To be advised
NOV.	3	Combat All Classes	B.M.F.C.	Bankstown Showground
	10	Stand Off Scale	K.M.F.C.	St. Ives
	17	Stunt-Combat	N.A.C.A.	Gateshead High School
DEC.	24	Ultra-light Scale	S.M.A.S.	St. Marys

1974 RADIO CONTROL EVENTS

Month	Date	Event	Club	Location
MARCH	24	Sailplane (Thermal)	C.R.C.M.C.	Narellan
APRIL	14-15	State Championships	N.S.W.A.A.	To be advised
MAY				
JUNE	9-10	Pylon QM-FAI-Sport	U.M.A.C.	Wallgrove (Perpetual Trophy)
JULY	21	Pattern Nov-Expert	R.C.M.C.	Pitt Town
AUG.				
SEPT.	1	Pylon-QM-FAI	R.C.M.C.	Pitt Town
	1	*Fun Fly-Mattara Festival	N.A.C.A.	District Park, Newcastle
	15	Pattern Nov-Expert	C.R.C.M.C.	Narellan
	29	Sailplane	M.A.R.S.	Minto
OCT.	6-7	*Pattern Expert-QM/FAI	R.C.M.C.	Wagga
	20	Helicopter	R.C.M.	Pitt Town
NOV.	3	Pylon QM-Bi Plane	U.M.A.C.	Wallgrove
	10	Scale (Magazine)	M.A.R.S.	Minto
	24	Sailplane (Thermal)	H.S.L.	Heathcote Oval
DEC.	1	*Sailplane (Thermal)	A.C.T.A.A.I.	Grannons, A.C.T.
	15	*Sailplane (Thermal)	H.S.L.	Heathcote Oval

*These are not included in point score system.

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