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AUSTRALIAN & NEW ZEALAND MODELLERS' MONTHLY

40c

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Vol 2 No3-4

March-April 1975



★ **MUSTANG!**
Modellers'
Favourite

MBC of NSW MEMBERS: ALL REGULAR NEWS AND FEATURES WILL CONTINUE IN THE MAY ISSUE 'MODELLERS' MONTHLY' --- LOOK FOR LIST OF MODEL POWER BOAT AND YACHT CLUBS, MAY ISS

MODELLERS' MONTHLY

AUSTRALIAN AND NEW ZEALAND MODELLING

VOLUME 2 Nos 3-4

AUSTRALIAN AND NEW ZEALAND MODELLERS' MONTHLY

MARCH-APRIL 1975

NOTE: DUE TO PRODUCTION DIFFICULTIES, THIS ISSUE IS A COMBINED MARCH-APRIL ISSUE. WE EXPECT TO HAVE THE MAY ISSUE READY FOR MAY 1 PUBLICATION. WE SINCERELY ASK ALL CONTRIBUTORS AND ADVERTISERS TO CO-OPERATE IN POSTING THEIR MATERIAL TO US IMMEDIATELY, TO ASSIST US IN PUBLISHING ON TIME.

EDITORIAL

This month we have a wide variety of articles and are maintaining our standard size of the newspaper.

In this issue, we have the P-51D scale plans, a classic locomotive for scratch builders, Meccano Engineering, revival of a popular modelling medium, Military Modelling features the M113 Armoured Personnel Carrier, plans for the German Leopard tank (on order for the Australian Military Forces — full size plans, and reduced size plans for a sport control-liner and a hot combat model).

We hope that any new readers will appreciate that we cater to the various model hobbies and model sports. We try to cover as many as possible in the limited space available. There is particular emphasis on model aircraft flying and this is because of the size of the following for this SPORT.

The science of building and flying model aircraft has been recognised world wide by the Federation Aeronautique Internationale, the world authority and governing body covering aviation activities. To them, model flying ranks with Gliding as a SPORT!

For many years, the Russian Aero Club has considered that model building and flying is more than a hobby, and is a legitimate SPORT, the same as gliding, or sailing. (Gliding clubs and sailing clubs also build their own planes and boats just as model flyers also build their own models).

The Australian Federal Ministry for Recreation has decided in its wisdom that model flying is a hobby and not a sport, thus denying to our sportsmen the availability of Federal funds to allow them to compete in International events.

Our sportsmen have to finance their own trips at great sacrifice to themselves, but when they compete, they compete for AUSTRALIA!

Witness the attendance at the Model Aircraft World Championships in USA last year. Captain Jack Black flew in Radio Sailplane and placed for AUSTRALIA.

This year, Warren Williams, and two others will be attending the US National Championships to compete as representatives of Australia — AT THEIR OWN EXPENSE!

In the USA, the US Government supports the SPORT so well that US Naval Air Stations have been used for National and World Championships.

There are few other participant sports that help to build skills, ability, character, and promote friendship between nations as does the SPORT of model flying. For years, International events have been run without hassles, or friction between nations.

We appeal to the responsible Minister to reverse his decision — We appeal to all modellers throughout Australia to petition their local parliamentarian to have the decision reversed. We will forward all letters received by us in support of this move to the Minister concerned. Modellers! Support your governing body, the MAAA.

Our heading photo shows a small boy launching his sailplane — we think, a fine example of healthy outdoor sporting activity. Model boating and model yachting also comes into this category, and no doubt has also been denied Federal funding.

Australia and New Zealand are some of the few countries in the World where modellers have to go their own way with little or no support from Federal or State Government bodies — we have fought just to be allowed to fly on the vanishing open

and special facilities have been made available to encourage model flying.

It might be encouraging to point out that ALL the American astronauts began their interest in aviation and astronautics by modelling. Some began on the old Cleveland model aircraft kits, now defunct except for plan sales, and the skills developed there led them to bigger and better things.

We number among our sportsmen-modellers, airline captains, doctors, Air Force personnel, (including a Group Captain) electronic engineers, physicists, captains of industry, ministers of religion as well as people from every other occupation and walk of life. Truly Modelling is an International and classless sport.

THE EDITOR.

Australia and New Zealand
MODELLERS' MONTHLY
March-April 1975
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NSW STATE CHAMPIONSHIPS

FAI AEROBATICS

From J. White.

This event was flown on Saturday 29th and Sunday 30th of March at Yulong Military Oval. The venue provided excellent facilities, including space for at least five circles. The weather — just right for aerobatics (with the exception of the late Saturday afternoon thunderstorm).

Popular wins are by no means a rarity, however, it could be said that Reg Towell carried the blessings of everyone, competitors and spectators alike, as he took his Fox 40 powered Superbone into the air as the last flyer in the final round. Shrewd understanding of the score sheet pays off, Reg's first 6-7 manoeuvres were well executed but gave him no advantage over the other top flyers. It was from square horizontal eights onwards that he forged ahead and this is where the points are to be found.

Paul Turner, handicapped a little by flying a resurrected but 'tired' Windwaggon was

overrun over the three rounds made the difference and stopped Paul from adding yet another State title to his list.

Third and fourth places went to Warren Williams and Mick Kavan respectively. These chaps flew very similar patterns, some excellent manoeuvres interspersed with others of the square variety not matching the precision of the first two placegetters on this occasion. An interesting sidelight coming up is that both Warren and Mick are booked to go to America in 3-4 months time, thus we will have a comparison of standards which will be of high interest. We for many years now have read of the deeds of the US flyers without having a yardstick to gauge the worth of our own champions.

Commiserations to Nevel Carliss who flying his Fox powered Chapmunk, was among the front runners going into the final round only to have a plug 'blow' as he completed his vertical eights — result — from a potential high placing, down to ninth.

unhappy time of it, things just wouldn't go right and he finished well down the list.

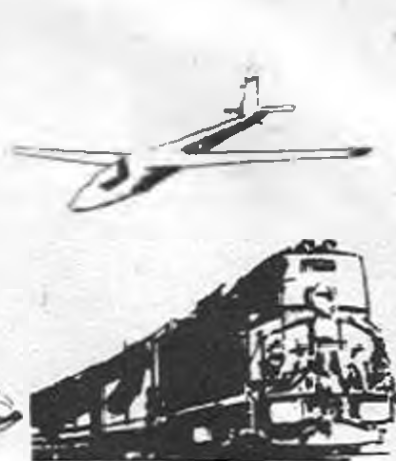
Bruce Hoffman comfortably won the junior section with some characteristically good flying. A noteworthy entrance into major competition was made by the Cronulla junior Bruce Karl, we are sure to be seeing and hearing more of the young lad as a result of his promising performance at this event where he was runner up.

Noted: National Junior Champion Rick White as a spectator on this occasion.

Observations from the Judges:

The overall standard was very high, several manoeuvres highlighted error in all but a few patterns.

- Square corners were poor going into the reverse wingover.
- Many triangles suffered from rounding of the number three corner.
- An overly long base on most hourglass manoeuvres.
- Overlap on number 2 and 4 loops of



MUSTANGS AND ACES

COVER STORY: Group of P-51D/Cs of 375th F.S. of the 361st F. G. Colour photo in MM possession shows 'LOU IV' to be olive drab on top, NOT Medium Blue as often stated elsewhere.

'Willit Run?' Ser. No. 414771 flown by Lt. Col. Wayne K. Blickenstaff — yellow and black chequered nose, yellow and black spinner.



'Old Crow' — Ser. No. 414450, flown by Maj Clarence Anderson, 357th F. G. Nose colours yellow/red. Red rudder with last three numerals in yellow. B6-S in black. Drawing: John Preston.

One of the world's greatest fighter aircraft of World War II, the North American P-51 Mustang, was to become known as an 'Ace-maker'.

Pilots who had small scores while flying P-38 Lightnings soon began to show rising scores of victories while flying the P-51B Mustang.

When the P-51D arrived, many 8th Air Force pilots were already aces. At first, the pilots found their 'D' models were about 5 mph slower than the P-51B. But they had longer range thanks to the extra fuel tankage. The armament of six 0.5 in Colt-Browning machine guns was also superior to that of their old P-51Bs.

The Mustang has, understandably, become one of the most modelled aircraft of all time. So far, the variety of markings has been limited, but with the wealth of book reference on the subject, there is little excuse for this.

We have on our bookshelves, at least seventeen titles on the subject of Mustangs and at least four more books are known to be in preparation at the moment!

The drawings above by John Preston are from the 'Slybird Group' — by Kenn C. Rust and William N. Hess. — They depict Mustangs of the 353rd

Fighter Group, which flew Thunderbolts, then Mustangs.

Top ace of the 353rd was Col. Glenn E. Duncan with 19.5 Air victories 6.83 ground destroyed, for a total of 26.33. (The decimals indicate victories shared between Duncan and other pilots.)

Lt Col Wayne K. Blickenstaff whose aircraft is depicted above was from the 350th Fighter Squadron of the Group. He had 10 air victories.

Nose chequerboards on LH-U were yellow and black with yellow rudder.

Many plastic kits of the P-51D are now on the market. Hawk produces a 1/48th scale, Airfix, Frog and Matchbox have 1/72nd scale kits. We will be reviewing the Matchbox P-51D kit soon.

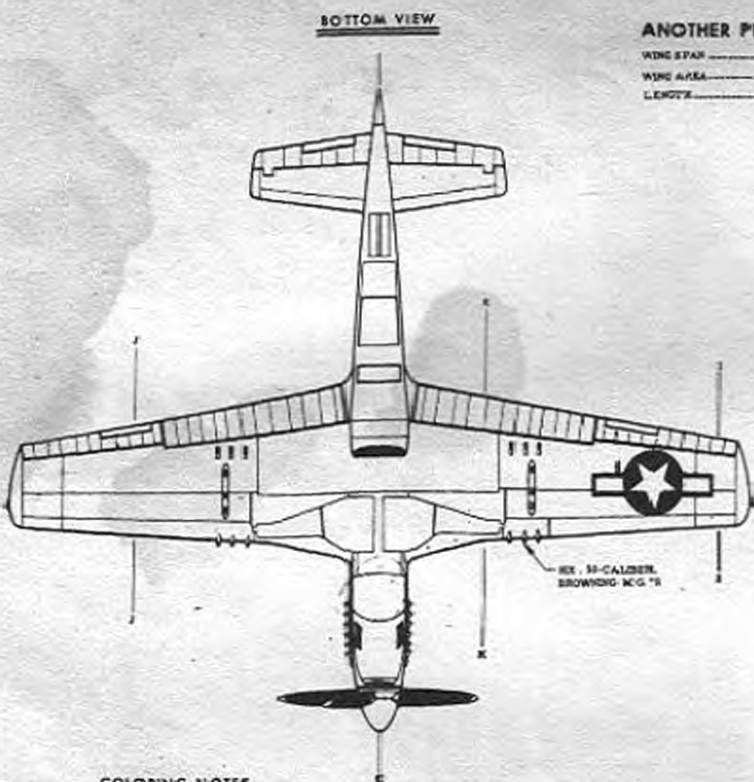
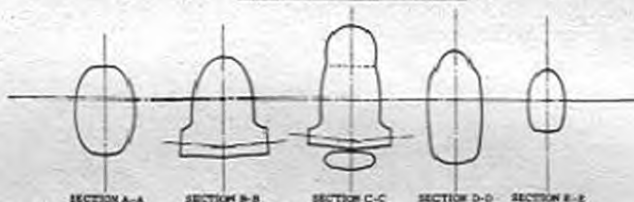
Spinner was black and yellow — chequerboard war group marking.

P-51D Mustang

ANOTHER PRODUCT OF NORTH AMERICAN AVIATION, INC.

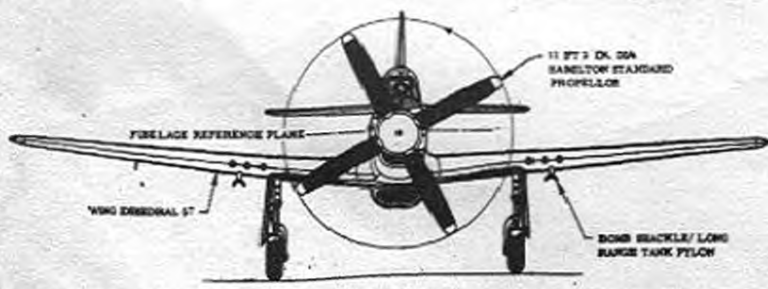
WING SPAN 37 FT 5 1/4 IN. HORIZONTAL STABILIZER SPAN 13 FT 2 1/8 IN.
WING AREA 283 SQ FT. HEIGHT 8 FT 8 IN.
LENGTH 32 FT 3 5/16 IN. POWER PLANT PACKARD "MERLIN" V-1600
1600HP V-12 ENGINE

FUSELAGE CROSS SECTIONS

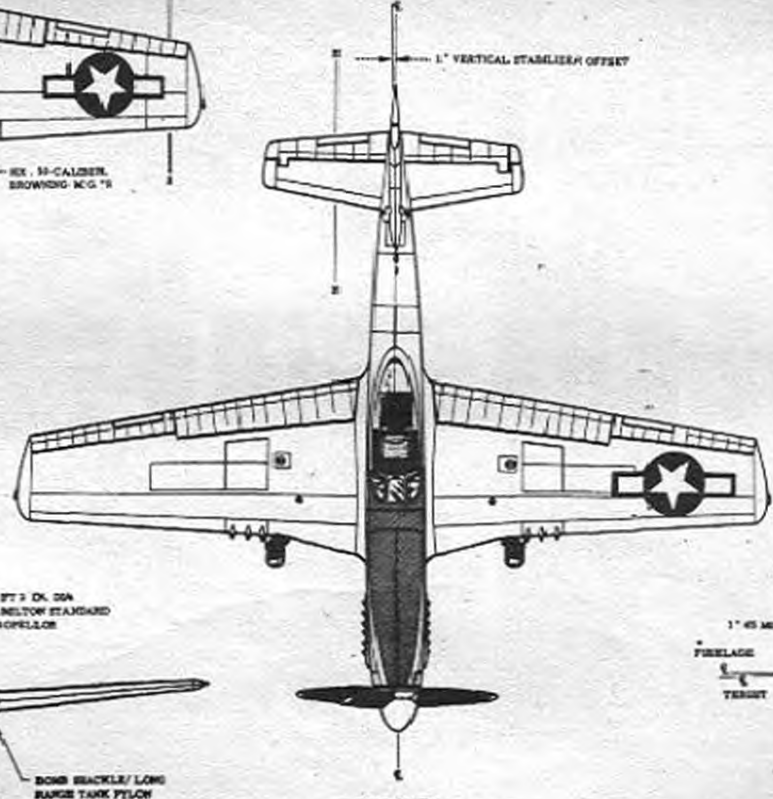


COLORING NOTES

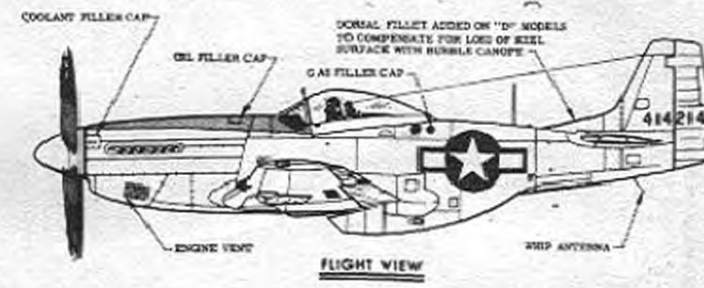
ENTIRE AIRFRAME..... POLISHED ALUMINUM
ALL LETTERING AND MARKINGS
CONFORM TO SPECIFICATIONS
NATIONAL DESIGNS..... WHITE AND BLUE
ANTI-GLARE PANEL..... DARK FLAT OLIVE DRAB
PROPS LOG..... BLACK WITH YELLOW TIPS



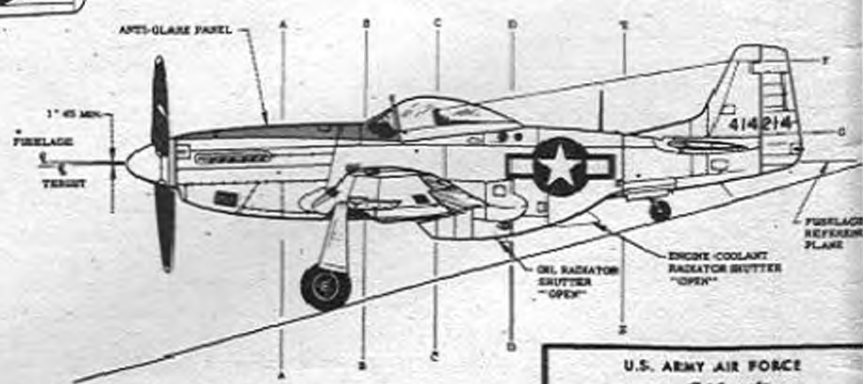
FRONT VIEW



TOP VIEW



FLIGHT VIEW



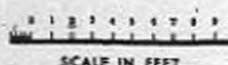
SIDE VIEW



WING SECTIONS

HORIZONTAL STABILIZER SECTION

VERTICAL FIN-BUDDER SECTION



SCALE IN FEET

RA-55-344

U.S. ARMY AIR FORCE

P-51D Mustang

FIGHTER

DESIGNED AND BUILT BY NORTH AMERICAN AVIATION, INC.
SCALE: NOTED 1/16 IN. DATE: DECEMBER 1945
PREPARED BY NORTH AMERICAN AVIATION, INC.



U.S. ARMY AIR FORCE P-51D "MUSTANG"
NORTH AMERICAN AVIATION, INC.

Rated the best of the World War II fighters, the P-51 Mustang returned to combat during the Korean War and continued active service with National Guard and reserve squadrons. These are the airplanes that "broke the back" of the Luftwaffe when in 1944 they began flying long-range escort missions over Europe. Besides a fighter, the Mustang also served as a fighter-bomber, a photo-reconnaissance plane, and a dive bomber. Originally designed for the British and accepted by the U.S. Army Air Force only after it had proved itself, the P-51 immediately was rated by a combat investigation board as "the most aerodynamically perfect pursuit plane in existence." The P-51D, last of the Mustangs to be used in World War II, is shown in the accompanying drawing.

The Pennsy Atlantic

A SMALL LOCOMOTIVE
FOR YOUR BIG TRAINS

By Frederick Mueller

Do you have a favourite locomotive? If not, you ought to get one. There's nothing I know of better calculated to add to your enjoyment as a locomotive enthusiast than the possibility of having one best-loved prototype — an engine to which all others can be held up for comparison. Some folks like New York Central Hudsons; some prefer 4-4-0's like the "999", and still others feel that the peak of locomotive design was reached soon after the Civil War. Well, I have my favourite too. It is the subject of this article.

My preferences in locomotives did not start at a very early age. I liked

them all, and truth to tell, thought of them all as looking very much alike, until the time came when I started serious model railroading. That was back in 1930. It seems so long, long ago when one looks back to that time. The years have been rich in model-railroad progress as well as world-shaking activities, and both series of events make that peaceful year seem far, far off. Like most of the other widely scattered miniature lines of that time, my layout began with tin-plate trains, and hauled itself up by the bootstraps into something better. Not much better by present standards mind you, but considerably more satisfying to the owner, even if the results of hours of labour were hardly visible to the uninitiate.

When it became time to consider building a locomotive from the ground up, there was a lot of head-scratching, and a good many sheets of drawing paper were wasted. The more you looked at a real locomotive, it seemed, the less possibility there was of converting it to something that would snake its way around a two-foot radius curve. By the time this stage was reached, I began to see the differences in locomotives, and before long I found out about the significance of wheels. There were three kinds, I discovered. The driving wheels were the big ones, and they had to be in the frame more or less rigidly. The leading and trailing wheels, though, were free to swing

from side to side. At the same time, it was brought home to me that freight locomotives had a lot of driving wheels, comparatively speaking, and passenger engines had few. Right then and there I decided that my model was going to be a passenger job.

I still hadn't picked out the one I wanted to model, but before long I had narrowed my search to two prototypes. Both of them were suitable, but one, it seemed to me, was a whole lot nicer looking than the other. This choice was made between the Atlantic types of the Reading and the Pennsylvania. At that time both types ran, on parallel tracks, from Atlantic City to Philadelphia. It should have been a good place to compare the merits of the two locomotives, different in practically everything but wheel arrangement but of course it was impossible to make any direct comparison. I finally made my choice on looks and simplicity, and picked the Pennsy's E6 class. Later on, when the competing lines ran trains together as the Pennsylvania-Reading Seashore Lines, they used the bigger railroad's motive power, thus, in a sense, bearing out my original choice.

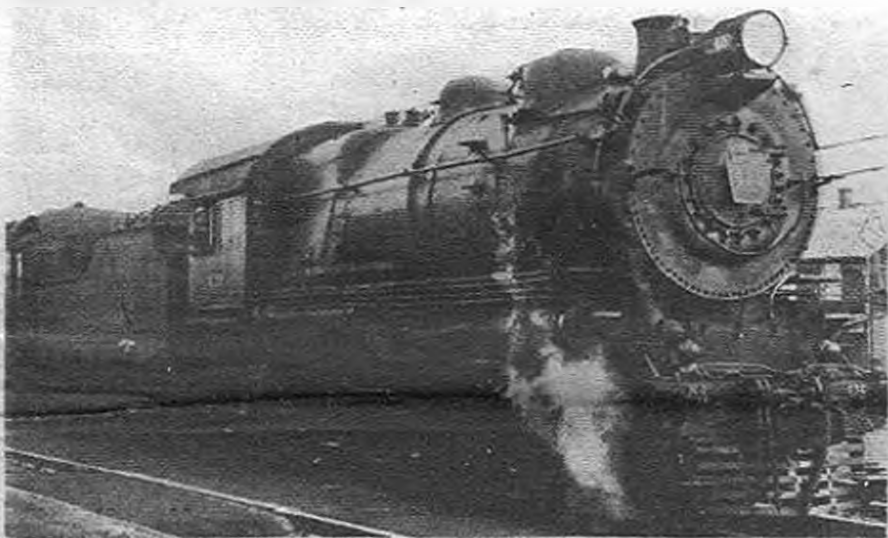
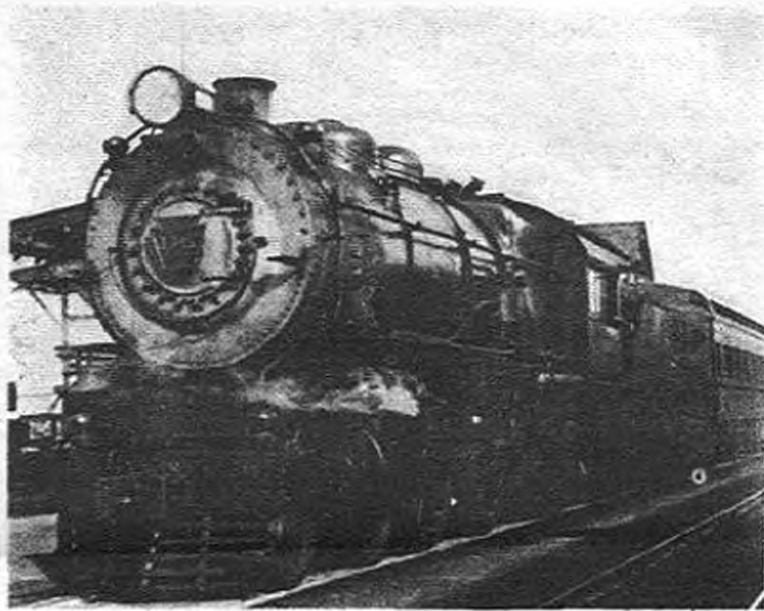
Since that time I have made five of these engines in O gauge, each better than the one that went before it, and each one using some parts from its predecessor. Although wheels could then be obtained in the USA, I did not know it, and used a pair from an old

No. 1 gauge imported clockwork locomotive that lay, with its spring broken, in the attic. They were a little over the right diameter, and only a little lathe work was necessary. Being in high school, I obtained permission to turn down the rims and flanges in manual-training class. The teacher was helpful, but I think he considered me a "nut", being interested in trains at that advanced age! The wheels looked clumsy because they did not have nearly enough spokes. Also, because they were cast in some lead alloy, they weren't especially strong after I had made the rim "slimmer". However, they did last long enough for my first three engines of this type! After that, I found out about regular wheel castings and installed a set on loco No. 3.

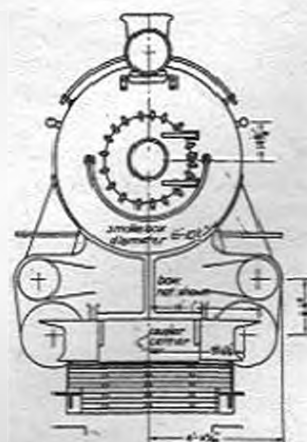
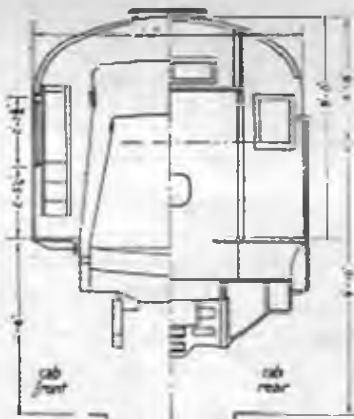
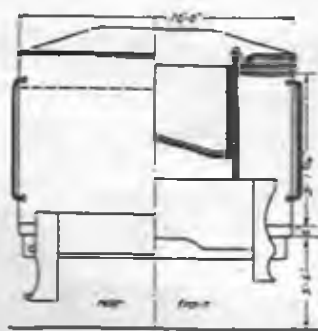
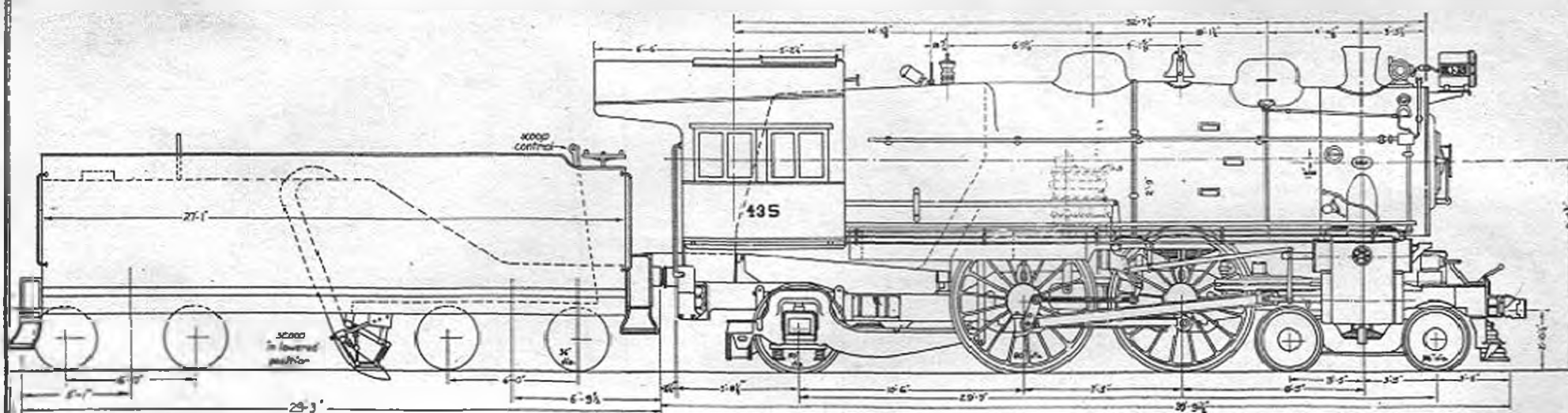
Some of this "ancient history" is being given as part of my argument for the use of the Atlantic type on model railroads. What I am trying to show is that this wheel arrangement is almost ideally suited to models. Let me try to set down the reasons in order.

An Atlantic is cheaper to build. Figure it out for yourself. It needs only two pairs of driving wheels. A Pacific needs three pair, and a Mountain type costs twice as much just for driving wheels. Then the motor, too, can be smaller. There's no need for a great big motor, because it would only slip the drivers unnecessarily.

Another point I hold in favour of the Atlantic is one that has been the means of starting many an argument in



That the Pennsylvania's E6 is a husky, capable-looking hauler is borne out in this picture. Big enough to haul short Pullman trains, it will get around sharp curves



PENNSYLVANIA RAILROAD
4-4-2 TYPE LOCOMOTIVE
CLASS E6s

PENSEY ATLANTIC

Continued from page 3

the past. I am afraid it will do so this time, too. Here's the thing — unless you build a sprung or equalised frame, no more than three driving wheels of any locomotive can possibly touch the rails at one time, unless the bearings are so loose that they hang free. That is a scientific fact, and no one should have any difficulty understanding it. Take an ordinary channel-brass locomotive frame, and drill four axle holes in it. Even if you are an expert machinist (and most of you are not) you cannot get the holes perfectly lined up, with the result that some wheels will ride higher than others, and the three lowest ones will carry all the weight. Add to this error the fact that no track is perfectly level, and you will soon see why my original statement is true. Of course, there are spots where the irregularities in the track will just happen to match up with those in the wheel-base, but barring that infrequent occurrence, one has to conclude that since every engine rides on only three wheels a model Atlantic will pull, weight for weight, just as much of a load as a 4-12-2.

What is worse, the locomotive with a lot of driving wheels will always be in more danger of derailment on the sharp curves of a model layout. The Atlantic will always have its four feet on, or near the ground, and there will never be trouble from flangeless drivers hanging out in mid-air when traversing curves and switches.

My last point is what I consider the most important. Much has been said about the size of the average model railroad, and of the folly of running fast Pullman trains on small layouts. Well, to me there wouldn't be half as much run to model railroading if I had to stick to the inspiration of some down-at-heels backwoods road — the kind where the passenger cars (all three of them) are open-platform contraptions built in 1890, and where the two locomotives have stacks five feet tall. That kind of a railroad is all right for those who like it, but I personally favour something not quite so old.

Most of all, I like to run Pullman trains, even if I do have to turn my head the other way when the eighty-footers go around a sharp curve. You can't, if realism is of any importance to you, go around hauling big steel cars with a 4-4-0. Neither can you shame a Hudson by asking it to pull a four-car train. There's just one engine that is best fitted for this work, and that is an Atlantic. It is modern enough to go with the cars, and big enough to pull four or five of them. Yet, it is not so big that it needs a fourteen-car train behind it in order to look right. It will snake around any curve that can be traversed by any other locomotive bigger than a four-wheel switcher, and in both model and prototype, it is at its best when rolling along at high speed.

The Atlantic had many elements of good design. First of all, its boiler capacity was very large in proportion to the cylinder and driving-wheel mechanism, and secondly, it had large driving wheels, making it possible to operate smoothly on normally fast train schedules, and to accelerate to really high speeds when needed. The Atlantic shared the characteristic of more modern locomotives by being balanced fore-and-aft. There is a substantial equality in the size of the portions that overhang the driving wheels, front and rear.

Now, after all this, I have to admit that the 40402 type has one big disadvantage to the average model builder. That the 4-4-2 type has one big disadvantage to the average model builder. It is emphatically not a dual-purpose engine. I have seen a lot of Atlantics in use, but I never saw one pulling a freight car. There might have been exceptions to the rule. But we have to follow general precedent on our model railroads, and so the Atlantic remains strictly a passenger affair.

SPEED AT THE 28th NATS

Continued from page 11

CLASS C SPEED

Conditions were warm but not hot. Again we see in C Speed as with other classes, only the regular few turned up. Six competitors turned up on the day, making it the regular 'family reunion'.

All was quiet for the first couple of hours in the morning, while two competitors made up lines and the rest worked away busily on their engines, in an effort to achieve the most out of them for the day.

Engines used were mainly the ST 60 RV ABC used by four competitors, a Rossi 60 ringed by R. Tilley and L. Trimmer used one of the new OS Racing 40's. No full length pipes on the 60's have hit the Australian scene as yet, but gains of 1 x 10³ revs, or greater have been added by the use of the mini or header pipe, as seen by the two top flyers of the day.

All flyers used some form of pen bladder, filled from the outside of the model thus eliminating the need to remove the pan out of the model for refueling before each flight. A. Keiller (Vic) managed to get off to a good start by putting in a flight of 183.67 mph; he tried to better this during the day but conditions would not allow it. However, it gained him first place and a new Australian record. Close behind him was A. Kerr (NSW) also using a mini pipe. Andy gave his engine a run in the heat of the day but as it did not come up to expectations he left it till 5 p.m. in the afternoon for his last flight of 177.87 mph which gained him second place.

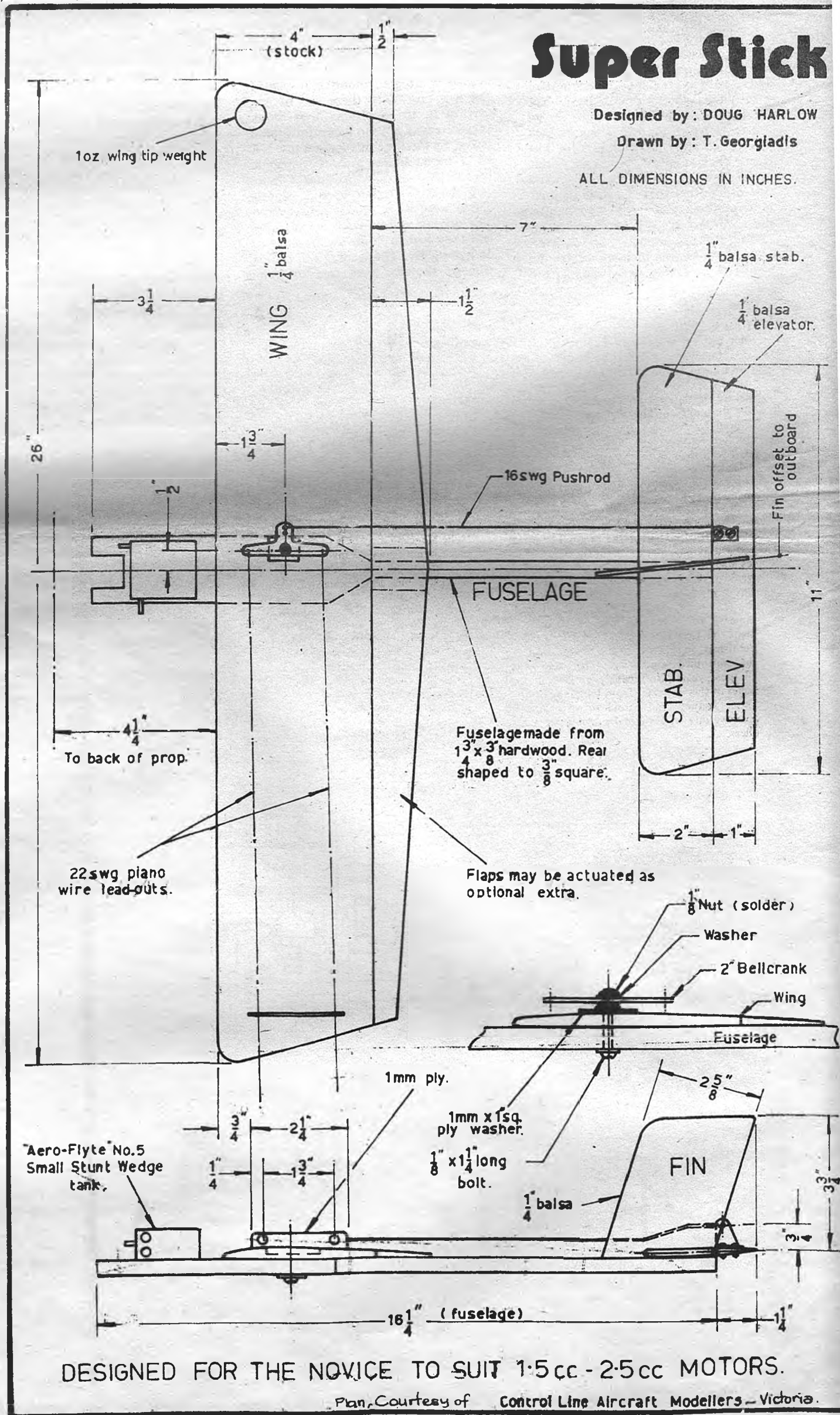
Julius Reichardt also could have had a fast 60 but managed to drop the crown on his piston during a flight. P. Tilley's Rossi 60 was going very well for a ringed motor of this kind, but was no match for the ST 60 RV/ABC.

All in all, this day was the most satisfying of all the speed days.

The official results for C Speed are as follows:

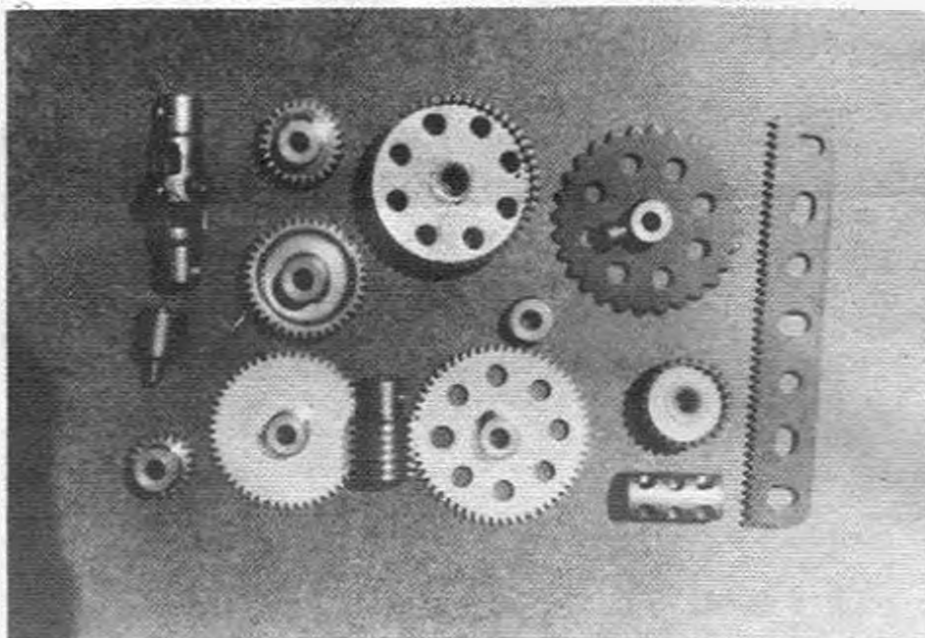
1. A. Keiller (Vic) 183.67 mph (Aust. record)
2. A. Kerr (NSW) 177.87
3. J. Reichardt (NSW) 163.79

Finally, to conclude this report, and on behalf of myself and other Victorian Speed flyers, I would like to thank Chris Noakes, the Contest Director, for the time and effort he gave to making Speed an efficient and well run contest on all three days.



MECCANO ENGINEERING

MECHANICAL MODELLING FOR YOUNG AND OLD FOR DESIGNERS AND STUDENTS



MECCANO — A TIMELESS MODELLING MEDIUM

BY VICTORIA AND CRAIG LEWIS

We recently came across an old pre-war (that's WWII for you younger readers) Meccano set which sent our thoughts back to a time when modellers with an inclination towards mechanics and engineering widely used these construction kits. The lasting nature of the Meccano concept, as well as the durability of the material used, can be gauged by the fact that it has been in production for well over seventy years — a feat that is all the more admirable when you consider the competition from other types of construction outfits, not to mention the many outright copyists.

The first Meccano sets appeared in England in 1901. The originator, Frank Hornby of Liverpool, patented the original all-metal construction kits under the name of 'Mechanics Made Easy'. The actual name MECCANO was not registered as a trade name until 1907. The early years were successful ones for Frank Hornby and his business expanded rapidly. In 1916 the Meccano Magazine made its first appearance. It is still being published and this is a good indication of the continued popularity of Meccano after all these years. We recently purchased two issues of this magazine from Fantastic Hobby Shop, Sydney, and found them to have a good variety of technical subjects for modellers.

A feature of Meccano which we feel is outstanding is its great versatility. By this we mean that children can use it in an elementary way as a toy while the mature modeller can use it not only for the pleasure of building models of existing subjects but also for experiments in the construction of mechanical prototypes. It has been extensively used in scientific and industrial establishments for quite a few years now and has also been used for the building of demonstration models to be used in an educational capacity. With regards to this aspect it is interesting to read the following extract from the Meccano Book of Engineering, printed probably in the late 1920's:

"The Meccano system is peculiarly adapted to experimenting and inventing, not only because of the interchangeability and scope of the parts but also because of their exceptional precision. All the strips, girders and brackets have equidistant holes, half-an-inch apart and spaced to the 1/1000 part of an inch, enabling perfect connections to be made. The gears and pinions are machine-cut from the finest brass. They mesh correctly, with the correct amount of play, and they operate in exactly the same manner as the gears and pinions used for big machines. . . . many large engineering firms always keep a stock of Meccano on hand with which to carry out experiments and to test new ideas."

Meccano is indeed an inventor's delight because he can acquire a wide range of all types of gears, shafts, pulleys, bearings etc. Metal Meccano parts aren't as cheap as their plastic equivalents put out by other firms, but they are nevertheless real value for money because of their intrinsic strength and ability to stand up to a lot of hard usage. In the two recent issues of the Meccano Magazine there were articles on constructing such things as an automatic 3-speed and variable speed drive unit, a digital clock, a centrifugal governor, a live-steam locomotive and an orrery, which is a machine which shows the relative movements of the planets. Obviously none of these were mere child's play.

Older readers will have noticed that the Meccano colour scheme has changed over the years. The current colours of yellow and black with zinc coating on girders and strips was introduced in 1964. They replaced the well-known green and red colour scheme which was so widely known. In the very first sets the parts were electro-plated and this type of finish was used up until 1926.

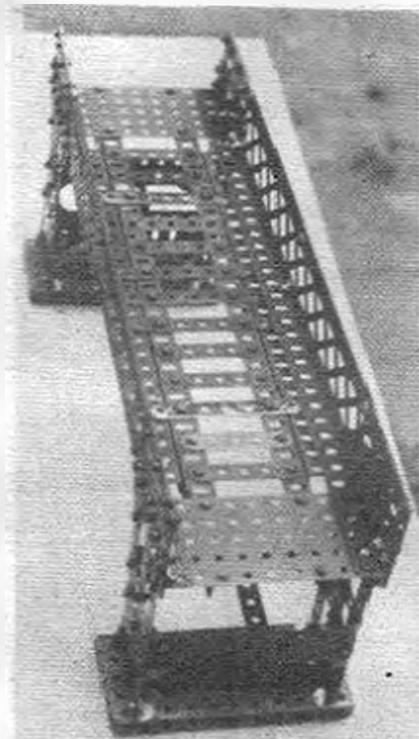
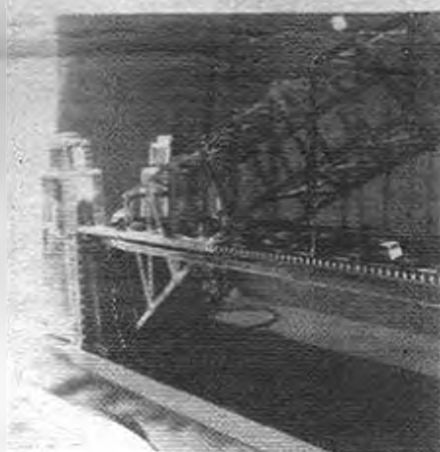
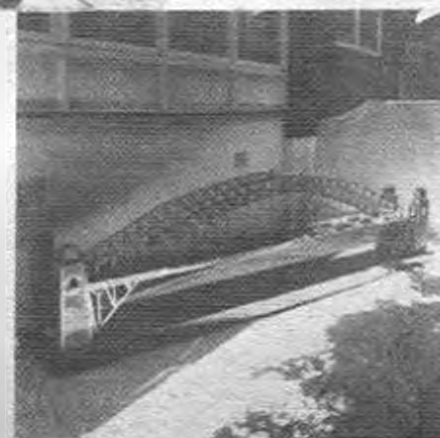
The fact that Meccano modelling allows either the construction of replicas or the building of machines of the modeller's personal design, gives the Meccano enthusiast a tremendous scope not encountered by many other modellers. The chance to use your own ingenuity and originality is a great attraction from our point of view. This applies not only to the young lad who is still mastering the basic mechanic principles about levers, pulley systems and the triangle of forces but also to the mature Meccano modeller who uses the same basic mechanical principles, but in a much more technically sophisticated manner. All models can be motorised as there is a good range of Meccano clockwork and electric motors as well as a brass boilered steam engine.

The following selection of prices for Meccano given to us by the Fantastic Hobby Shop, who stock both the kits and spare parts for our Sydney readers.

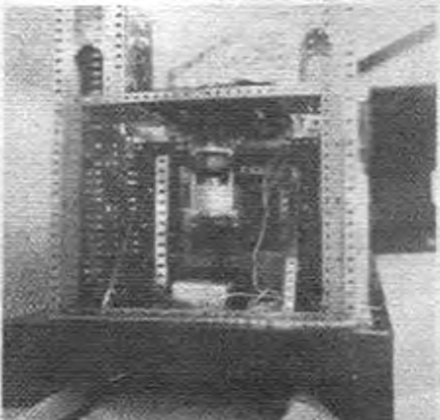
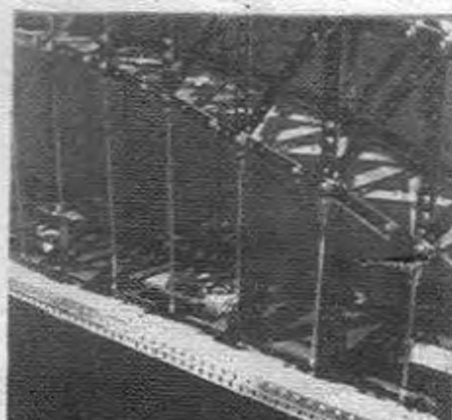
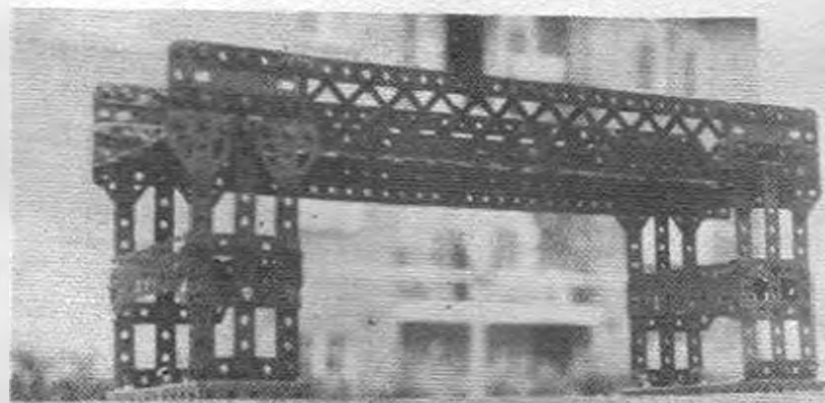
MECCANO MAIN SETS	PRICE
No 1 set - 100 parts	\$5.95
No 2 set - 150 parts	\$9.95
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No 9 set - in Oak cabinet	\$115.95
No 10 set - in 4 draw cabinet	\$440.00

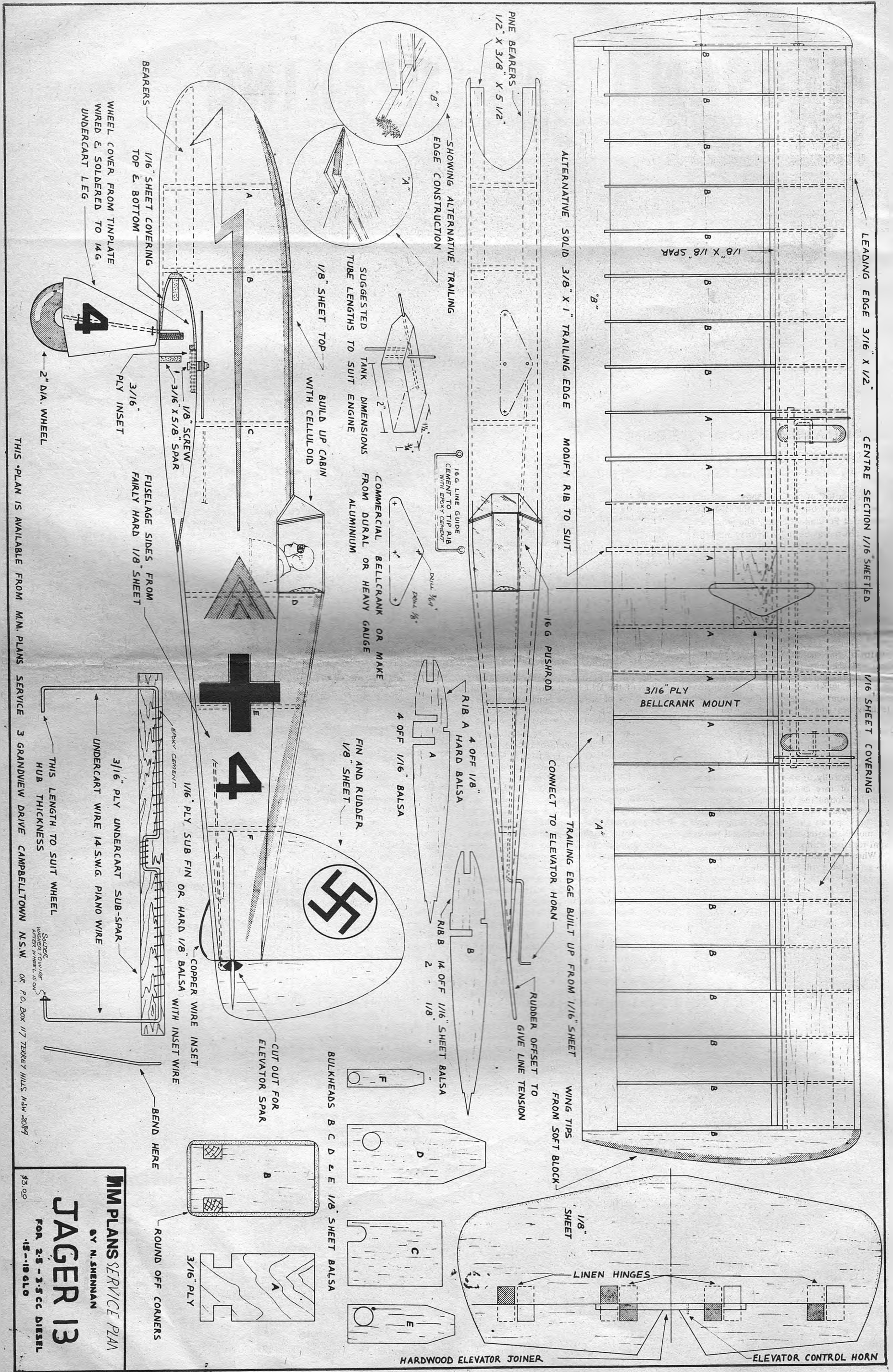
Overall, it is obvious that the full modelling potential of Meccano is underestimated and it deserves more attention than it gets. If you are a Meccano modeller we would like to hear from you and print photos about your models or inventions.

Colin Campbell's Harbour Bridge model. This shows what can be done with Meccano in the larger sets. Colin is Fantastic Hobbyshop's Meccano expert.



'O' gauge railway bridge modelled in Meccano. Model built by Craig Lewis.





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M113

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1:35 MIL. TANK • MINIATURES SERIES NO. 40

MILITARY MODELLING KIT REVIEW

TAMIYA'S 1/35th SCALE M113 US ARMoured PERSONNEL CARRIER

BY CRAIG LEWIS

The photos on this page show views of a recent release from Tamiya - the M113 US Armoured Personnel Carrier. The model we were shown was built by Sydney modeller Jeff Senior. Jeff says that it is one of the best models he has built to date; but also says that it required more painstaking application than many of the other Tamiya models he has assembled.

This was due mainly to the fact that this model has a detailed interior. The top deck and front plates on the model are held on by clips and an arm which passes through the centre of the chassis. When the plates are removed and the extinguishers etc. are all there. A feature which caught my attention was the large number of decals on the walls, particularly near the driver's seat. I could also see that a lot of care would need to be exercised in both construction and painting. Jeff confirmed this by saying that inexperienced modellers should not be daunted by the detailed work required on this particular model as a successfully finished product was more a result of care and patience rather than skill. Jeff found the instruction sheet up to Tamiya's usual high standard and by following the steps set out, was able to assemble the model smoothly. The wheels and tracks went together without any difficulty.

When we took the photos for this article the aerials were still being made and so none can be seen on the model. With the vehicle comes a driver, commander and three infantrymen. Three sets of decals are included; two sets being for the United States Army and one for the West German Army.

The M113 is an interesting addition to Tamiya's fine range of armoured fighting vehicles. The M113 was developed in the late 1950s to US Army specifications. Its armour plate is made of an aluminium alloy developed by the Ordnance Division of the Ford Machinery Corporation in co-operation with Kaiser Aluminum and Chemical Corp. The vehicle was designed primarily as a means of rapidly moving troops whilst giving them protection. It is made to carry 13 fully armed riflemen including the driver. The main armament shown on the version that Tamiya have reproduced is .50 calibre Brownie M2 heavy machine gun mounted on the

The Australian Army has some interesting versions of the M113 that should give modellers plenty of scope for some interesting conversions. One variety has a modified Saracen turret on it. This can have either two .30 cal machine guns or a .50 cal and a .30 cal machine gun combination. Another variety has a modified Saladin turret and in this is mounted a 75mm howitzer, giving the vehicle a strong offensive capacity. Yet another Australian version carried a mortar and this is fired through the cargo hatch.

Australia is only one of a large number of countries that utilises the M113. More than 30,000 units have been built and so they will be around for quite a long time yet, even though they are becoming outdated even though they are becoming outdated.

The Tamiya model will be very appealing both to A.F.V. collectors as well as to diorama enthusiasts. Our review model was priced at \$5.98.

Marking of M113 Which Belongs to West German Army

Hull - Olive Drab

Apply to same position of both sides



Marking of M113 Used By US Army 1

Hull - Olive Drab

No decal on upper and rear hull



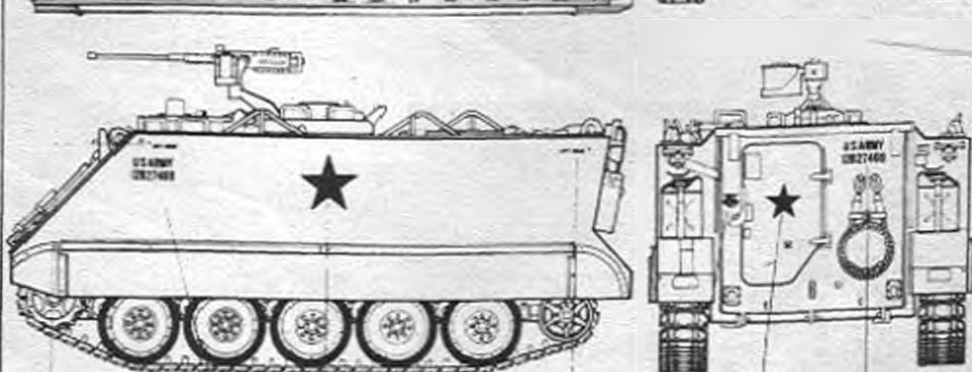
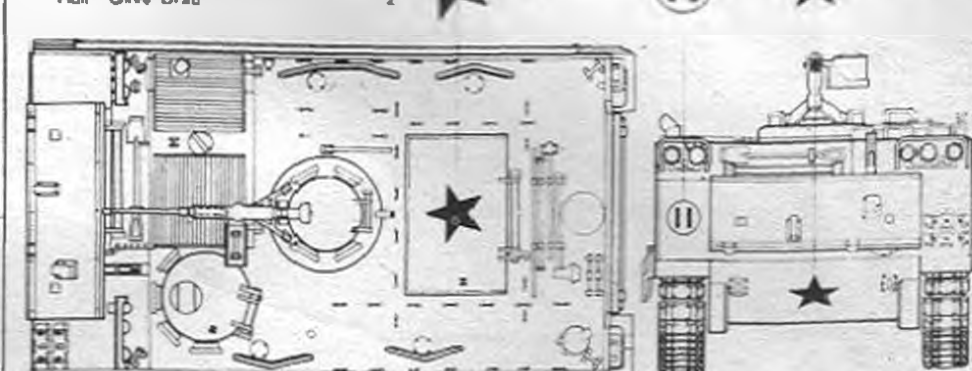
Apply to same position of both sides

Marking of M113 Used By US Army 2

Hull - Olive Drab

Decal (large)

Decal (medium)



LIFT HERE

Opposite LIFT HERE

US ARMY 12827469

Decal (large)

Also to opposite side

LIFT HERE

Opposite LIFT HERE

Decal (small)

WARNING: KEEP HANDS AWAY FROM THIS AREA

US ARMY 12827469



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G71 RV R/C
G15 FI/RC
G20.23 FI
G20.23 FI/RC



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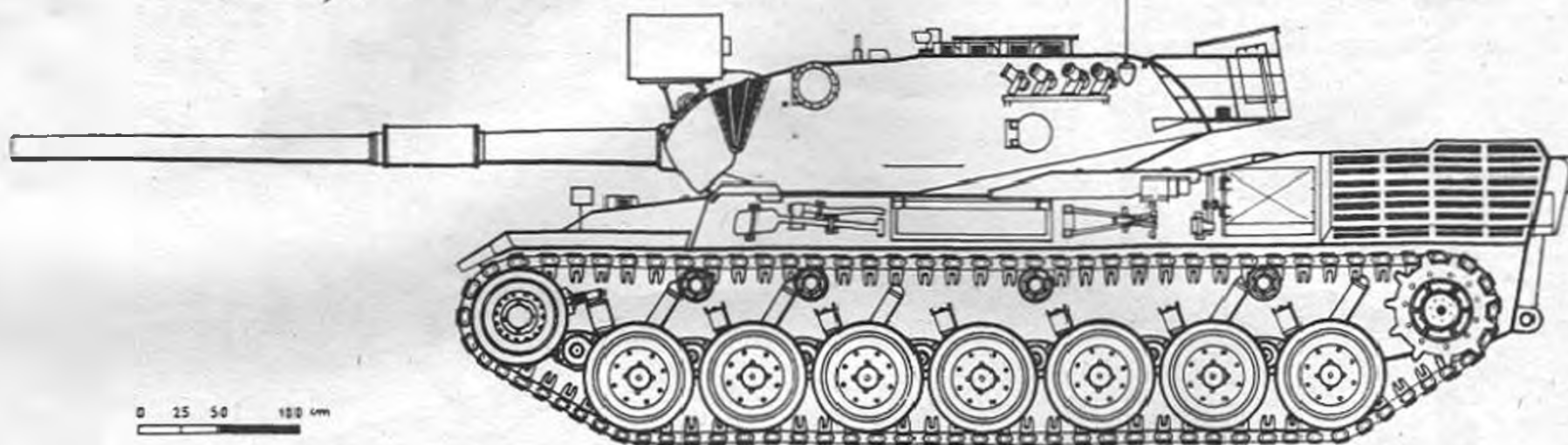
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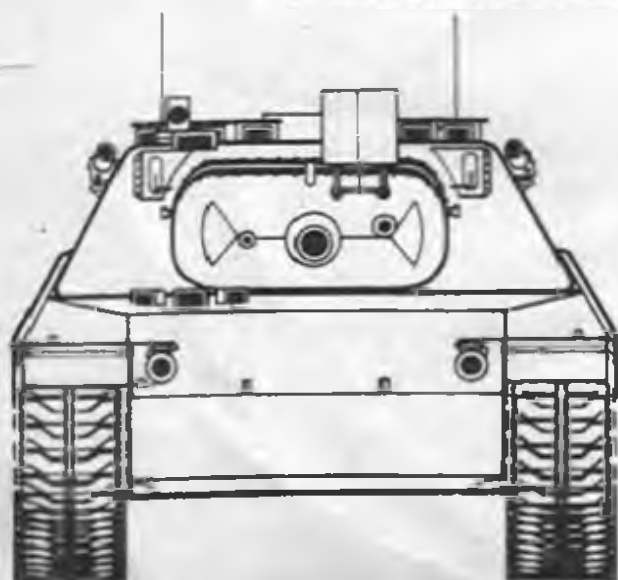
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LEOPARD



View from the side and front of the mass-produced LEOPARD. On the turret, which is of type III, it has been omitted to draw the MG.
1 type 7.62 (NATO) mg., normally allocated on the tank. The undercarriage composed of fully 7 road wheels, proven particularly well
thought out. The thickening visible at about half way along the barrel of the 100/91 gun is the gun sight. The height is kept
within reasonable limits, as can be confirmed by comparison with the Russian tanks, well-known for being the lowest in the world.



T. 55

LEOPARD

T. 62

T2J-1 *Trainer*

PRODUCT OF NORTH AMERICAN AVIATION, INC.

WING SPAN 35.9 FT.
LENGTH 36.7 FT.
HEIGHT 14.8 FT.
POWER PLANT WESTINGHOUSE J-34 TURBOJET ENGINE



U.S. NAVY T2J-1 TRAINER
NORTH AMERICAN AVIATION, INC.

The Navy's new T2J-1 jet trainer, designed and produced at the Columbus Division of North American Aviation, Inc., continues a long record of company trainer production for the services. The T2J-1 presents bold concepts in design, both for flight and resistance.

Through world-level access doors, all components of the T2J-1 are readily available to maintenance personnel, from pre-flight checks to complete engine changes.

Flight handling characteristics of the trainer are those of fleet-type aircraft, while retaining the simplicity and safety of flight so important for cadet instruction.

The trainer has a top speed of nearly 500 mph (425 knots), and a service ceiling over 40,000 feet. The Westinghouse J-34 engine develops approximately 3400 pounds thrust. Maximum gross take-off weight of the T2J-1 is about 10,000 pounds.

First flight of the trainer was January 31, 1958. In addition to the Navy training command provides an all-jet syllabus training program for Navy and Marine student pilots seeking their Navy "Wings of Gold".

STABILIZER SECTIONS

SECTION M-M

SECTION N-N

INTERNATIONAL ORANGE
FLAT BLACK

SPEED BRAKE
EXTENDED POSITION

WING SECTIONS

SECTION K-K

SECTION L-L

TOP VIEW

COLORING NOTES

FUSELAGE - ABOVE LINE WHITE
- BELOW LINE INTERNATIONAL ORANGE
WING AND TAIL SURFACES (BOTH SIDES) -
FORWARD OF LINE WHITE
AFT OF LINE INTERNATIONAL ORANGE
LETTERING (UNLESS OTHERWISE SPECIFIED) BLACK
NATIONAL INSIGNIA RED, WHITE, AND BLUE

3° DIHEDRAL ANGLE

FUSELAGE
REFERENCE LINE

COLOR DEMARCATION LINE (FLAP L.E.)

NO FINISH
THIS AREA

RUDDER SECTION

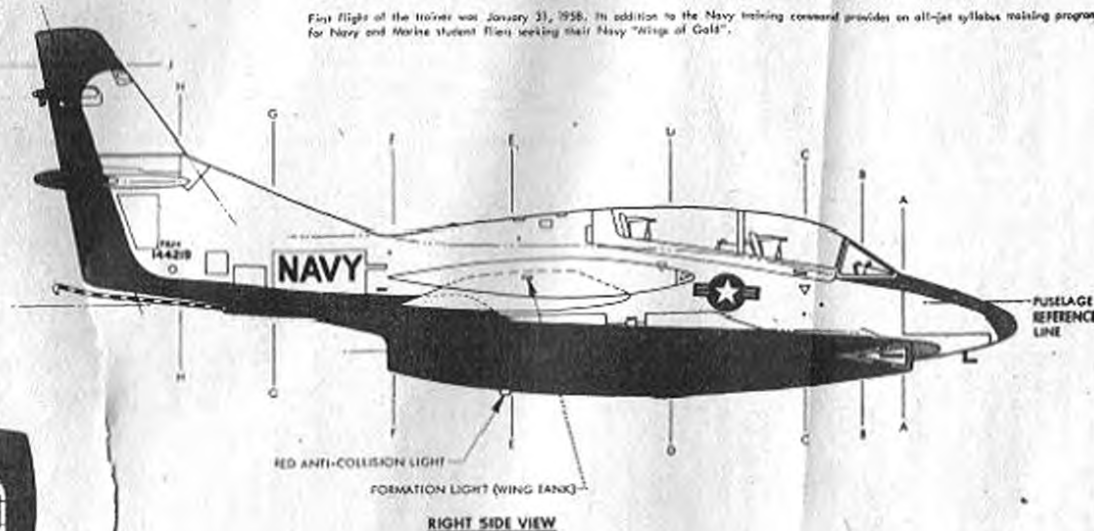
SECTION J-J

FRONT VIEW

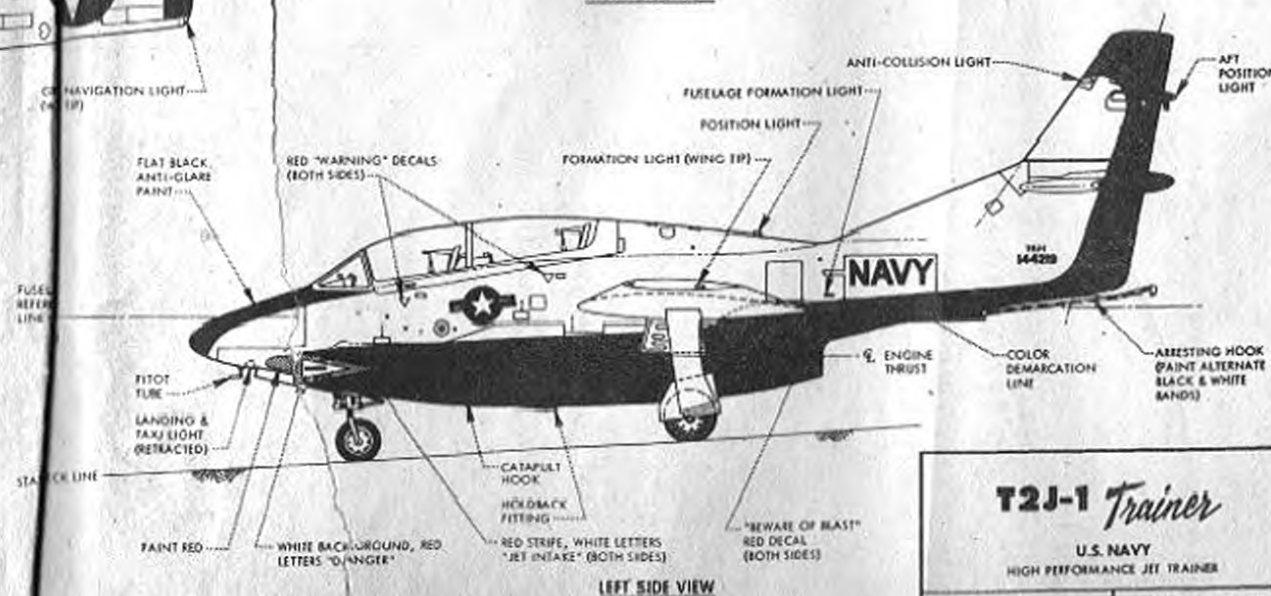
BOTTOM VIEW

SCALE: FEET
0 2 4 6 8 10

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RIGHT SIDE VIEW



LEFT SIDE VIEW

T2J-1 *Trainer*

U.S. NAVY
HIGH PERFORMANCE JET TRAINER

SCALE: NOTED DATE: DECEMBER 1958

PREPARED BY NORTH AMERICAN AVIATION, INC.
COLUMBUS DIVISION

SPEED AT THE 28th CAMDEN NATIONALS

By Bruce Treagus

Courtesy VIC CLAM 'Circle Torque'

FAI SPEED

Temperature: 33°-35°, Humidity: 85%

FAI Speed consisted of some sixteen entries listed, but by the contest day, these had dwindled to the regular handful that attend most speed meetings in Australia.

As for the day itself, hot and humid weather prevailed and played badly on the poor minds of the modellers, than their engines, popular makes of engines were in use at the meeting with no originals as yet having hit the scene.

Popular makes included: Rossi 15's used by many fliers, one S/T x 15 used by M. Bell, a Kosmic 15 used by R. Hiern and a few S/T G 15 were seen around. Most competitors were running some form of either suction or pressured aird tanks with the exception of M. Cook (Vic) and myself who were running pen bladder and our own manufactured

and designed centrifugal fuel switch. Lines caused a great discussion on and before the day: as to whether line groupers, used by M. Cook and myself would be banned, but as no proper official ruling was available on the day they were used and will continue to be used until an official statement is made by the normal authoritative means. Many competitors were worried about the binding of lines (grouped) but we had no troubles even under the sandy conditions.

Models were of conventional design. No glimpses of the popular overseas sidewinder/ asymmetric designs have been seen as yet. Perhaps next year? However, the placings for FAI Speed are as follows:

1. B. Treagus, VIC 136.86 mph (Aust Record)
2. B. Eather, NSW 121.99

3. G. Evans, NSW 113.22
4. L. Trimmer, NSW 111.53
5. M. Bell, NSW 110.37
6. W. Logan, NSW 109.34
7. R. Hiern, VIC 98.46

Mention should be made that third place was taken with an unpiped (Normal) Rossi, rather than piped versions as in 1st and 2nd placings.

CLASS B SPEED

Temperature: 42°, Humidity: 65%

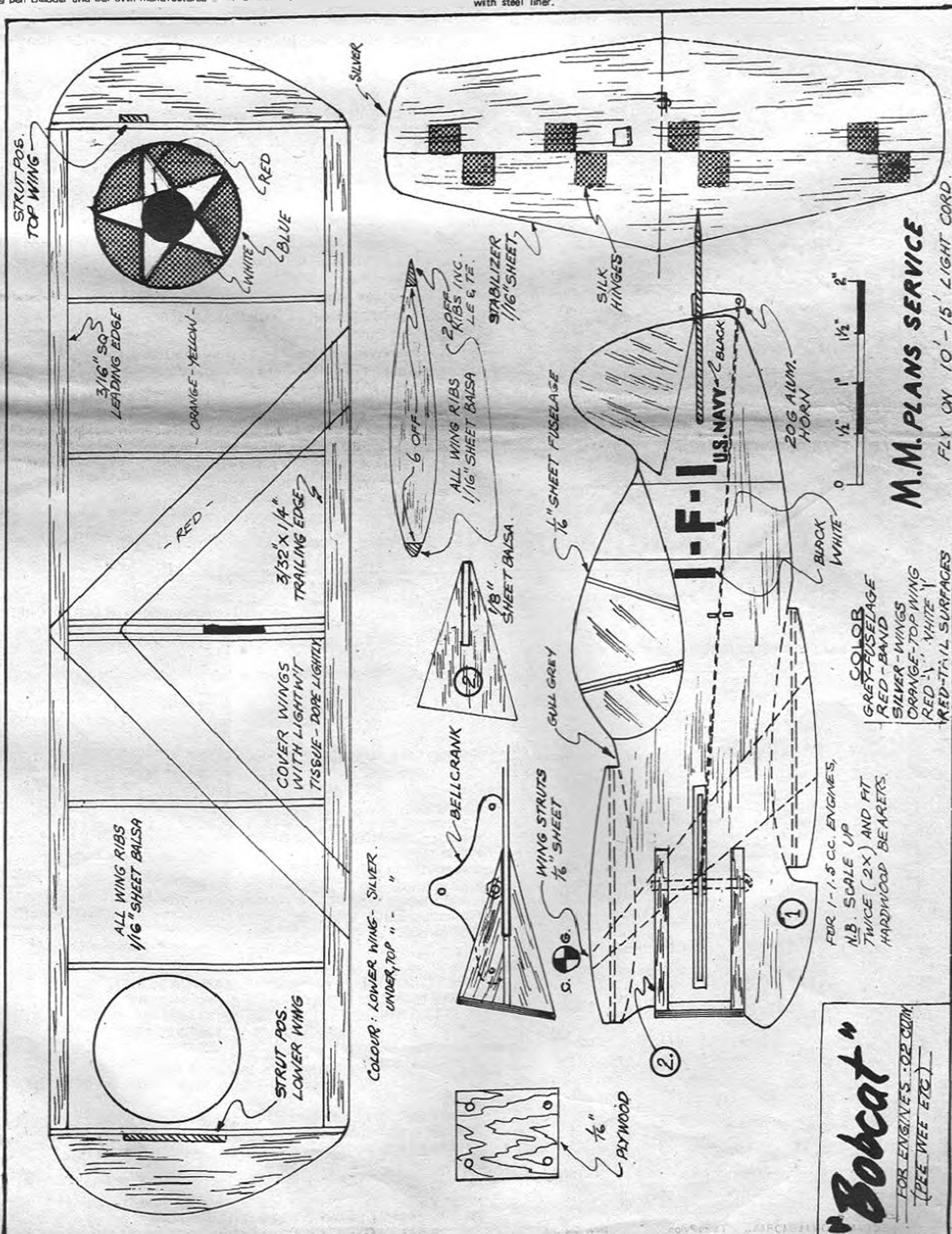
One can see that the B Speed day was just too much for the system, with only a few competitors lasting the day. Some of the handful present gave up and went for a swim in the local pool.

Six or seven competitors arrived for this competition, and again one could say only the regulars were there. Although no original millwheels were used, quite a variety of production equipment was seen: DJS 29's were used by A. Keiller (Vic) and Julius Reichardt (NSW), an OPS 29 by Dave Baird (NSW), a Rattler 29 by J. Finneran and S/T 29 RV ABC by team (Cincotta, Cook, Treagus) and L. Trimmer with steel liner.

The main trouble of the day was the continuous bursting of pen bladders, put down to the excessive heat of the fuel and rough pans. This caused A. Keiller to retire early in the day and the Cincotta/Cook/Treagus team not far behind after many attempts to put in a flight failed. Dave Baird who had had troubles with the bearings in his OPS 29 the day before managed to fix it and was able to gain third place. Julius Reichardt, with his DJS 29 was having trouble with the engine running lean on the pipe in the air, but was able to get one flight off the deck, rich enough for a run which gained him first place. Official placings for Class B Speed are as follows:

1. J. Reichardt (NSW) 150.75 mph
2. P. Tilley (NSW) 143.88
3. D. Baird (NSW) 143.43

(Continued on Page 4)





Above: Steven Elgar of Singleton MAC built R/C chopper for his FIRST model! Right top: Reg Towell, 2nd at Nats in Aerobatics, 1st in aerobatics at Hunter Valley Championships. Centre: Alf Williams' R/C Mustang. Bottom: Scale Piper Cub by Barry Bowerman, Muswellbrook. Photos: W. Williams.



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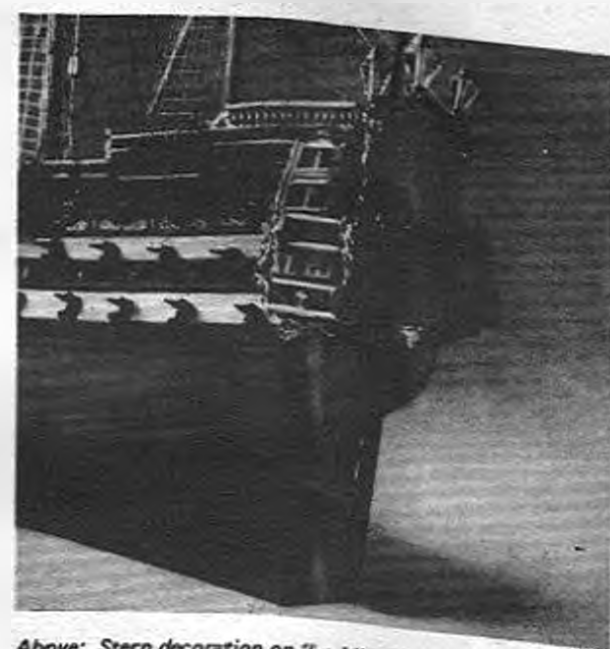
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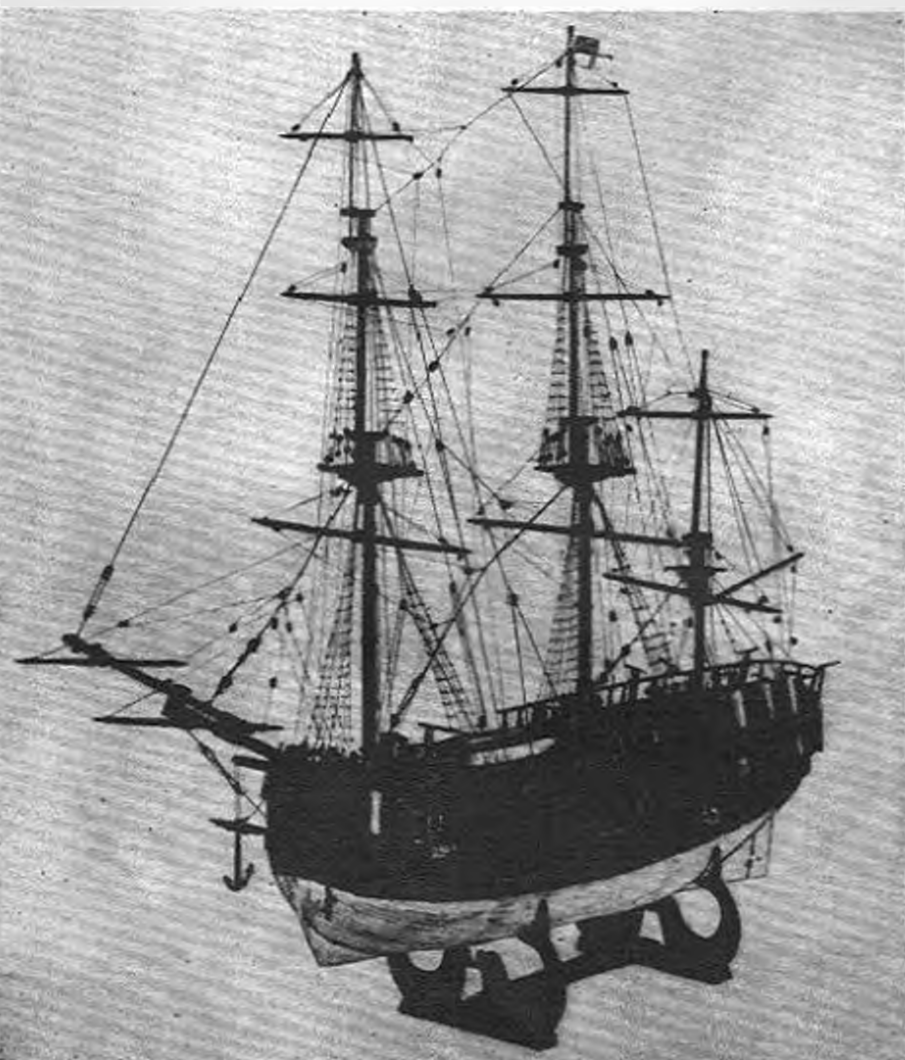
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Above: Stern decoration on 'Le Mirage'.



Left: HMS Endeavour

NSWAA C L A S 1975 CONTEST CALENDAR

DATE	EVENT	CLUB	LOCATION
February 23	FAI Aerobatics	BMFC	Bankstown
March 2	FAI Aerobatics—FAI Combat—Open Combat	NACA	Dist. Pk Newcastle
9	Jr. & 2.5 cc Rat Race—Goodyear—FAI Team Race	KMFC	St. Ives Showground
16	Jr. & 2.5 cc. Open Rat Race—Goodyear—Mouse Race	Ryde Epp MAC	Christie Pk, Talavera Rd North Ryde.
23	Scale Society Fly-In & Competition	Scale MAS	St. Marys, Luddenham
28,29,30,31	NSWAA STATE CHAMPIONSHIPS	CLAS	Yulong Oval, Morebank
May 2	† State Championships Presentation Dinner		
4	FAI Aerobatics (Open & Jnr) Combat (Jnr—Open—FAI)	KMFC	St. Ives Showground
18	Goodyear—Rat Race	BMFC	Bankstown
25	Junior Scale	Scale MAC	St. Marys, Luddenham
June 1	Speed — All Classes	EDMFC	Centennial Park
July 6	FAI Aerobatics—Open W/- prize best Jnr.	HFCA	Centennial Park
20	Combat	BMFC	Bankstown
27	Scale Society Fly-In & Competition	Scale MAC	St. Marys, Luddenham
September 7	Rat Race (Jnr & 2.5 cc) Goodyear—FAI Team Race	KMFC	St. Ives Showground
21	FAI Aerobatics	BMFC	Bankstown
28	Scale Society Fly-In & Competition	Scale MAC	St. Marys, Luddenham
October 4-6	Control Line Championships	Dubbo MAC	No. 6 Oval, Dubbo
19	Speed — All Classes	EDMFC	Centennial Park
26	Goodyear — Rat Race	BMFC	Bankstown
November 16	FAI Aerobatics FAI Combat Open Combat	NACA	Gateshead High School
30	Junior Scale—Scale Society Fly-In & Competition	Scale MAC	St. Marys, Luddenham

† Parramatta Business & Professional Men's Club, 132 Marsden St, Parramatta.

1975 RADIO CONTROL EVENTS

DATE	EVENT	CLUB	LOCATION
February 16	Sailplane (Thermal)	UMAC	Erskine Park
March 1-2	* Canberra W. W. 1 (Information Only)		
2	Sailplane (Thermal)	HSL	Heathcote Oval
16	Sailplane (FAI Thermal)	RCMC	Scheyville
23	Stand Off Scale	SMAS	Luddenham
EASTER 28-31	STATE CHAMPIONSHIPS	NSWAA	Pitt Town
April 13	Sailplane (Thermal)	CRMC	Narellan
20	Southern Trophy, FAI & QM Pylon	IMAC	Dapto
27	* World War II	Wagga	Wagga
May 2	† State Championships Presentation Dinner		
4	Sailplane (Thermal)	MARS	Minto
11	* Fun Fly	Central Coast MAC	Tuggerah
18	Sailplane (Thermal)	NACA	Rutherford
June 8	Sailplane Slope Pylon	HSL	Jamberoo
15	Pylon, QM, FAI, Soort	UMAC	Erskine Park
16	* Tamworth Fun Fly	TMAC	Tamworth
22	* Fun Fly	IMAC	Dapto
July 27	Stand Off Scale	SMAS	Luddenham
August 10	Novice/Expert Pattern	IMAC	Dapto
17	Stand Off Scale	CRMC	Narellan
September 7	* Mattara Fun Fly	NACA	District Park, Newcastle.
21	Pylon FAI and QM	RCMC	Scheyville
October 5-6	Pattern, Open Pylon, Stand Off Scale, Sailplane—Thermal	RCMC	Wagga
12	Stand Off Scale	SMAS	Luddenham
19	Sailplane (FAI Thermal)	HSL	Heathcote Oval
November 2	Pylon, QM Bi-pl. Aerobatics	UMAC	Erskine Park
9	* Fishers Ghost Air Pageant		Minto
23	Pattern and Stand Off Scale	RCMC	Scheyville
December 7	Sailplane (FAI Thermal)	HSL	Heathcote
14	Stand Off Scale	Mars	Minto

* Not Point Score Event

† Parramatta Business & Professional Men's Club, 132 Marsden Street, Parramatta.

F F A S 1975 CONTEST CALENDAR

DATE	EVENT	CLUB
May 2	† State Championships Presentation Dinner	
18	Winter Cup — Open; Rubber-Sailplane-Power & Electric Power (Venue to be advised)	SCMAC
25	All Free Flight Events	NACA
August 3	Postal Contests (Venue to be advised)	FFAS
September 7	Spanish Postal (Venue to be advised)	FFAS
October 5,6	FAI Contest — All FAI Events	FFAS

† Parramatta Business & Professional Men's Club, 132 Marsden Street, Parramatta.

HUNTER VALLEY CHAMPS CONTROL-LINE AEROBATICS

R. Towell	5527 Pts	I. Jameson	5128
J. Tidey	5543	N. Carlos	4928
W. Williams	5334	P. Turner	4148
M. Cavan	5224	R. White	3758

* * * ATTENTION SCALE MODELLERS

Our already comprehensive range of Scale documentation drawings and Scale model plans will be greatly enlarged about June or July, when shipments of Complete-a-Pac and Model Airplane News, Scale Radio, Control Line, Free Flight and Rubber Model plans will arrive, along with Wylam Scale Drawings. Full list is available now. Send S. A. E. for price list.

Meanwhile, some selections from our current stock.

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PROGRAMME

Sun. 23 Feb.	Mt Mee	10.00 am	Slope Soaring - Distance and Pylon. Total points of both events to score - 1 model only, with a reserve model. *****
Fri. 25 Apr	Zillmere	9.00 am 12.00	Processing - all models to 11 am 1/4 Midget Pylon, FAI Pylon, Sports Event.
Sat. 26 Apr	Zillmere	9.00 am 11.00 am	Sports event - continued. Approx - 2 rounds FAI & Novice.
Sun. 27 Apr	Zillmere	8.00 am 9.00 am 11.00 am 2.00 pm 3.00 pm 3.30 pm	Judging - Stand Off Scale Finals FAI Pattern and Novice. Stand Off Scale and Helicopter. Open Pylon Presentation of Trophies, General Flying
Sat 17 May	Murgon	1.00 pm	Seaplane event
Sun 18 May	Murgon	9.00 am	Thermal Soaring - New Rules

ENTRY FORM: To be forwarded with fees to: L. CARROLL,
4 TARBET STREET
KENMORE. 4069.

PMG Permits and FAI cards will be check
REQUIRED on the day of event.
Checked

Name
Address
Club
M.A.A.A. No.

* NOMINATION FEE \$1.00 for full
programme.

* ENTRY FEE \$1.00 per event.

* CLOSING DATE One week before event.

* LATE ENTRY. Double Fee per event,
on the day of event

***** NO LATE ENTRIES after 9.00 am.

FAI EXPERT
FAI NOVICE
STAND OFF SCALE
FAI PYLON
PYLON 1/4 MIDGET
OPEN PYLON
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Slope Soaring DISTANCE)
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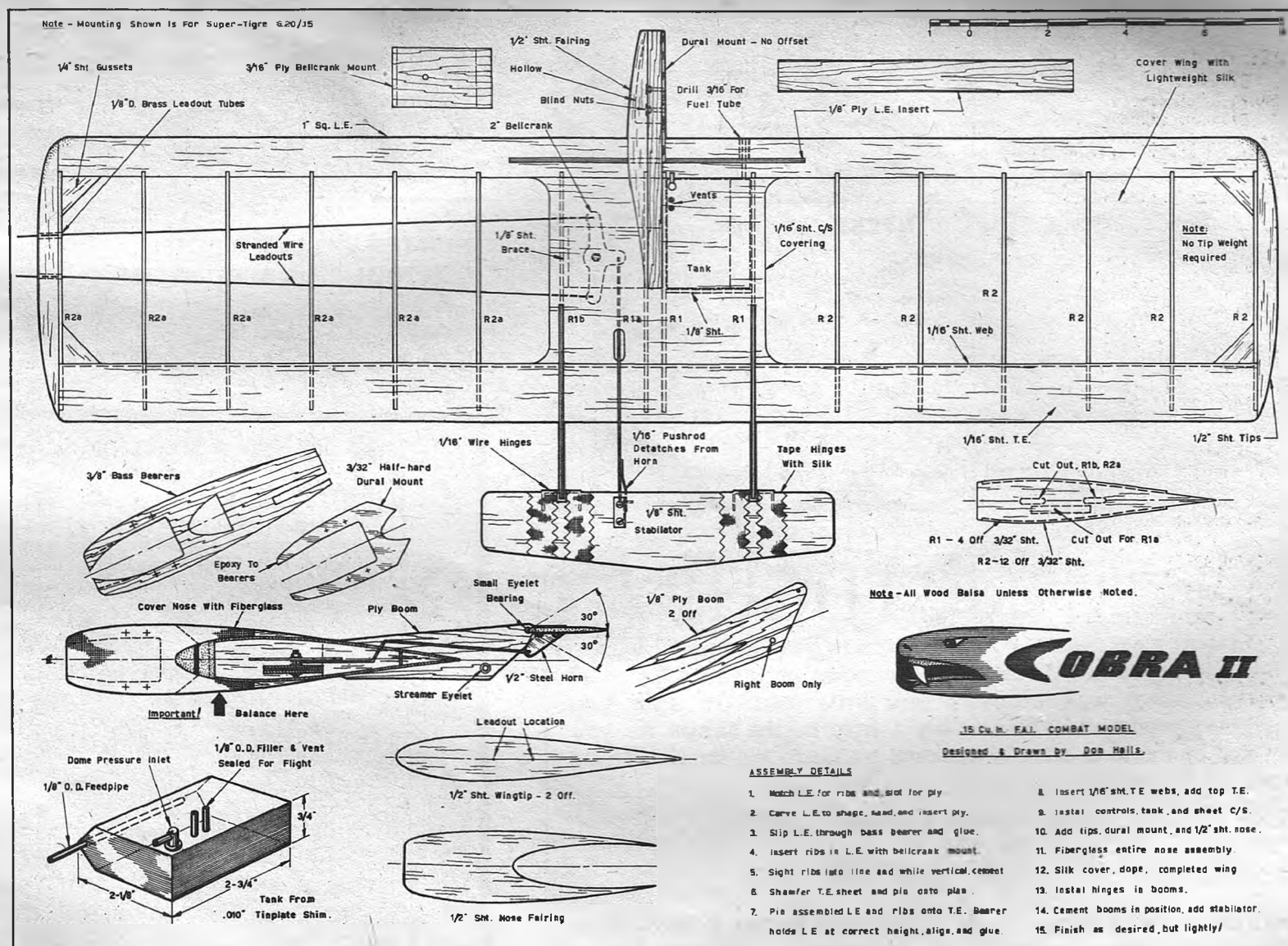
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MM2. PIPER J 3. Free-flight semi-

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