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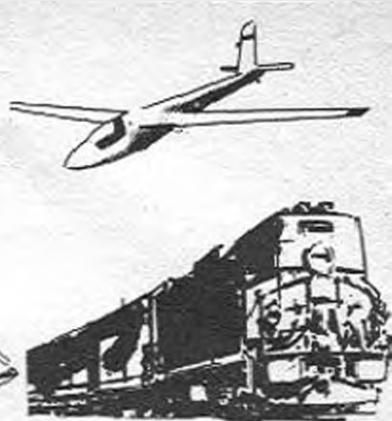
Vol1, No 4

APRIL 1974

Free Plan - Pussy Foot Combat Win



MODELLERS' MONTHLY



VOL. 1 NO.

(FORMERLY AUSTRALIAN) MODEL LERS' MONTHLY

APRIL 1974

PLASTICS MODELLING...

SCALE DETAILS FOR REVELL'S 1/32nd TYPHOON

BY A. SHENNAN



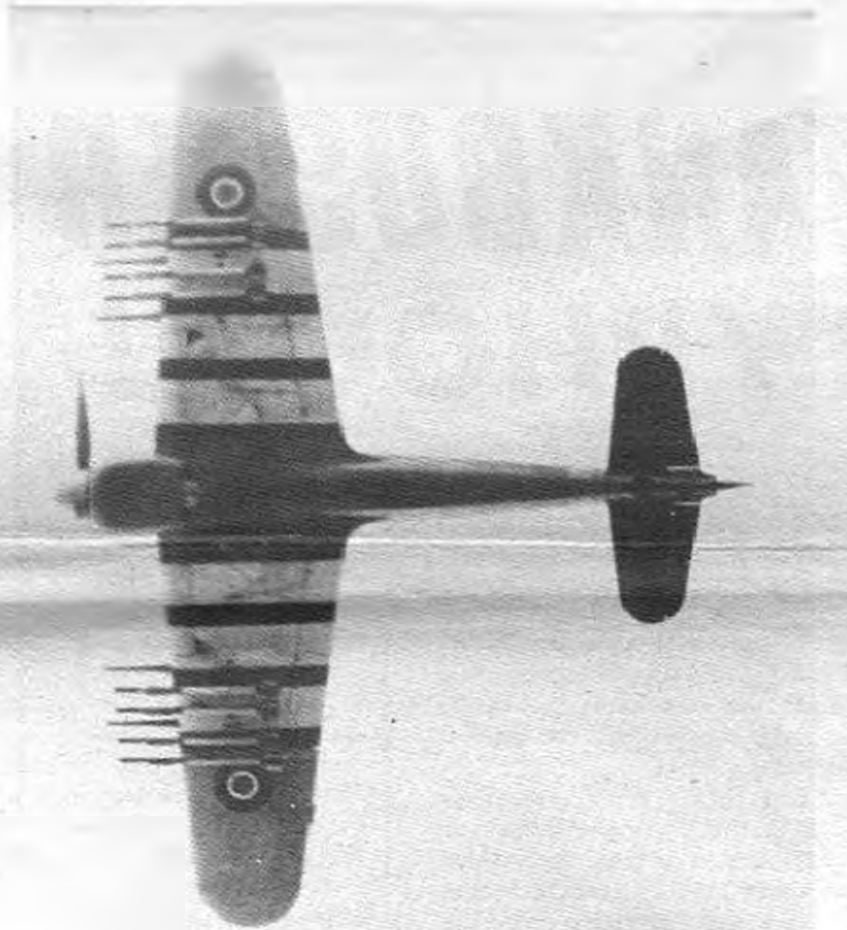
Above: Rocket-armed Typhoon shows its paces.

The Typhoon, a massive single-engined fighter that served the RAF during the latter part of World War II had an inauspicious beginning to its service career.

It was believed to be difficult to handle; the Sabre engine had teething troubles and frequent engine failures caused forced landings, often with fatal results. So serious did this

become that it was considered likely that the type would have to be grounded.

Nevertheless, these problems were overcome and the Typhoon went on to achieve fame as a ground attack and strafing fighter/bomber. After D-Day, the Typhoon came into its own, rampaging across Europe with cannon, rockets and bombs, helping



to clear the way for the 21st Army Group as it advanced.

Typhoons destroyed 135 tanks near Mortain on August 7 in only

one day.

Above: Underwing stripes in black and white and rockets clearly shown. Photos: Hawker Siddeley Aviation.

one day.

The Typhoons also won fame in their attacks on tanks and other vehicles at the battle of Falaise Gap. Sweeping in on lines of German tanks who were attempting to withdraw, the Typhoons wrought havoc along the lines of armour. At Falaise Gap, Typhoons, Spitfires and Mustangs destroyed well over 3,000 tanks, trucks and other vehicles.

Typhoons first appeared over France during the Dieppe raid in 1942 and from then on, made frequent attacks against the Focke Wulf Fw 190s then making 'tip-and-run' raids against the Channel towns of the English coast.

In 1943 the Typhoon went into action as a fighter-bomber carrying two 500-lb bombs and began bombing attacks against ships off the Dutch coast and targets in France and the Low Countries. Squadrons crossed the Channel low over the water, climbing over the coast to several thousand feet. On arrival over the target, the Typhoons would peel off one by one and diving steeply, and drop their bombs as they pulled out of their dives. Attacks were

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Deadline for all editorial copy for February issue will be 10th January, 1974, at the very latest. This date applies also to **ADVERTISING COPY**. Please be on time.

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'N' gauge railway layout.

Railway Club News.
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Plans, Articles.

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Above: TP-R, a Mk 1B Typhoon taxis out past gun emplacement in Normandy. Fuselage band is Sky (almost white), front of spinner same. Codes: Sky (darker shade) Camouflage is Ocean Grey/Dark

Green/Lt Grey under. Drop tanks are Grey-Grey with pinkish grey pylons. Leading edge strip is yellow and base of spinner is black.

TANKBUSTER EXTRAORDINARY-TYPHOON!

BY A. SHENNAN

(Continued from page 1)

pressed home so closely that tree branches and high-tension cables were sometimes brought home imbedded in the wing leading edges! One Typhoon pilot returned with a fish in the radiator scoop, apparently collected when the Typhoon flew through the waterspout cast up by the bomb dropped by the aircraft ahead of it.

When rocket-projectiles were added to the Typhoons' armament they became even more spectacular. The eight 60-lb RPs were the equivalent of a light cruiser's broadside. Against German Panzers and guns, this armament was devastating.

Soon after D-Day, Typhoons flying from hastily prepared airstrips in Normandy were on call to support the Army. Using techniques developed in the Western Desert, Squadrons of Typhoons circling overhead were 'whistled down' to attack stubborn points of resistance.



The Typhoon originated in Specification F. 18.37, issued in January 1938 for a large single-seat fighter with a 20% higher performance than the Hawker Hurricane. Two suitable engines were under development, the Napier Sabre 'H' ENGINE AND THE Rolls-Royce Vulture 'X' engine. The 'H' and 'X' designation referred to the arrangement of the cylinder banks; eg. on the 'H' the banks were arranged in two rows and the pistons rotated a common crankshaft and propeller shaft via a gear box.

Sir Sydney Camm, later Sir Sydney Camm) was ahead of the spec. as usual, and already had a design prepared for the Napier Sabre. His heavy fighter would carry twelve 0.303-in Browning machine guns with 400 rounds-per-gun. Span would be 40ft. He also had an alternative design for the Rolls-Royce Vulture. Hawkers' designs, formally Type 'N' and Type 'R' were accepted on 22 April 1938 and the prototypes were ordered in August. Almost identical, the main differences lay in the chin-type radiator for the Sabre engine (Type 'N' for Napier) and the ventral radiator for the Vulture engine (Type 'R' for Rolls-Royce).

Named *Tornado* the Type 'R' was finished first and flew in October

1939. A production order was placed for 1000 aircraft. Flight testing programme encountered numerous problems. The ventral radiator having proven unsuitable, it was moved to the nose.

The prototype *Tornado* flew satisfactorily with the new radiator position, but was wrecked soon afterwards.

The first prototype *Typhoon* flew on 24 February 1939. In May 1940 the pressure of production caused cancellation of priority for the Typhoon to allow prime concentration in Hurricane production for the sake of the Battle of Britain. In October 1940, production deliveries were re-instated for 1941 deliveries.

All Typhoons were produced by the Gloster Aircraft Company, and the final figure was 3,330 aircraft.

MODELLING THE TYPHOON

Last month we featured details of the Hawker Hurricane to assist modellers detailing their Hawker Hurricane models. Such photos no doubt will be useful to control-line scale and R/C modellers as well as plastics modellers.

This month we feature the Hawker Typhoon, with a little of its history. Our photos are supplied by

courtesy of Hawker Siddeley Aviation. Air Publication drawings are Crown Copyright.

The Revell 1/32nd scale plastic kit is of the early Mk 1B, with car-door type entrance. This allows for considerable detailing. The existing materials in the kit provide fuselage longerons, but anyone wishing to super-detail could lay strips inside the shell of the cockpit, co-inciding with the rivet lines on the outside. These stringers should be approx 1/16" and may be cut from plasticard. If rockets are desired to be fitted, the accompanying reference photos will be of some assistance.

Modellers' attention is drawn to the oversize width of the propeller blades. These must be reduced in width to become exact scale. Check against recent scale drawings in 'Scale Models.'

The Sabre engine is beautifully moulded but is much underscale. This has been done no doubt, to facilitate assembly inside the nose. Our photographs indicate that the crankcase should be black gloss, not grey as indicated on the instruction sheet. A minor point, but accuracy will dictate the change of colour.

Wing Commander Beaumont's Typhoon (R7752) should have the cannon fairings pointed chrome yellow along with the leading edge of the wing. Not all Typhoons carried this I.E. stripe. In addition, the spinner should be chrome yellow, not 'sky.' Beaumont's machine had the interior of the cockpit painted matt black.

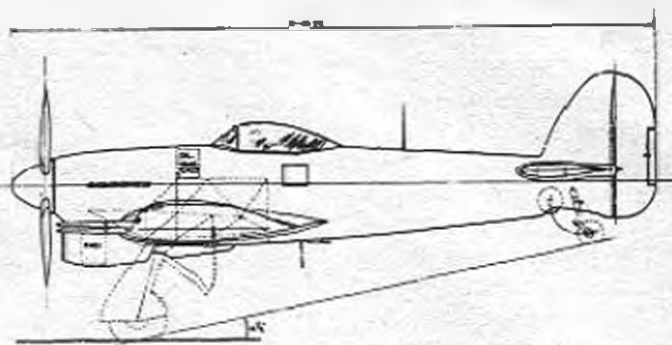
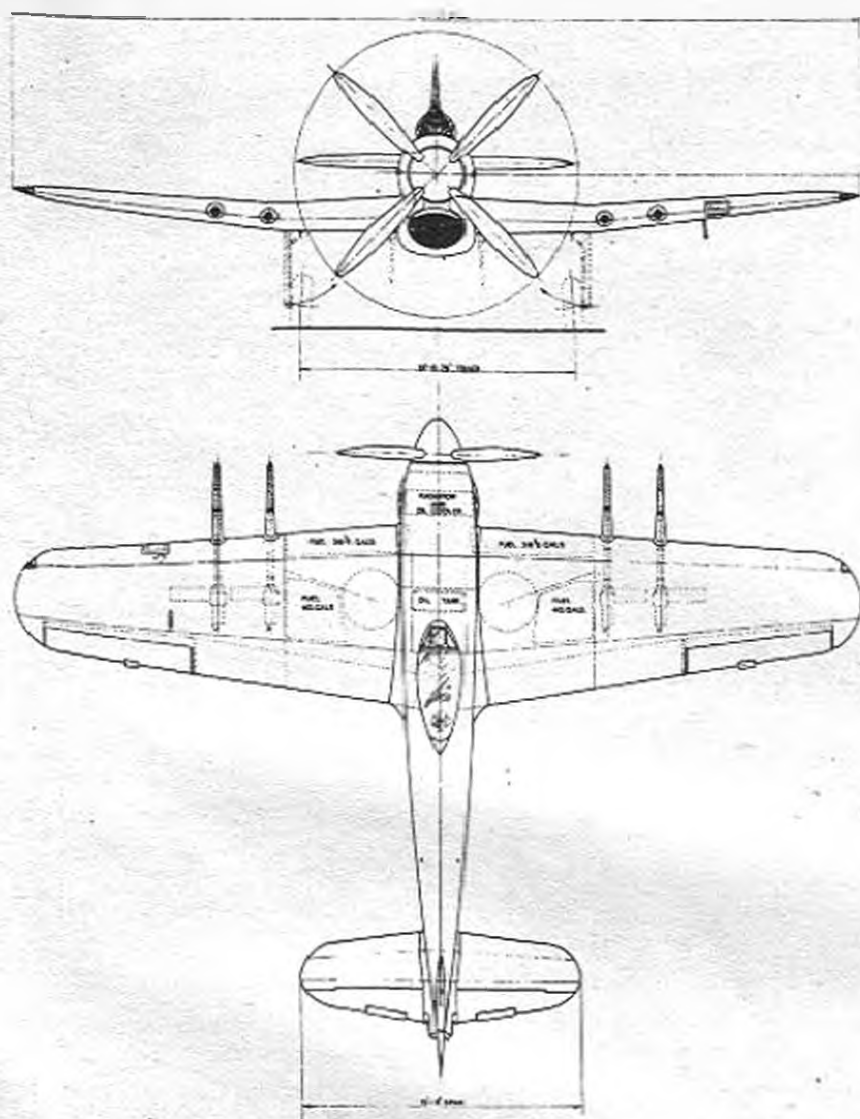
Apart from the few points previously mentioned the Revell Typhoon is remarkably accurate. Detail is effective and simple enough to be assembled by most modellers with a minimum of experience.

As mentioned last month, the undercarriage fairing doors are too flat

(Continued on page 3)



Left: Typhoon attacks armour column.

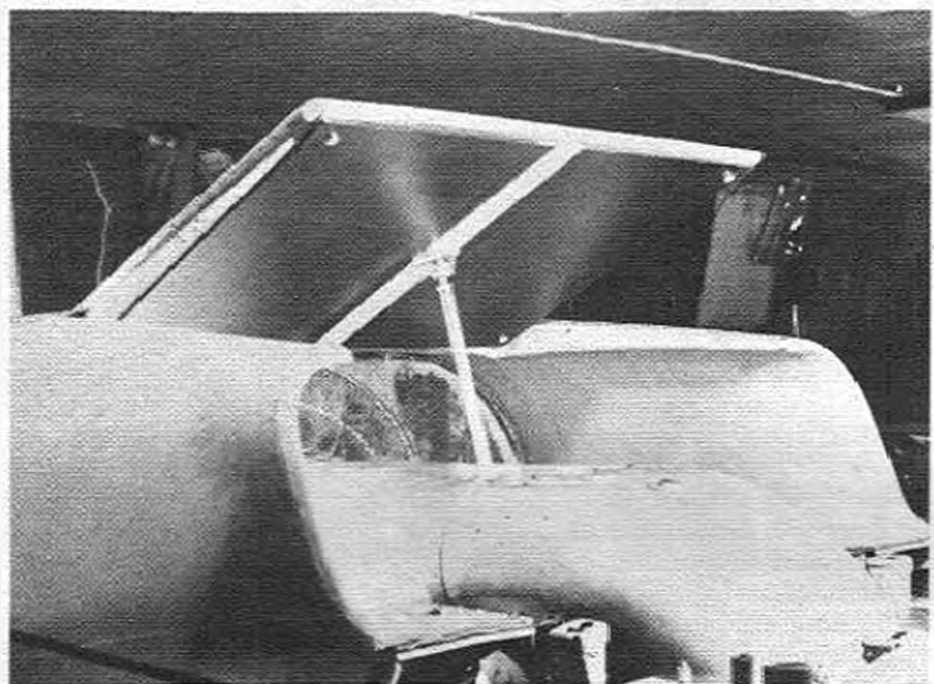
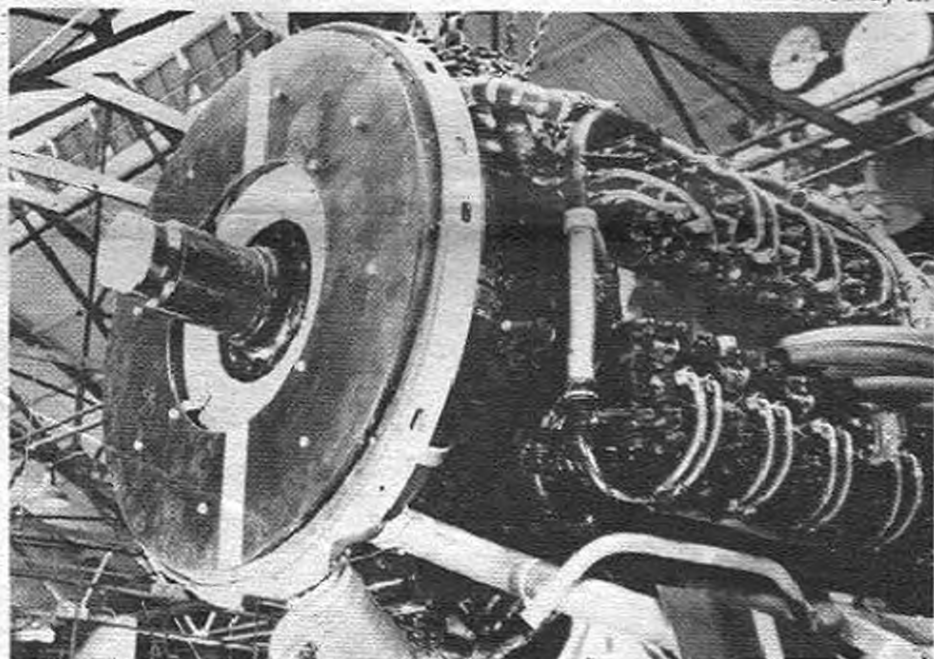


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HAWKER TYPHOON. MK I B
NAPIER SABRE. Mk II A

and need to be built up with plasticard. This flat material should come to about half the diameter of the landing gear leg. It is similar to that of

pect to see a detailed review of this kit in the UK published 'Scale Models,' therefore we are not providing detailed scale drawings. It is be-



Top: Factory photo of Napier Sabre engine. Note that the engine is gloss black. Accessories are silver and grey. Above: Rear of radiator scoop. The flat panel of the rear of the radiator should be made from fine wire mesh or cut from card to block off rear of exit on model. Rear flap can be opened also.

(Continued from page 3)

cret projects that will eventually appear in 'Modellers' Monthly' at some later date.

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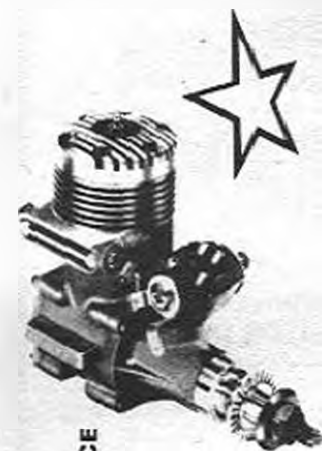
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Editorial

Our readers will have noticed the 5c increase in price of *Modellers' Monthly* from the March issue. We apologise for the increase, but it is just another of the many increases being forced on us by present economic conditions. Our printers notified us of a 33-1/3% increase in price due to wage claims and increased paper prices. We have not passed that complete increase on, for that 1/3 represents a 1/6th increase on the retail price. We increased our price by 20%, not 30%. The balance has been absorbed by us. We hope to maintain our 30c price for at least the rest of 1974, and will endeavour to increase our advertising space. This in turn will mean more paper available for articles, all at no extra cost to you.

I'm sure most readers will realise that for us to have a modelling newspaper at all, we are dependent on the goodwill of our advertisers and contributors. We hope you will support those advertisers. They gain by advertising but they also do the modelling public a service by keeping *Modellers' Monthly* going.

This month, we feature the Hawker Typhoon plastic kit from Revell. The photos on the following pages no doubt, will assist modellers in superdetailing or modifying this and any other Typhoon kits.

Dare we put a model boat, yacht, car or train on the cover of *Modellers' Monthly*? We invite your comments. We know that the majority of

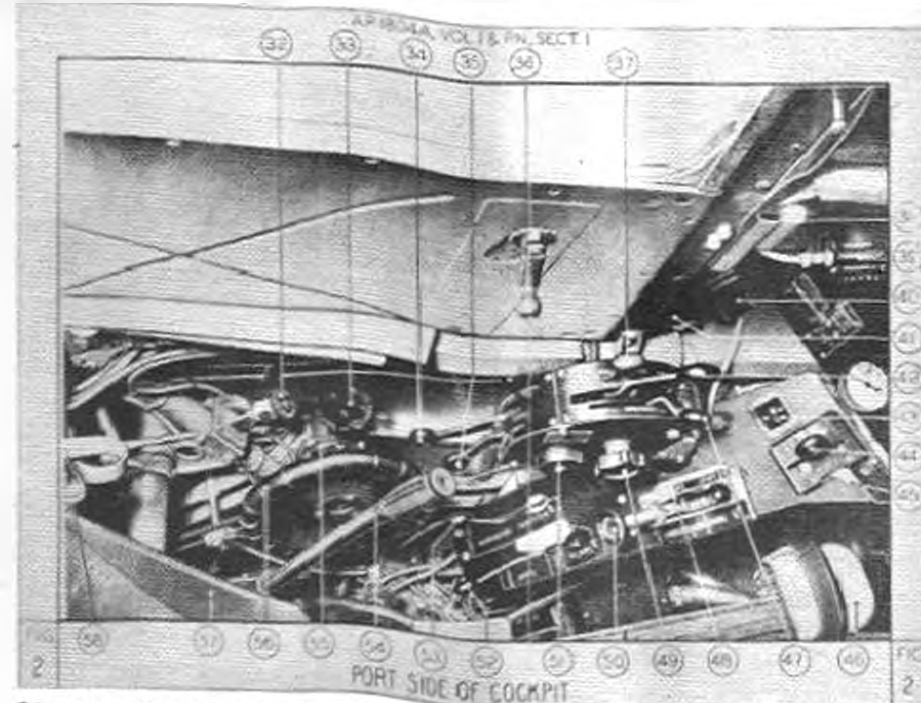
readers are aviation inclined, but we also cater to the other hobbies. Will we offend the aircraft modellers? (as we could be offending the boat, car and railway buffs now?) We can mould *Modellers' Monthly* to what the public wants, but we need to know. Any constructive suggestions will be welcomed. (It has been suggested that in the current paper shortage, the 'smallest room in the house' could benefit from our paper, but we hasten to point out that the texture is too rough. Still . . . Seriously though, what do you, the reader, want to see in this paper? Bear in mind that we must cater to all tastes. No modelling paper or magazine can survive for long in Australia on aircraft modelling alone.

We commend to readers, membership in the International Plastic Modellers' Society. With regular meetings of members in each capital city, and the privilege of receiving the Society's Journals from Australia and other countries, plastics modellers can keep informed on new kits, detail for models of aircraft, ships, armour, cars etc, and obtain useful information on camouflage and markings, modifications etc. Members contribute articles to their own magazine 'Modelcraft' which is one of the finest mags of its type in the world. The Secretary can be reached at:

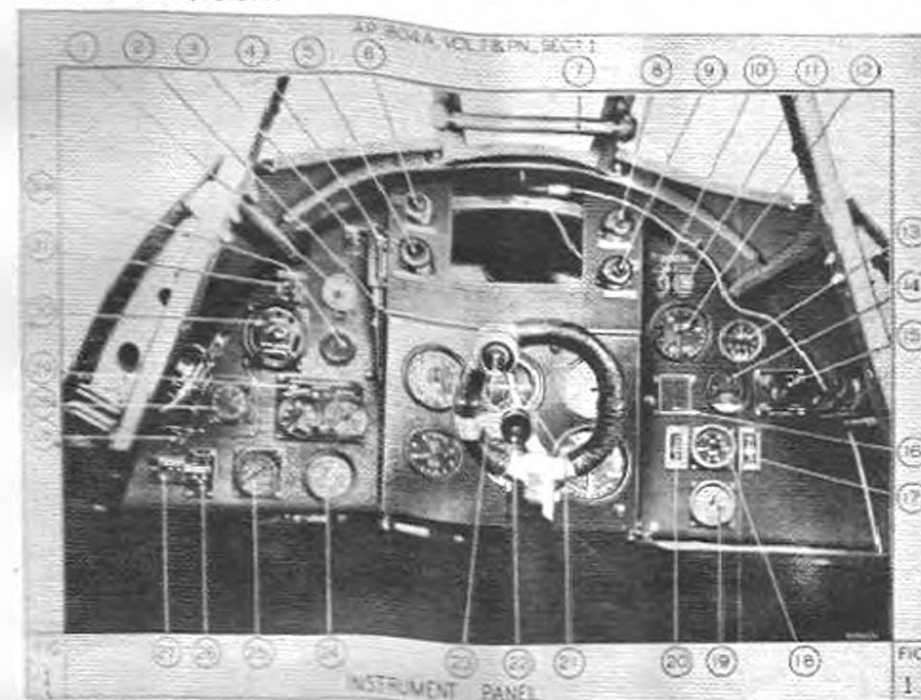
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application form.

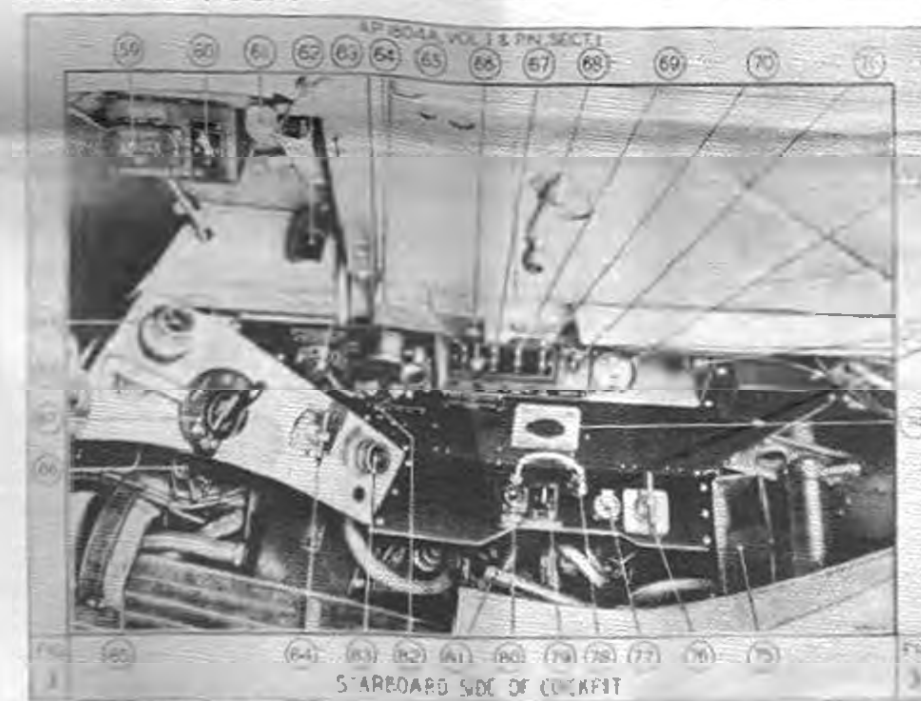
(Typhoon - Cont'd)



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At the moment, *Modellers' Monthly* is coming out several weeks into the month. Last month we were on time, but a wage claim strike at our printers stopped that. With a frequency of once a month, such unexpected delays cannot be coped with. We apologise, but such delays are beyond our control.

When trying to catch up, we are then faced with the situation of having the previous issue still on the newsstands when the new one comes out. We hope to remedy this by pulling our publication date up a week at a time, so that we will be back to the 1st of the month within a few months.

Club Secretaries, please keep news of club events, future and past, coming in. Our closing deadline is late in the month, but do not be deterred if you find you have info available and you are not sure you will make it. Send it in anyway. If we can include it in the current or next issue we will.

Until May,

The Editor.



Top Typhoon 1B left side of cockpit Centre: Centre panel Lower Right side of cockpit Bottom Photo R H side of Typhoon 1B cockpit

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SMART FINISHES

By Warren Williams

PAINTING YOUR MODEL

When one sees a well finished model, the following thoughts and questions usually arise...

- (a) How did you get such a finish?
- (b) Must have taken months.
- (c) Are you a sprayer?
- (d) What's your technique, etc.?

Actually it's all quite simple and often the amount of extra effort required to achieve a well finished off model is little more than what has already been applied.

The following procedure produces an excellent finish and although there are many varied techniques and new products available today, most modellers seem to prefer, or come back to the basic methods.

PREPARATION

Keep fingernails short, remove watches, rings, etc., which can easily dent a smooth surface.

It is much easier to finish off each individual part and section of the model, before final assembly (i.e., wings, tail, elevators, ailerons, flaps, fuselage, etc.).

Each section should be sanded, doped, filled, covered if necessary, with exception to the joining and fillet areas which can be masked off until final assembly.

Fuselage should also be completed with canopy fitted, top blocks, cowls, etc., spot glued for later removal if necessary.

Not until final assembly should the aircraft sections be glued together when fillets, control hinges, etc., can be added.

A small nylon disposable type syringe and needle obtainable from most chemists makes a handy glue gun for hinge slots used with PVA glue. (You may have to explain to your chemist what you want the syringe for - he may suspect you of dope addiction and we don't mean model aircraft "clear dope"!)

SANDING

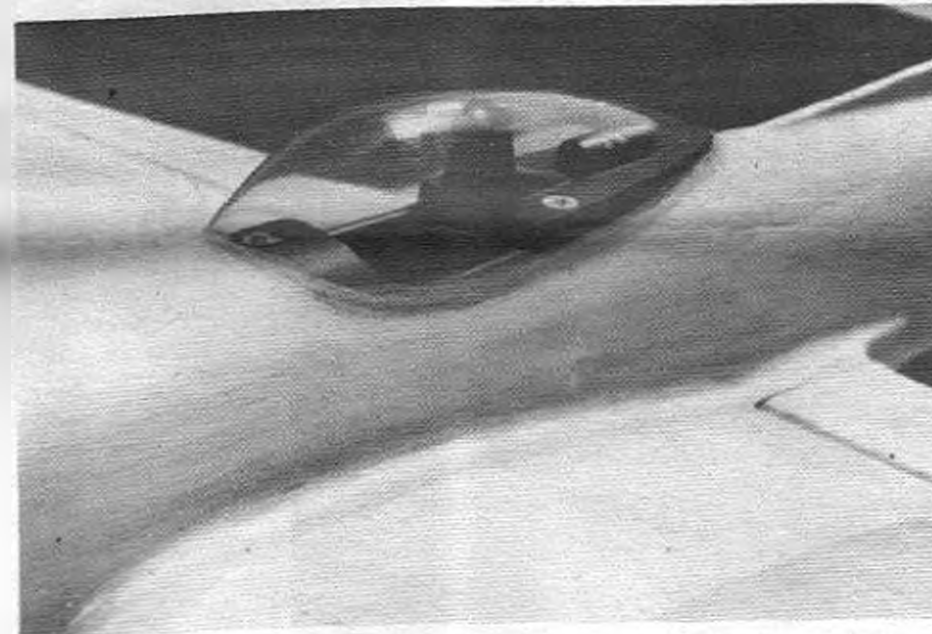
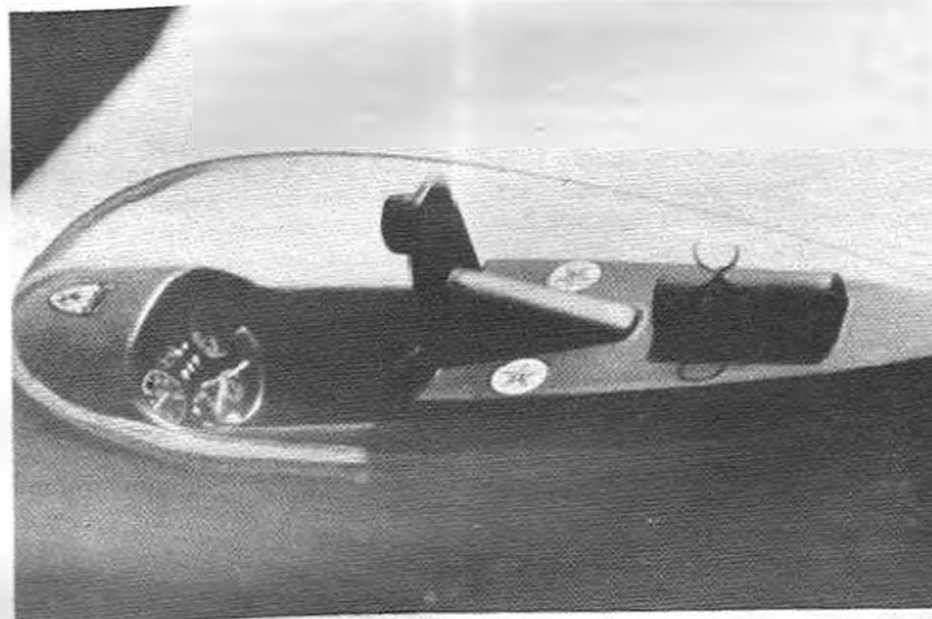
The natural finish of balsa wood has a beautiful smooth flat surface and one should avoid sanding into this unless a curve or taper is required or has been cut. Other than filling the grain very little sanding should be required on flat surfaces. Correct sandpaper and sanding blocks are essential, also a razor plane to quickly shape or taper surfaces.

Grades 80 to 100. Garnett paper can be used for removing large areas of balsa wood quickly where shaping is necessary.

Grades 180 to 200. Garnett paper for finer finishing work prior to doping and with caution between coats.

Grades 400 to 600. Wet and Dry. For final sanding prior to painting and between final coats of dope.

Sanding blocks can be made from balsa, foam or cork. Hard balsa around 1/2" thickness is ideal and can be shaped to suit the application. Length of the block should be around 10" to 12" unless for small applications. Edges of the block should have a slight bevel to avoid the sharp edge biting into the surface. It is preferred that the sandpaper be glued to the block.



Warren Williams' treatment of cockpit detail. Extra care here, makes all the difference between mediocre and excellent finish.

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DOPE

Nitrocellulose dope is preferred as this is readily obtainable throughout Australia and is compatible with all glues, fillers, lacquers, enamels, etc., dries quickly and sands easily so one can not go wrong.

Both Brolite and Dulux manufacture aircraft dope in quarts, half-gallon and gallon containers which sell at reasonable prices. Most dopes are supplied thick and can be thinned by 20% to 30% using lacquer thinners.

CANOPIES

Why not go all the way? If a canopy is placed in its respective position on the top block and outlined, this section can then be cut out where necessary and filled ready for painting. Useful gadgets for the cockpit can be made from coloured plastic headed pins, balsa and paper clips. Instruments also add the finishing touch but should be applied after painting with a touch of balsa cement. Spray cans of matt black paint do a neat job here; mask off at the canopy outline. When dry canopy can be held in place by rubber bands and glued from the outside only with Balsa cement. This melts partially

SMART FINISHES

into the canopy and gives a good solid join. Brushing the joint with lacquer thinners and applying more glue until a smooth joint has been achieved.

To give this further strength cut a piece of silk 1" wide, silk and dope this over the joint so one-eighth overlaps canopy and one-eighth overlaps balsa. Mask up the canopy and then finish with dope and take on final finishing procedures.

COVERING

I prefer silk covering, which has many advantages in strength and can be applied quite easily using the following technique. If a wing is to be covered, the wing frame will have been sanded, doped and filled as outlined later in this article.

Lay silk over one half of the wing to be covered and by spraying lightly with water from a small atomiser the silk when damp can be stretched and will adhere to the balsa frame. It is best to do longer sides first and start with a straight edge. As each side has been stretched into place, brush over the silk with lacquer thinners which will stock the silk to the frame. If necessary to re-lift the silk to remove later wrinkles, all that is needed is another brush with thinners and the silk can be stretched in any direction.

While doing this process continue spraying water on the silk as required. While damp, the silk can easily be formed around compound curves such as wing tips, etc.

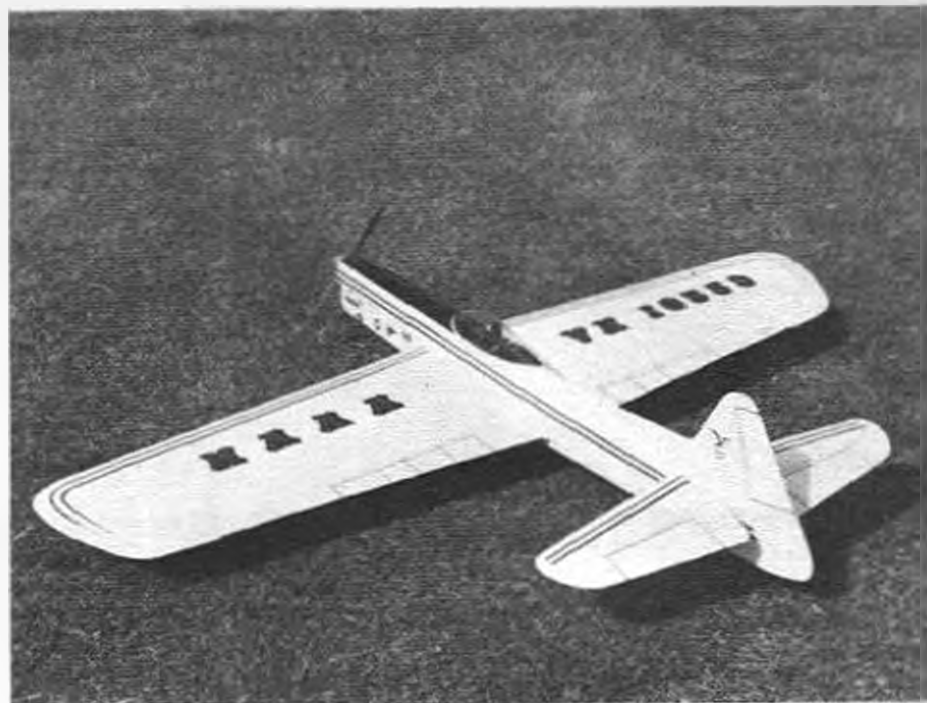
When dried out, dope can be applied to the outer frame for a better bond, which must be dry before attempting to dope the inner open frame surfaces. Silk may take up to 6 coats of thinned dope to completely seal and once again brushing with lacquer thinners between each second coat of dope helps the procedure. **Fillets.** Fillets can be made with balsa, S/G epoxilite or Plastibond for smaller fillets as it is heavy and can add excessive weight to a model.

Procedure. Once we have a completed section (wing, tail, fuselage, elevator, etc.) which has been sanded smooth to final shape, with 180 to 200 Garnett paper. This is given 2 coats of thinned dope, with light sanding in between coats when dry.

Two or three coats of thinned dope and talcum powder are then applied (mixed about one-third powder, two-thirds dope) and again when dry sanding lightly between coats taking caution not to break through the surface skin being built up. Follow this with another coat of thinned dope and then brush entire surface with lacquer thinners. This helps to flow the dope and seal and fill any grain still open.

From this point it can be seen if further filling is necessary as by now the surface should give a slightly shiny surface and flaws can easily be detected.

Once you have reached this point (provided all filling is completed) a light rub with 400-600 wet and dry paper used wet and the model is ready for painting.



PAINTING

I have been painting all my models for some years with aerosol cans of spray enamel, which is completely fuel proof and does not lift with Nitromethane fuels. Both Berger and Dulux work well. The Berger is thinner in composition and can be misted on to produce a smooth surface without any "orange peel" effect. The Dulux is thicker based and can easily be applied without fear of runs. The Dulux will cover quickly and dry out quicker than the Berger although any "orange peel" effect will have to be cut back when dry.

It is suggested that either paint used be misted on for the first coat and when tacky or after 15 minutes a wet coat can be applied which is usually sufficient for a good coverage.

Although the paint can be touch dry within half to two hours, it is best to leave overnight before any heavy handling is attempted.

TRIMMING

Trimming should not be attempted until at least four days after painting to allow the paint to dry out completely. The easiest method of trimming is to purchase

(Continued on page 14)

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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

SEQUOIA DISTRIBUTORS
221A WENTWORTH AVE,
PENDLE HILL 2145

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We carry a wide range of brass ship model accessories as illustrated. Enquire for lists.



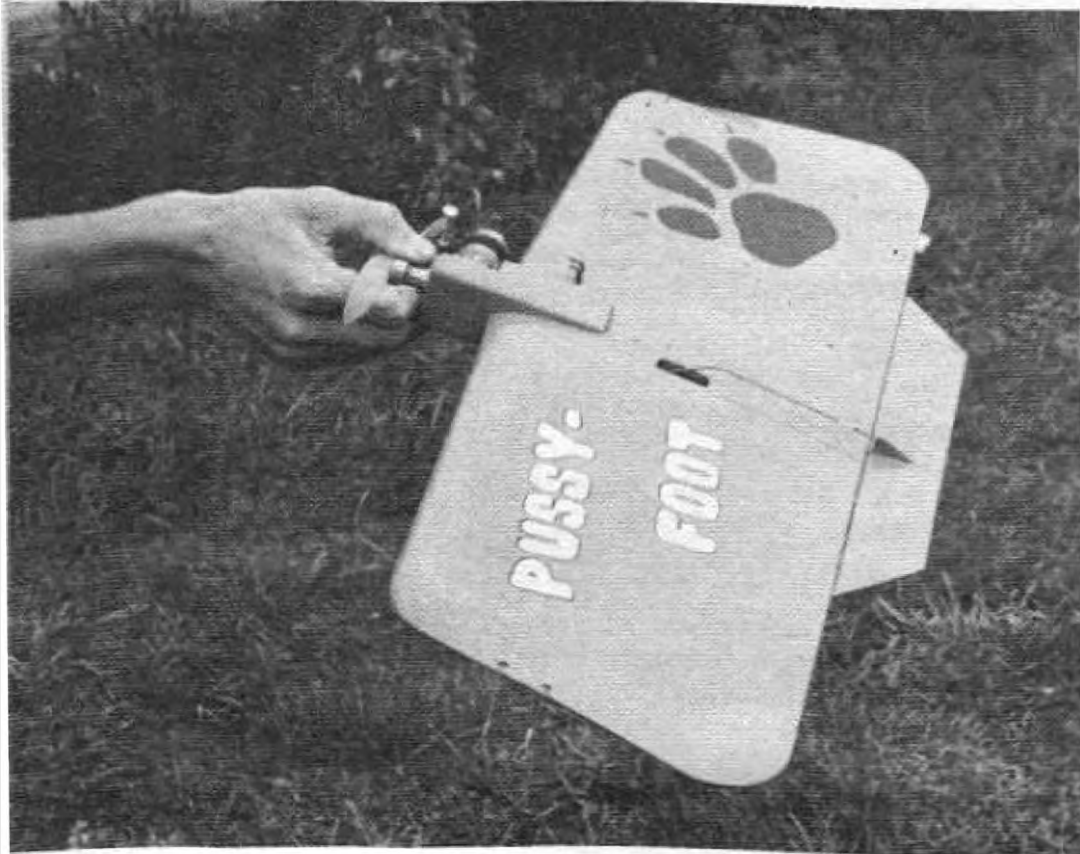
PROTAR MOTOR BIKE KITS

100 Cycle Rider	3.10
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105 Guzzi 500cc	
104 Gilera 500cc	7.00
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110 Honda 250cc	7.00
111 M2 250cc	7.00
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130 Husqvarna Cross	7.00
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115 Yamaha 4-cylinder	7.50
129 Laverda 750 SF	7.75
152 Laverda Supersport	
127 Guzzi 4-cylinder Limon	7.95
126 DKW 350cc	7.95
131 Guzzi	7.95
125 MV 3-cylinder	7.95
118 BMW Sidecar	7.95
119 MV 3-cylinder 550cc	7.95
123 Gilera	7.95
137 Norton Comandante (Part metal)	9.50
Total of 52 in range	



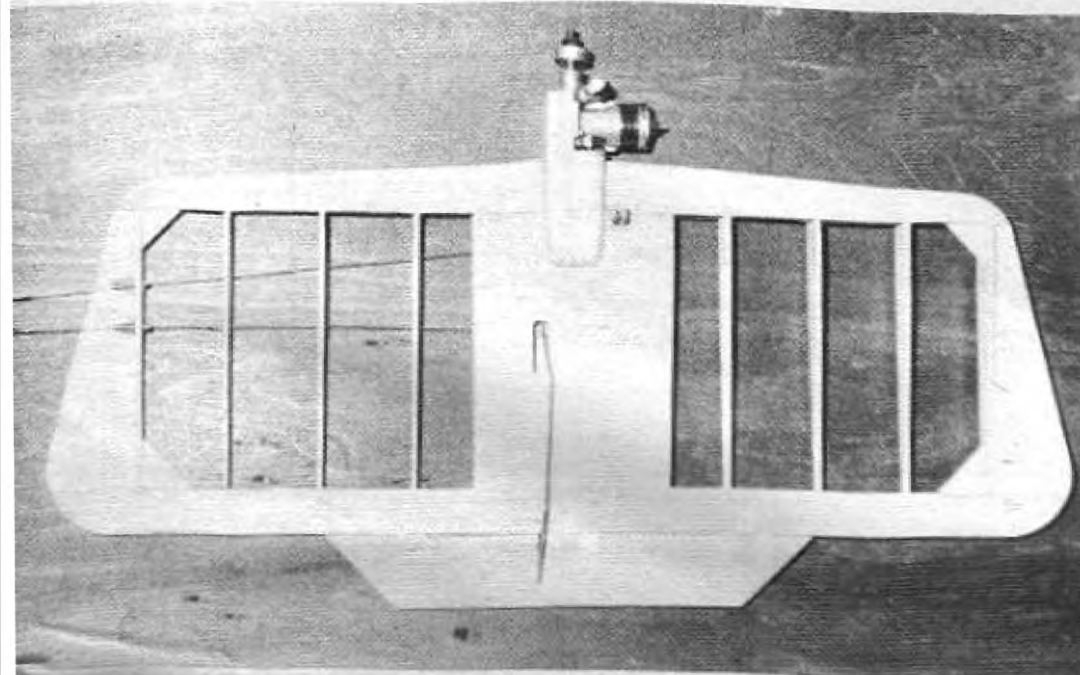
TRADE ENQUIRIES
WELCOME
PHONE: 636-3594

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.



PUSSY-FOOT

BY RICHARD SHENNAN



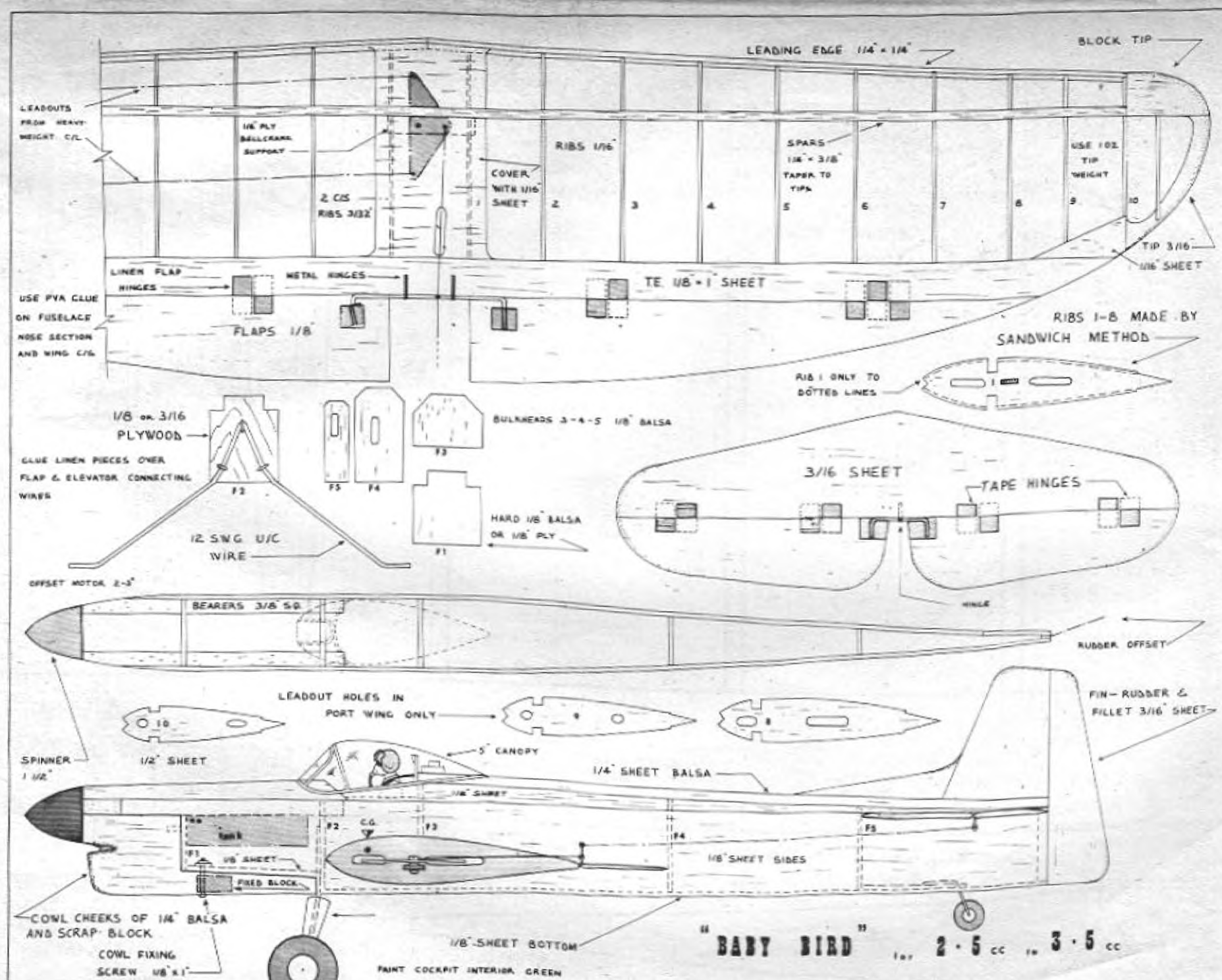
This model was designed as something that could be knocked together reasonably quickly and cheaply. It also had to be fairly strong as combat wings usually lead a pretty rugged existence. So far the strength has been proven in that after several contacts with the ground, no airframe damage has resulted, but curiously enough, only engine bearers have been damaged. These have subsequently been strengthened on the plan so there should be no further problems.

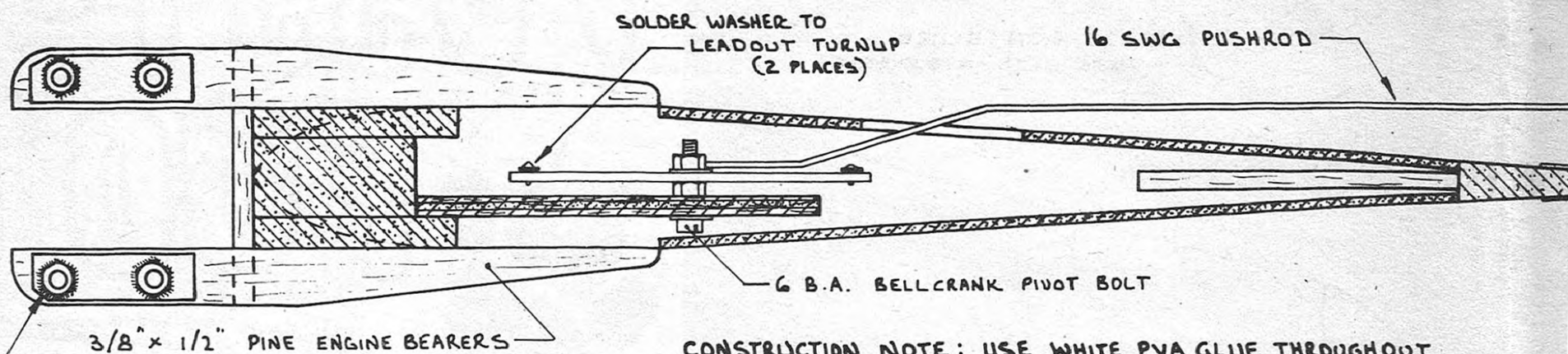
With the 2.5cc engine fitted, the wing is quick, responsive and behaves equally well upright as inverted. It should fly quite well with a 1.5cc engine providing the weight is kept down. I am in the process of fitting a 1.5cc engine to see how it handles, but of course, it won't be as quick. This machine is intended for the inexpert and such flyers may find the 1.5cc more suited to their abilities.

CONSTRUCTION NOTES:

Begin construction with the leading edge of the wing. Cut strips to length and then cement the top and bottom $3/16" \times 1-1/4"$ strips to the centre $1/2" \times 1"$ strip. (Note: The centre strip can be laminated from $2" \times 1/2"$ strips if desired.) Make sure the $3/16"$ strips overhand the centre piece by $1/4"$. Cut out the ribs and cement the two R1 ribs together ($1/2"$ medium balsa). Glue the ribs into the leading edge ensuring that they are square to the front line of the wing. Shape the trailing edge and cement in position. Add wingtip plates, tip filler pieces and gussets. Glue bellcrank mount securely, add bellcrank, leadouts and leadout tubes. Cover the bottom with $1/16"$ sheet balsa. Solder the tank as shown in the plan and pack and glue in place using plenty of cement and scrap balsa. Connect pushrod and then add top sheeting to centre section.

(Continued on page 15)





CONSTRUCTION NOTE: USE WHITE PVA GLUE THROUGHOUT.

SAND COMPLETED AIRFRAME AND GIVE A LIBERAL COAT OF CLEAR DOPE. SAND LIGHTLY. COVER WITH HEAVYWEIGHT TISSUE FOR 1.5 CC POWERED VERSION. SILK COVERING IS O.K. FOR 2.5 POWER.

PUSSYFOOT

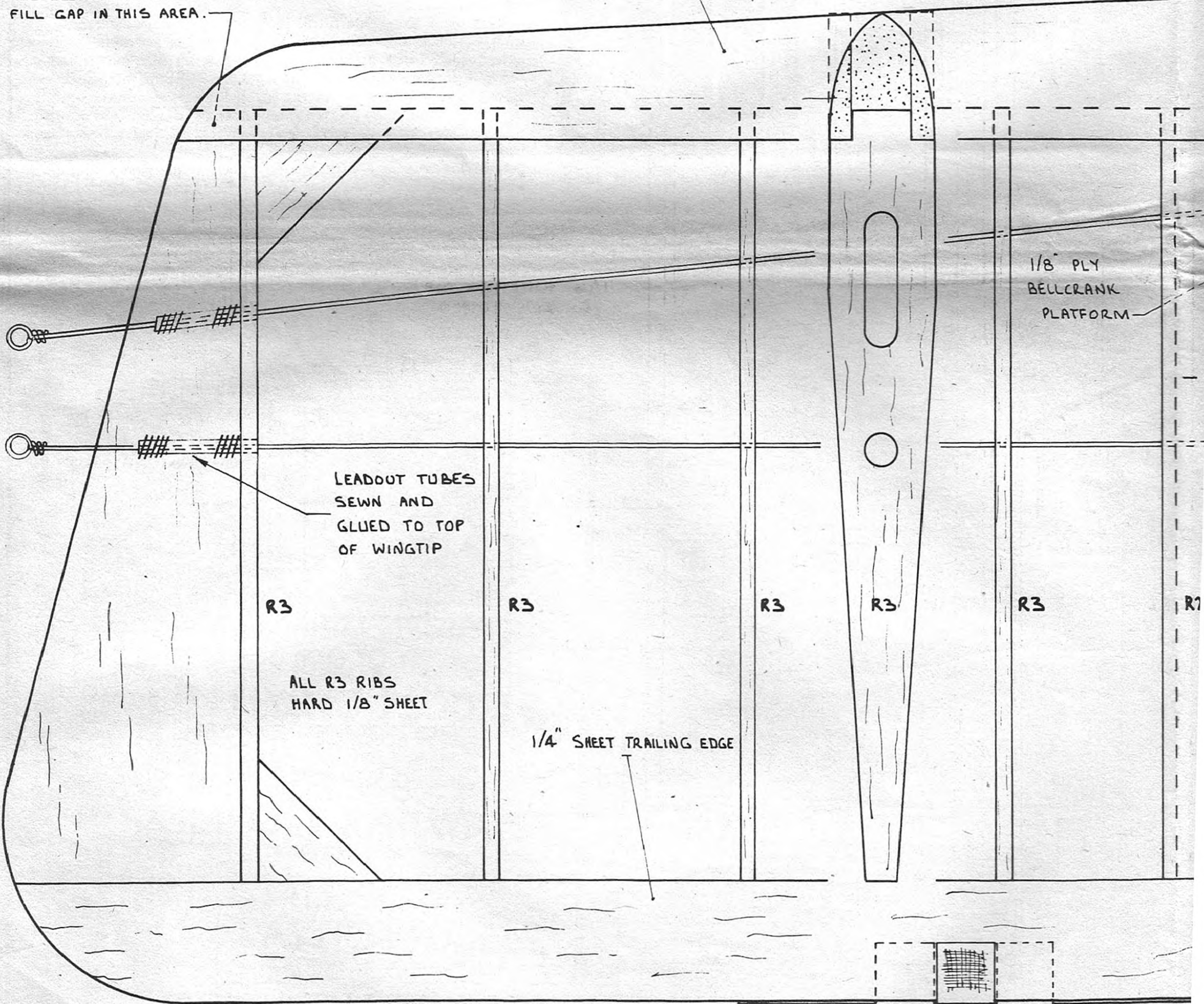
COMBAT WING

FOR 1.5 TO 2.5 CC ENGINES

GLUE SCRAP 3/16" Balsa ABOVE AND BELOW WINGTIP SHEET TO FILL GAP IN THIS AREA.

LEADING EDGE

1 PIECE 1/2" x 1" x 24"
2 PIECES 3/16" x 1-1/4" x 24"
CARVE TO SHAPE.



R1 2 OFF 1/4" SHEET MEDIUM
R2 2 OFF 1/8" SHEET HARD

R1-R2

R2 TO DOTTED LINE

ELEVATOR HARD 1

3/32" PLY HORN GLUED
INTO SLOT IN ELEVATOR

ALL GUSSETS 1/8" HARD BALSA

WINGTIP 1/8" SHEET

RICHARD SHENNAN 1-74

X Join

Join →
X Plan

1/16" SHEETING TOP
AND BOTTOM

TANK DETAIL

ALL TUBES 1/8" O.D.
COPPER.
CUT FROM TIN AND
SOLDER.

FILLER
VENT

TOP

FEED
PIPE

SIDE

END

BIND WITH COPPER WIRE
AND SOLDER

CLOTH
HINGES

F1
1/8" PLY

X Join →
X Plan

TRADE NEWS



Above: Protar plastic kit for Norton is highly detailed and realistic

NEW GLO-PLUG

Gordon Burford & Co Pty Ltd, of South Australia, has a new competition glo-plug available.

Representing one of the latest developments in the state of the art, the new plug is designed to help maintain speed and power in Pylon events. This is a 'colder' plug, with a different alloy used in the element. It does not oxidise as readily at high temperatures or with the use of exotic fuels.

With the introduction of two new automatic lathes, Burfords are better equipped than ever to produce engines etc economically. However, it is sad to hear that Burfords are more than ever, moving away from the low-priced simple engines for beginners and for sport flying and into the higher performance, high priced field. This move is forced on the manufacturer by the sheer economics of production in Australia, compared with US or other manufacturers. The largest, most profitable market is in the performance field. US manufacturers can produce sport engines cheaper than we can, for example, the Fox engines. However, our own manufacturers have to live and make reasonable profits.

Burfords do not intend to abandon production of sport engines, but future requirements may reduce production to a certain extent.

Future economics governing availability of material to US manufacturers could curtail the number of US low-priced engines available in Australia and New Zealand, and under those circumstances, Burfords would, no doubt increase their supplies of competitive engines. This is speculation, of course, but this would be quite probable.

Burfords now have available, 8 sizes of 'Taipan' glass filled nylon propellers. Sizes 7" x 4", 8" x 4", 9" x 4", 10" x 4", 7" x 6", 8" x 6", 9" x 6" and 10" x 6". Sizes are really metric, but these are the nearest equivalent sizes.

These props will break if driven into the ground, but they have never been known to lose a blade in mid-air or when running normally.

Performance with these props is superior to many well-known overseas brands and are to be recommended.

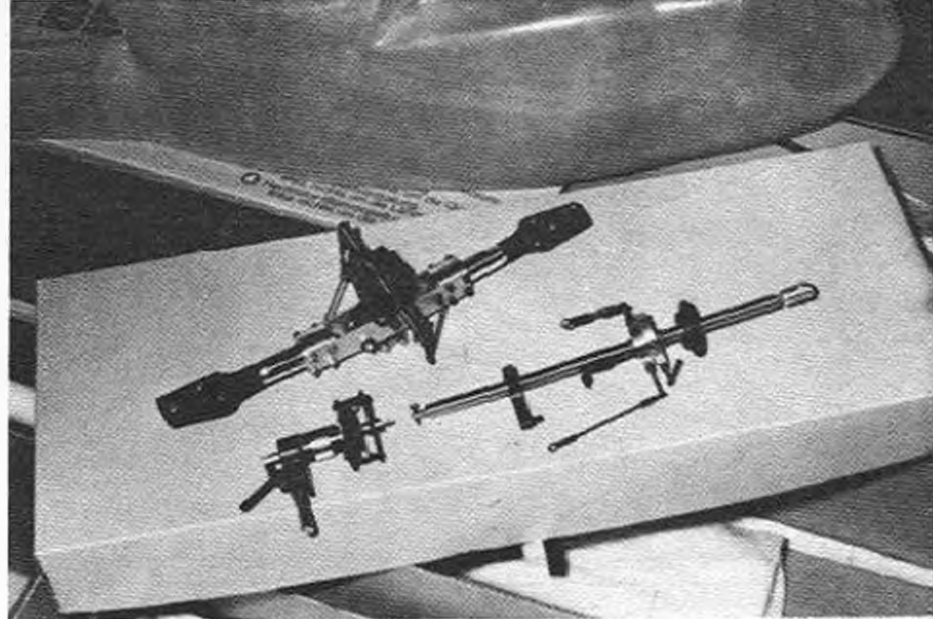
NEW SUPER TIGRE X15

World Engines of Perth, (see advert this issue) have in stock a small quantity of the new Super Tigre X15s = 2.47cc engines, at £61.00 (muffler £13.00). These won't last long. If you want one, buy it now. New stocks are not expected for some time, and as far as we know, these are the only X15s in Australia.

World Engines also have plentiful stocks of balsa in all the needed sizes, including 4" wide sheets. If you are having difficulties, write for what you want. Perth is only a few days away by rail or post.

Bondi Model Centre has just received a shipment of Svenson Kits. These Belgian kits with the unlikely scandinavian name are well-designed and very complete, containing such items as formed landing gear, air wheels, clunk tank, and all required accessories.

The K8B is a 110" slope and thermal soarer scale model of a Schleicher K8B with Schweitzer-type cano-



Above: Mechanics for Graupner Bell 212 Twin-Jet helicopter are superbly engineered. Kit is good value.

py. Scale is 1/6th. It can be equipped with 2 or 3 channel proportional or 4/6 channel reed R/C for rudder and elevator control. Plan is very detailed with step-by-step instructions and photographs detailing assembly.

Others in the range are *Westerly III* (A high wing monoplane for 2.5cc and multi-radio and containing all parts even down to horns hinges and cement), *Sly Cat*, a shoulder wing for 5 to 6cc, *Mini Boy*, a 43" span scaled down *Fly Boy* for 19 to 35 engines, *Wayfarer*, a neat biplane for .40 to .60 engines.

None of the Svenson control line models have arrived as yet but are on order.

Also due in May, Bondi have the GEM R/C outfit. This is the cheapest 4-channel system available in Australia at £198.00. Bondi Hobby Centre has arranged for Servicing in Australia, and guarantee parts servicing are available. Set comes complete with rechargeable batteries, (nicads) and 4 servos.

A number of new plastic kits have recently arrived in Australia. Frog Revell and Bandai have new releases here. The new 1/24th scale Beaufighter is out and selling rapidly. This impressive kit is moulded in black plastic, presumably to make finishing easier if a night fighter version is built. Would have preferred foliage Green, the colour used inside Australian-built Beaus, but we can't have everything. Another minor criticism is that it is more difficult working in

plack plastic... it is harder to see defects or errors. answer, work in bright light! Nevertheless, we must applaud the fact that at last, we have a BIG Beaufighter. This kit will be reviewed in a future MM. Revell have the Harrier on sale now. This is the fully operational 'jump jet' with military load. It can be built in RAF or US MARINES markings, and his highly detailed. Even so, there will be a few points that the modifier will want to incorporate. Seems that when we had the prototype P1127 kit, we wanted to modify to the production Kestrel. Now we have the Harrier, some will want to modify back to the Kestrel or Prototype! The Harrier has undergone frequent development and modification since the prgtotypes. Indeed, the writer listed some 600 mods internal and external between the first prototype and the fourth! The modeller need only concern himself with those external mods that are more obvious. aren't you glad?!

Our May issue will contain detailed drawings of the first production aircraft along with a variety of prototype photos, not previously published anywhere in the world.

Frog has brought out the Lockheed SP-2H Neptune in 1/72nd scale. This large but simple kit is moulded in blue plastic and transfers are provided to make either the Royal Dutch Navy 320 Sqdn version or a 10 Sqdn RAAF machine based at

(Continued on page 13)

FANTASTIC TOYS & MODELS

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PLASTIC MODELS

& ACCESSORIES

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Early Omnibus

ONE of the more pleasing pieces of inter-hobby co-operation is the fact that many collectors of road vehicles prefer 4mm scale, which makes it possible for manufacturers to produce models which appeal to two parallel, but usually distinct groups.

The latest product in this hybrid field comes from a new manufacturer, Jim Varney Models. His first kit is for Shillibeers original omnibus, an attractive early vehicle which, while strictly a trifle early for most historical modellers, is still ideally suited to add character to an historic model scene.

The kit is cleanly cast in white-metal, the assembly instructions are detailed, and supplemented by

a good diagram but, most important of all, authentic water-slide transfers are provided. This last point is, we feel, the most important of all, for all too often the builder manages to assemble the model with little or no difficulty, paints it satisfactorily, and then falls down badly on that most difficult of arts, lettering.

This is a lovely little kit, just the thing to buy, build, paint and use as a Christmassy feature, a real Dickensian touch to any model.

For 4mm scale. Manufacturers: Jim Varney Models, 4 Goudhurst Road, Downham, Bromley, Kent, BR11 4BQ.

These models are now available in Australia from W. A. Golding of GOLDING MODEL SUPPLIES, 16 Boronia Street, Belfields, NSW.



Some of the successful NMAA flyers on 17th March. Left to Right: Jim Glenn, Ashley Blades, Ian Gorrie, F. Blades. Photo: Arthur Gorrie

CLUB NEWS

WARRINGAH RADIO CONTROL SOCIETY

Several well printed journals have been received from this active club. (See letter to the Editor). With approx 90 members, the club welcomes newcomers. Enquiries should be directed to the Society at the address shown on the letter.

trans tasman radio control challenge

Teams:

Pattern Aerobatic	5 members
Pylon (0.40) FAI	3 members
Thermal Soaring	3 members

Selection:

Names and scores of the first place winners in each state to be forwarded to the Federal Secretary before June 30th 1974. From the first place winners, the top scorers, 5 for pattern, 3 for pylon and 3 for thermal soaring, will be given the opportunity to make up the team.

Should any of these not be available, the other first place winners, in order of their score, will be given the chance.

Pattern:

Shall be flown to the 1974 FAI rules. Three rounds only to be flown, all three to count.

Pylon:

Highest score in the 200 point system in 5 heats.

Thermal:

Shall be flown to the 1974 FAI rules. Highest total score from two rounds which consists of six flights.

Note:

All team members must have a back-up model at the time of departure to NEW ZEALAND. Each state to be responsible for financial sponsorship of their state representative.

Beaudesert MAC Annual Free Flight day was held on 10 February and directed by Contest Director C. Mahoney.

Queensland

State Control Line Championships 1974

DAY 1: 25th August Venue T/Birds Sandgate

FAI Combat
Open Combat
1/2 Combat
Junior FAI Combat
Goodyear

DAY 2: 8th September Venue Stardusters, Rogan Road, Zillmere.

Open Stunt
Junior Stunt
Open Scale
Junior Scale

The Editor,

Dear Sir,

We are quite new on the modelling scene as a Club but we have already attracted some 90 members.

Our interests are spread across power and glider/sailplane configuration.

It is good to see another entry in the model press in Australia and we would certainly be interested in keeping you informed of our activities and contributing some articles for publication. We publish our own newsletter called "Transmitter" and I enclose for interest the current and previous copy.

R. R. BELYEA,

Public Relations Officer.

WARRINGAH RADIO CONTROL SOCIETY

28 ELLALONG RD, TURRAMURRA, NSW. 2074

DAY 3: 22nd September Venue T/Birds Sandgate

A Rat Race

B Rat Race

Junior Rat Race

Bendix 35

DAY 4: 6th October Venue Stardusters, Regan Road, Zillmere.

FAI Team Race

B. Team Race

FAI Speed

Class II Speed

Class III Speed

Intermediate Speed

B. "Proto" Speed

BEAUDESERT MAC

Beaudesert MAC Annual Free Flight day was held on 10th February and directed by Contest Director C. Mahoney.

Results are:

All-in Open Event 5 Flights

1. J. Lewis, Wakefield, 584 sec.

2. B. Parsons, Sailplane, 543 sec.

3. P. Van Leuven, Wakefield, 234 sec.

Chuck Glider

1. J. Stewart, 103 sec.

2. J. Lewis, 100 sec.

3. F. Blades, 92 sec.

Scramble Event

1. F. Blades, 277 sec.

2. B. de Chastel, 241 sec.

3. R. Imrie, 240 sec.

R/C Thermal Soaring

1. P. Lee, 672 points.

2. R. Chernich, 650 points.

3. R. de Chastel, 515 points.

First prizes were useful merchandise and attendance was good in spite of flood problems encountered by some.

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MODELLERS' MONTHLY WRONG ADDRESS

Attention is drawn to the fact that our PO BOX NUMBER was incorrectly shown in the last issue of the newspaper.

Correct address is:

MODELLERS' MONTHLY
PO BOX 201
CAMPBELLTOWN NSW
2560

1974 QUEENSLAND RADIO CONTROLLED MODEL AIRCRAFT CHAMPIONSHIPS

AT

BRISBANE AERONAUTICAL RADIO CONTROL SOCIETY'S

FLYING FIELD

ROGAN ROAD

ZILLMERE, BRISBANE

MAY 4th 5th and 6th 1974

MARYBOROUGH MAY 18th and 19th 1974

FOR RADIO THERMAL and SAILPLANE

NOTE:

WINNER OF EXPERT PATTERN EVENT
TO BE QUEENSLAND'S REPRESENTATIVE AT THE TRANS
TASMAN R/C CHAMPIONSHIPS TO BE HELD IN NEW ZEALAND
THIS YEAR.

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BLOCK CAPITAL LETTERS PLEASE!

(Continued from page 11)

KMFC COMPETITION DAY: FEBRUARY 17th, 1974.

Fine weather and many entries made this an excellent competitive day for KMFC. All the events advertised were held and well-supported, the only exception being Open Stunt which had many fliers away competing in the Hunter Valley Championships.

Competition started promptly at 10.30am with the Novice Stunt Event. This has proved to be very popular and was very closely contested. There were 6 entries and it was particularly good to see a modeller from years ago, David Wearne, again back in the circle. Alan Paulsen won the event with 220 points from his brother Bruce on 210 points. David Wearne was third on 209. My thanks to Barry Franklin who so ably judged the event. Open Stunt was won by Barry with Graham Lloyd Second — seemingly plagued by engine trouble.

FAI combat had 5 entries but combats were not of a high quality. Entrants must be prepared and be able to start and run their engines. Only the final between Hutton Oddy and Paul Hewitson gave a decent scrap, with Hutton's one piece wing proving superior to Paul's aerated variety. Miles Gore-Brown finished third.

Hand-launch glider had 7 entrants, however Bob Jenkins showed years of trimming experience and easily won with a three flight total of 80 secs. David Wearne placed second and Paul Hewitson third with 48 secs and 41 secs respectively.

After a short lunch break the racing events started with 2.5cc rat-race and 9 entries. The fuel feed problems of Brett Keogh and Paul Hewitson made them retire in the final and

390 laps. Alan and Os Todd placed second on 322 and Bruce Paulsen third with 178. Hutton's win shows once more that efficient pit-work is the key to success. Hutton entered his FAI team race model, which had its 7cc FAI tank, with the result that every 30-35 laps in that 390 laps the model had to be fuelled and started — very efficient pitwork indeed!

The last event was Goodyear for which there were 5 entries of whom 4 flew — thus giving a final only. Only one model finished however, Bruce Paulsen taking 12 mins 52 secs to complete the 100 laps. Paul Hewitson and Brett Keogh placed second by retiring at 153 laps and Bob Jenkins placed third retiring on 95 laps.

All-in-all a good day's competition and thanks to all who aided and made it such a success.

The Competition Day on February 17th was the best for a long, long time. The weather finally came good, and entries for nearly all events were quite high. Most impressive was the support for Novice Stunt.

POINTS SCOREBOARD:

Note: Junior events were run with senior events, but points were allocated separately in both categories:

Senior

1. B. Paulsen	20
1. H. Oddy	13
qf waqenkins	10
4. D. Wearne	10
5. B. Franklin	10
6. G. Lloyd	7

Junior

1. P. Hewitson	20
2. A. Paulsen	10
2. A. Todd	10
4. M. Gore-Brown	3

HUNTER VALLEY CHAMPIONSHIPS

modellers came from all over New South Wales to spend the weekend of February 16 and 17 at Muswellbrook

ships. Good numbers of entries competed in most classes of control line, free flight, and radio control competition.

John and Rick White from Ku-Ring-Gai made the trip and entered stunt as well as the free flight scramble event. For a change, Paul Turner didn't win Open Stunt, but came in second behind John Tidey. It's maybe a little ironic that John was flying a Windwaggon (Paul Turner's design) while Paul did not fly his own Windwaggon, but used instead an older orange stunter with a Glo Chief .49 in the nose and an unusual, very wide bladed propeller. Herb Hanna came third, and Reg Towell fourth.

Congratulations to Rick who won Junior Stunt from Bruce Hoffman by a comfortable margin. Rick flew his Fox .35 powered modified Chipmunk — the same ship he used to win his National Junior Stunt title at Amberley. Rick was fifth overall, which is a great result amongst the more senior, more experienced fliers.

Rick and John also competed in free flight scramble, but unfortunately lost their aircraft in a fly-away that led them on a merry retrieve chase for a couple of hours. It is generally considered likely that John and Rick's next scramble models will incorporate a dethermalizer mechanism.

A good weekend was had by all — and due credit to the Northern Area Clubs for a well organized competition. It is to be hoped that the high level of strong entries that competed at Muswellbrook is an indicator to a very active series of inter-Club events during 1974.

Dear Sir,

ANOTHER CANBERRA CLUB

About six months ago, another model aero club was formed in the Canberra area. The club is the Belconnen Model Aero Club (BMAC) and caters for radio, control line and freeflighters. BMAC flies out of a paddock alongside the Charnwood Road northwest of Canberra, which is very convenient as it is only five to ten minutes drive from all parts of Belconnen.

Present club membership is 22, and the club is affiliated with the ACT Acromodelling Association Incorporated.

We would appreciate other State associations and clubs putting us on their mailing lists for newsletters, flying meeting notices or any other paperwork that clubs send out. address IS: Belconnen Model Aero Club

c/-G. Mainwaring,
299 Southern Cross Drive,
MACGREGOR, ACT. 2615.

We would like to meet any acromodelling enthusiast visiting Canberra and would welcome them flying with us, so if you're coming to Canberra, drop us a line.

Frank Burt

Publicity Officer.

Belconnen Model Aero Club.

(Other Clubs and State Assns please take note of the above request for information. Here's a chance to contact other clubs. aEd)

ENDS

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60 Speed
60 R/C
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COMPETITION



ENGINES (AUST)

SUPER Tigre

G15FI
G21/29 RV/ABC
ST35
G15 RVD
G60 RV/ABC
G60 FI R/C
G21/35 FI R/C
ST56 R/C
ST60 R/C
G60 Bluehead R/C
G71 RV R/C
G15 FI/R/C
G20.23 FI
G20.23 FI/R/C



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THE LANDING GEAR, WHEN VIEWED FROM THE
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Requires only 3 mm depth for housing

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MAIN GEAR.
Requires only 1 mm depth for housing

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ASSOCIATED HOBBIES,
Merrylands Arcade, Merrylands.
HOBBYCO
561 George St., Sydney NSW
REVESBY HARDWARE
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HOBBYLEC
3 Kimberly St., Hurstville NSW
KRAFT SYSTEMS
24 Glyn St., Belmont Vic.
KENANNE ELECTRONICS & HOBBIES
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185E Burwood Rd., Burwood NSW
RONALD G. de CHASTEL
793 Gympie Rd., Cherriside Qld
THE MODEL EXCHANGE
255 Main South Rd., Morphett Vale SA
TASMANIAN R/C SUPPLIES
15 Courtney St., Lenah Valley Tas.
SUN CITY MODEL SUPPLIES
28 Henry St., West End, Townsville Qld



M.B.C. of N.S.W.



MODEL BOAT CLUB CLUB NEWS

The new year has started with a feast of enthusiasm, new classes and new members.

For those interested in marinised aircraft engines for boats, new classes have been formed for all popular sizes from .049cc to 10cc.

The petrol engine is still very popular, even though popular makes are becoming scarce. There are electric classes, in multi-speed and scale steering. Multi class is around usual 4 buoy speed course, scale steering is around a special course designed on the day.

Most of our competitions are now approaching international standards, so our members may compare their speeds with other modellers around the world.

Recently the club was invited to Taree, to take part in competitions arranged by the Taree Modellers Club. This meeting was run efficiently, but owing to very bad conditions on the day, competition was limited to those who could outweather the weather. Also invited was the Lake Macquarie Modellers Assoc, who are also an enthusiastic bunch of chaps.

An invitation has been given to both these clubs, to compete with us on East Sunday. Following this meeting a burbeque will be held to welcome them officially.

News also of clubs in New Zealand where they are getting organised rapidly. Victors were received with pleasure recently.

The most important news to us and all model boating enthusiasts is the forming of the Australian Model Powerboat Association which is at the present being organised, the officials are based in Western Australia helped along by the Western Australian Model Boat Club.

Australian model powerboating has finally come of age.

Coming back to home again, we find that model shops are becoming more co-operative in making available to us more imported goods, such as OPS engines from Italy and K & B engines from America.

Those I have personally contacted are Bondi Toys and Hobbies and further away B. G. Hobbies of Victoria who can supply all E. D. engines, hulls and fittings, list of such is enormous, also tuned pipes in 3 sizes. Bondi also will have hulls available soon, they stock K & B engines and some fittings from England.

Competition Engines of Maroubra also very helpful with certain items such as tubes and shafts and engines of most types and some hulls. Propellers available at Hobbyco, X40, X45, X50, X70 in 2BA and 4BA.

I'm sure most of you read the English magazine "Model Boats" and know of Philip Casella, who was

may not know is, that he is in Australia, resident in Sydney and I hope will write some interesting articles for this newspaper.

The club members are always willing to help anyone in need of it, I personally will help in these articles and others to come.

In coming months we will provide more information and news also we will review radio control outfits, if the good editor can spare the space.

Here's to happy modelling,
Barry Craven, Secretary,
90 Brougham St. Kings Cross. 2011.

TRADE NEWS

(Continued from page 10)

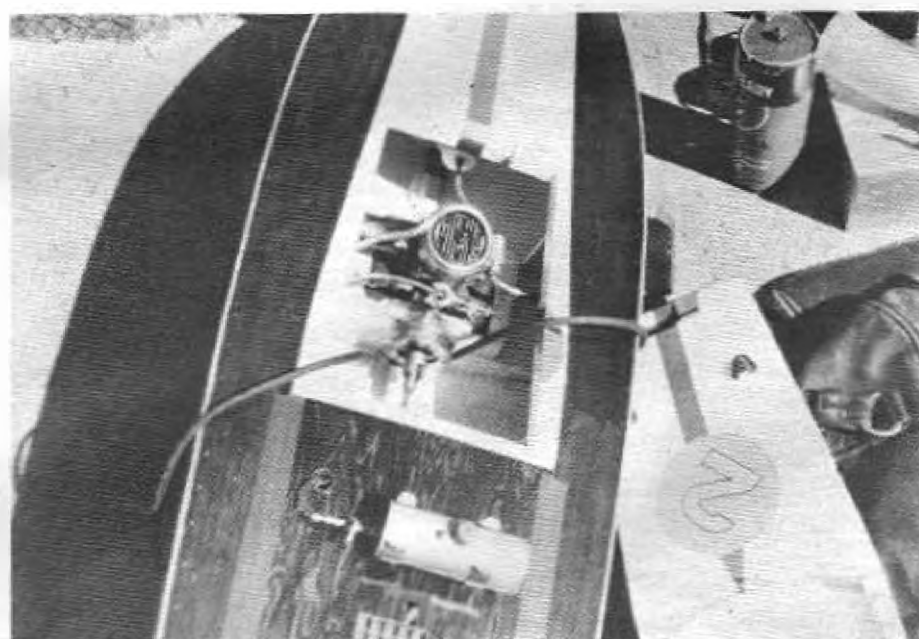
Townsville in 1971. The latter scheme will undoubtedly be popular and is consistent with Frog's plans to release a variety of kits in Australian colours. Full details will be published in next month's Modellers' Monthly.

CONTINENTAL KITS.

Sequoia Distributors of 211A Wentworth Ave, Pendle Hill have just received 29 different types of motor bike kits of the 52 offered by PROTAR of Italy. Retailing for £5.75 to £9.50, according to size and detail, (some are part metal) these kits make up into beautifully detailed models approx 8" long. Forks 'shock absorber' and rear wheels are sprung. Transfers are finely printed and the instrument dials are superb. See Sequoia's advert this issue for listing.

MILITARY FIGURES.

News for the military modelling fraternity... Italaerei have produced a series of figures in 54mm scale, 6 to a packet. No further details are available as yet, but these will be available from Sequoia within the next two months. Also from Italaerei will be kits for the German 'Elephant' tank, Cant Z.501, a rarer Italian flying boat, and the Junkers Ju 188 and Ju 186, both rarer types.



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Five Channel Set showing 4RS5 Servos, Deacs and Charger.



Digi Midget Four Channel with choice of servo, deacs, charger.



WORLD ENGINES

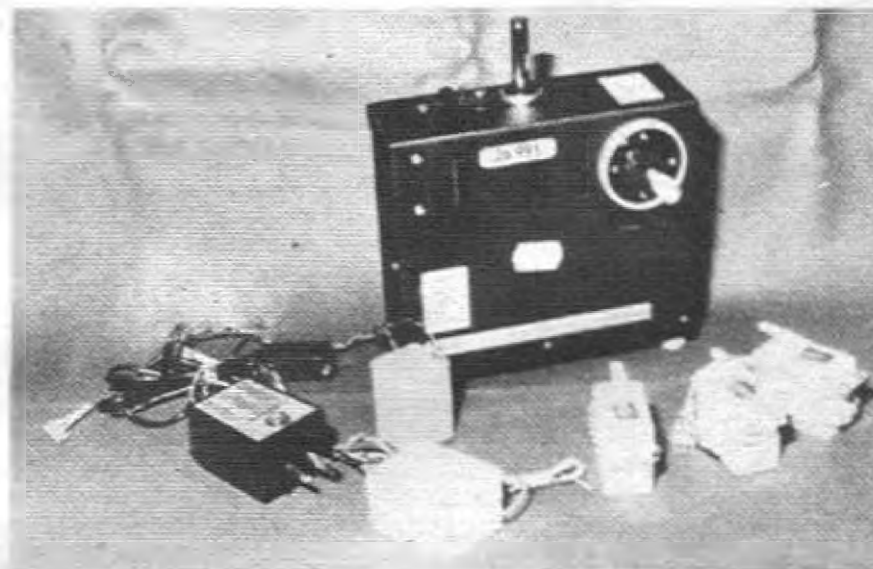
134 - 136 BARRACK ST., PERTH, AUSTRALIA
WESTERN AUSTRALIA. 6000.
Telephone: STD093-259298.

28 Great Eastern Highway.
Riverdale, Western Australia
Phone: STD 093-259298



Four Channel Set showing RS5 servos in mounting tray. Comes with deacs and charger.

Three Channel Set showing RS5 Servos, Rx etc. Tx Dry Batteries optional.



Model Shop Directory



<p>NSW - BERRIDALE. BIRNEY'S OTHER SHOP. Myack St. (Dalgaty Rd.) Berridale. 2628. Modellers' Supplies for the MONARO & SNOWY MOUNTAINS. Aircraft - F/F, C/L, R/C. Boats - Plastic. Come SOARING in the SNOWYS.</p>	<p>NSW - NEWCASTLE. HUNTER HOBBIES. 40 Beaumont St., Hamilton, N.S.W. 2303. Panser, Kavan, Micromold. Mail Order Service throughout Hunter Valley and Central Coast.</p>	<p>VICTORIA - GISBORNE. RADIO CONTROL MODEL SUPPLIES. 82-84 Howey St., Gisborne. 3437. Phone: (054) 28 2145. Authorised Kraft Agent. Latest 2 to 7 Channel Outfits. Combination Package Deal Bargains. Specialising in Mail Orders.</p>
<p>NSW - BONDI JUNCTION. BONDI MODEL CENTRE. The Royal Arcade, 175 Oxford Street, Bondi Junction. 2022. Phone: 389 8303. Model Aircraft Supplies. R/C and C/L Kits, Engines, Accessories. Full Range of Plastic Model Kits.</p>	<p>NSW - NEWCASTLE UNLIMITED HOBBIES & TOYS. 11 Smart St., Charlestown. 2290. R/C, Panser, Kraft, O.S., Futaba. Kits: A/Filite, Kellcraft, Veron, Graupner, Goldberg, Swenson. Motors: O.S., Enya, Fox, Telpen, H.P., Weora, Davies-Charlton, Super Tigre Accessories - "You name it - we have it." MAIL ORDER SPECIALISTS - 43 1288</p>	<p>QUEENSLAND - BRISBANE RONALD G. de CHASTEL. 793 Gympie Rd., Chermide, 4032. Phone: 59 7346. THE RADIO CONTROL SPECIALIST. Complete range of R/C outfits, kits, etc. for Model Aircraft - Boats - Race Cars. Send 9 x 4 S.A.E. for catalogue.</p>
<p>NSW - DUBBO. KENANNE ELECTRONICS & HOBBIES. 202 Darling Street, Dubbo. For a complete range of R/C, C/L, & F/F KITS, Engines & Accessories. For free catalogue - Send S.A.E. to:- P.O. BOX 492, DUBBO. 2830.</p>	<p>NSW - PARRAMATTA. BERGS HOBBIES. Cnr. Church & George Sts., Parramatta. 2150. Phone: 636 8618. All Model Aircraft Supplies. Radio Control & Control Line Access. Japanese & U.S. Imported Equipment.</p>	<p>QUEENSLAND - WOOLLOONGABBA. GORRIES HOBBY CENTRE. 604 Stanley St., Woolloongabba. 4006. Everything for the Modeller and Hobbyist. Package Deal Enquiries Invited. Send S.A.E. for free price list.</p>
<p>NSW - GREENACRE. GREENACRE HOBBY STORE. 10 Rosedale Avenue, Greenacre. 2190. Phone: 709 3866. Futaba Sales & Service; All R/C, C/L etc., accessories available. Mail Order Service.</p>	<p>NSW - SYDNEY. THE FANTASTIC HOBBY SHOP. 33/34 Angel Arcade, Wynyard, Sydney. 2000. MODEL HOBBY SPECIALISTS. Flying Models, Plastic Kits, Model Railways.</p>	<p>TASMANIA - HOBART. TASMANIAN RADIO CONTROL SUPPLIES. 15 Courtney St., Lenah Valley. 7008. Phone: 28 1491. SPECIALISING IN RADIO CONTROL PLANS. Radios, Kits, and Accessories. Send S.A.E. for price list.</p>
<p>NSW - PENDLE HILL INTERNATIONAL HOBBY SUPPLIES 221A Wentworth Ave., Pendle Hill 2145 Agents for OPS Engines, Italaerei plastic kits, super Tigre, Correll Ship Kits</p>	<p>*HOBBYSHOPS - THIS SPACE CAN BE YOURS FOR ONLY \$3.00</p>	<p>*</p>

AUSTRALIAN & NEW ZEALAND MODEL SHOPS - Use this space to advertise. Rates available from:-
MODELLER'S MONTHLY, PO BOX 201, CAMPBELLTOWN, NSW, 2560, AUSTRALIA.

Smart finishes

(Continued from Page 6)

36" to 40" of Fablon Brand contact paper and cut out $\frac{1}{8}$ " to $\frac{1}{4}$ " wide strips using a steel rule and sharp blade. The backing paper can then be removed and the Fablon can be applied as desired and has the ability to be stretched to form corners and curves providing the strip is not too wide. Ensure that the edges have been rubbed down tightly to prevent trim paint from creeping under the Fablon.

Trim colours can then be applied by brush or spray can. For trimming it is best to use the Dulux as with the thinner consistency of Berger it is inclined to lift the initial paint applied.

Remove the contact paper when paint is touch dry as, if left overnight, the backing glue dries out in time and can have the tendency to peel up the base colour when removed. This method will produce a very clean edge and all sorts of patterns can be laid out.

If any paint does happen to break through a badly sealed area it can later be cleaned up with a soft piece of cloth or tissue dipped in turpentine.

POLISHING

Do not attempt any polishing until all trim has been completed (and transfers, etc., applied with a clear enamel brushed over) and given one week to completely harden. Repco or Kitten No. 2 and No. 1 Automotive polishes are excellent taking care with No. 2 not to rub through the paint.

FINAL

If applied correctly the above finish adds little weight to the model, which can sometimes be easily overdone.

If weight is not critical and a really supersonic finish is required, rub back the initial coat of colour with 400-600 wet and dry (wet sanded) again allowing four days for drying and re-coat with another coat of colour.

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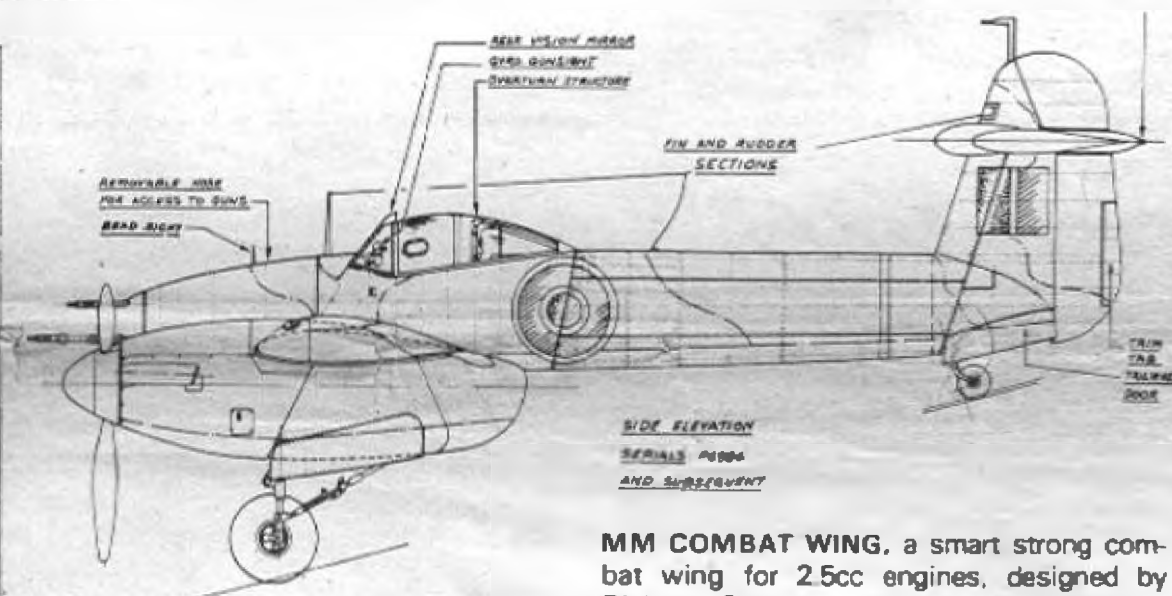
Reply:
"PUBLISHER"
C/-MODELLERS' MONTHLY
PO BOX 201 CAMPBELLTOWN
NSW 2560
Or Phone:
587-9595 messages taken.



Above: HE-F Whirlwind fighter.



Above: Whirlbomber carrying 2 x 500-lb bombs.



MM COMBAT WING, a smart strong combat wing for 2.5cc engines, designed by Richard Shennan. Full-size plans for this model

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.

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.

Superscale plans to 1/24th Scale, of full size aircraft, WW2 Westland Whirlwind. Authentic scale reference. Plan measures 36" x 26". NOT a MODEL PLAN but scaled up from this, would make a superb R/C-multi twin-engine scale. Price: \$2.95 Post Free. MM PLANS SERVICE, P.O. BOX 201, CAMPBELLTOWN N.S.W.

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