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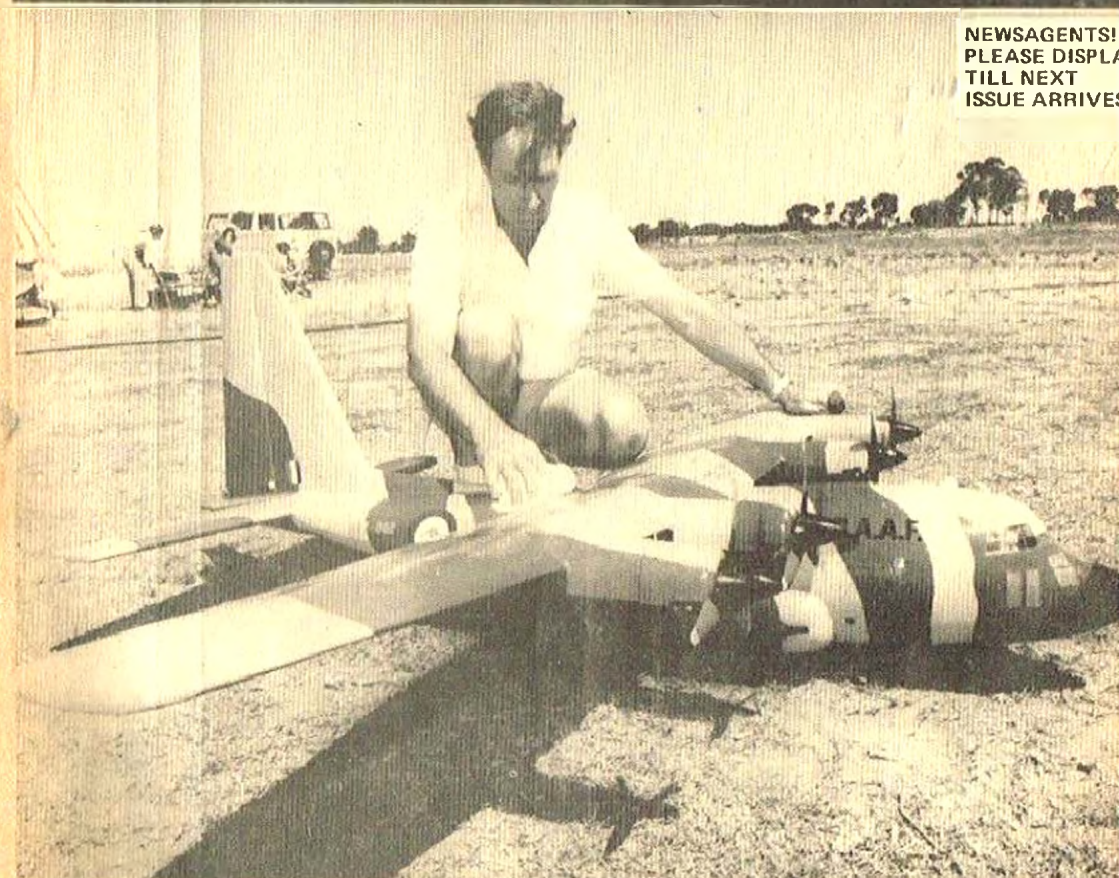
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## VOL 3 NO 1/2

## JAN FEB 1976

NEWSAGENTS!  
PLEASE DISPLAY  
TILL NEXT  
ISSUE ARRIVES



# NATIONALS RESULTS!

Cover: David Heston's Immersion R/C Fishhook Unimole at 1975-76 Nationals



# MODELLERS' MONTHLY



## AUSTRALIAN AND NEW ZEALAND MODELLING

VOLUME 3, No. 1/2

AUSTRALIAN AND NEW ZEALAND MODELLERS' MONTHLY

JANUARY/FEBRUARY 1976

# THE AUSTRALIAN MODEL AIRCRAFT NATIONAL CHAMPIONSHIPS

### 29th NATIONAL AEROMODELLING CHAMPIONSHIPS — EVERYBODY'S NATIONALS

South Australia was the host State for the 29th Nats, at Loxton, near the Murray River. Reports now coming in from contestants praise the Nats as the one with something for everybody. We hope to have more pictures in by the March issue. In the meantime, we are publishing the advanced reports and results. Photographs will also appear in the February issue.

Highlights of this Nats were the heat, the superb performance put up in R/C Aerobatics by Canadian Ivan Kristianson with straight-line rolls that were dead in line and 'like it was running on rails', (and incidentally, the fine performance of Jeff Tracy who was the nearest Australian competitor scorer to Ivan's great score), and the big 4-engine entries.

Max Newnham won with his magnificent Lancaster. Bert Ronke came second and 'old timer' (sorry Monty) modeller Monty Tyrell was third with his realistic B-17. N. Jeffery flew a



Superb Bell Airacobra won FAI R/C Scale., using a Space Commander Radio.  
Photo: Adelaide Advertiser.



A winning foursome at the 1975-76 Nationals.



Delightful array of scale models at 1975-76 Nationals. Airacobra R/C in foreground was winner in FAI R/C Scale.



From left to right: L. O'Reilly (President SAAA) with Miss L. Pfitzner (Mayor of Loxton, South Australia, with them are Mr Barry Bort (President Riverland Model Aero Club), Mrs O'Reilly and Mr B. Hammond (who was M.C. for the opening ceremony) Photo: Courtesy Murray Valley Examiner.

tiny .049 powered Bristol Monoplane to fourth with Ray Ogle's Spitfire in fifth place.

In R/C Scale Daryl Hartwig's huge Hercules was so big that he had to have Department of Defence and Department of Air Transport permission to fly it! (Photos next issue). Span three and a half metres!

The huge number of contestants made for a difficult task for the Director and no doubt there will be negative comments but we wouldn't have liked to be running this Nats! Appears that organisation was fairly good and the many events were run off well despite the distance between practice R/C field and control-line practice field and the free flight field (some 12 km).

Lots of engines were 'blown up' in the speed events. Two in Senior, two in Junior and we note with some dismay (following our Editorial in the last Modellers' Monthly on 'Safety') that there was a double 'flyaway' in open combat, with both models landing near people (one near non-modellers). In one, a motor came out of a model and hit part of a car. Fortunately no damage resulted and no-one was injured. — Surely here is good ground for the use of a substantial wire engine tether linking engine to airframe SECURELY?

Of course this is how they should be fixed. The rules specify such tether.

In Combat, the possibility of collisions increases the probability of losing an engine. A braided steel wire loop around the crankcase, and back to the bearer/bellcrank section of the airframe is not too difficult to do.

There were 22 entries in Open Combat. Eighteen flew and four others did not fly. Event was hotly contested with 1st place going to Gary Turna from Western Australia. Second went to Glen Newbown/Peter Cummins and third to Gary Bourne.

It is hoped that in the future, a way will be found to avoid a draw which contests people from the same State with monotonous regularity — this way Western Australians steadily eliminated each other.

Incidentally, one of our roving correspondents, former Qantas Flight Captain Jack Black is back in Sydney. He praised the preparation for R/C Scale saying the area was extremely well set-up. His comments too praise the organisation. Jack also expressed his gratitude for space allowed him for Trade display of his electric gliders and accessories.

We hear a certain DCA inspector is studying model aerodynamics to see why model aircraft ailerons come off — wing flutter? Or may we suggest that 'big stuff' should have more than two R/C nylon hinges per aileron? Sorry to harp on SAFETY but at risk of being a nuisance, we're going to nag till everyone becomes more safety conscious.

Yes, it was a great Nats. With parties, midnight buglers (!), midnight streakers, midnight modelling, and of course, some great flying! Who was the MAAQ party who managed to stick an MAAQ sticker on the waitress' tail surfaces? These Queenslanders can't keep their hands off! Appears it was the result of a bet — a winner by the sound of it.

Anyway, more write-ups in detail in March.



# COMPETITION SCENE

## WESTERN AUSTRALIAN NEWS

### A 'BRIEF' RESUME OF GOOMALLING '75.

In my humble opinion, this year's clambake was the best attended, hardest fought, most sociable one yet. I don't know how many people were there for the flying, but I suspect that the boss of the Caravan Park still doesn't know what struck him.

If one takes an object look at Goomalling, then projects the image to December this year, one gets a sort of sinking feeling in the old tum-tum.

The weather was pretty good, a bit breezy at times, with abrupt changes in wind direction, but the thermals were there and the afternoons, particularly on Monday, began to approach brain-flying level.

With 86 entries in 10 events, there was some excellent flying, some fabulous aircraft and some horrifying, but entertaining disasters.

The Kalgoorlie boys showed up in force and proved that knew what it was all about. We would be less than gracious if we did not consider a grip to Kal. next Easter maybe, as a reciprocal gesture of appreciation. With the exception of Pete Somers, the T'birds were the only ones to get disorientated and head South instead of North, but I hope they had as much fun as we did. If they had more, and I'm sure that's not possible, then we headed in the wrong direction.

### NOVICE R/C

Things got under way on Saturday afternoon with Novice R/C at the Oval. The surface was good, and a few obstacles in the shape of new cricket pitches and some tent frames did not bother anyone.

There were 7 sentries, and during the contest the comment was made that for Novices, these buys flew like experts. Well, three of them are now out of the Novice bracket, namely:

|                     |           |
|---------------------|-----------|
| Bruce Douglas (1st) | 2060 pts  |
| Kevin Sharp (2nd)   | 1620 pts  |
| Norm Thornton (3rd) | 1505 pts. |

Next came Combined Scale.

Apart from Ray Sherburn, the old Scale nuts had a rest this year, and it was pleasing to see new faces. Ray flew his midget Piper 'Vagabond', a 7'6" span, 10 lb heavy, which stopped the show. Anyone who is not stirred by the sight of a taildragger's tail coming up on take-off is an aesthetic drop-out, and should be drummed out of the service. Gary Chaplin, who looms large as a contest threat, flew his 'Cirrus' sailplane, which made a few people think, and Ken Heinz had a Graupner 'Monsun', a most appealing machine. Unfortunately, Ken had a bad crash just after qualifying in flight time, and the 'Monsun' is no more. The fourth entry was a F/F 'Wilga' by Jim Swainston

which had not been trimmed and subsequently did not qualify for flight. A special award was made for the following reasons: Jim is 13 years old, he did the total design work on a very difficult aircraft from scratch, he travelled about 250 miles to compete, the model scored top static points in the contest, and he persevered through six attempts for flight points.

Scale resulted in:

1. Ray Sherburn
2. Gary Chaplin
3. Ken Heinz.

### OPEN COMBAT

The final event for Saturday was Open Combat. All the big guns were there, and we had some terrific flying with 7 entries, all of whom reached new heights in the Killer Instinct department. Crashes there were, the two most unusual being Gary (Man Mountain)Tuma, whose HP 40 ship burst into flame as it hit the ground. This was no minor fire, it was a real live conflagration and the sight of Gary trying to wrench the engine from the flaming wreckage, was, to say the least, impressive. In the final bout, Jim Stivey and John Collins tangled, literally, which resulted in Jim's ship going F/F with about 30 feet of laystrate trailing behind. It sounds unlikely, but the model flew off in a series of perfect loops, slowly gaining height. The engine never failed to locate it and Jim is down one OS 40. After grief discussion about free flight Combat jobs, it was decided that John Collins was the winner, Jim Stivey - 2nd,

and Gary Tuma - 3rd.

Saturday night passed away. Some residents of the Caravan Park were probably wishing that some modellers would pass away, and on Sunday morning, the modellers in question were wishing that they had passed away. I can't comment on these proceedings, after helping to demolish a flagon of Kaiser Stuhl plus a fair quantity of salted peanuts and pickled olives. I went to bed, wishing that the peanuts and olives would pass away.

### R/C SAILPLANE

Sunday morning saw R/C Sailplane, with no less than 22 entries, including a few day trippers from Perth in the person of George Papas, Ted Randolph, and Tom Welshman among others. The W.A.R.S. deserve a pat on the back for running off this contest smoothly and with no complaints in just a couple of hours. The results give an indication of the warming up process with two maxes in the first round, three in the second and six in the third. Times were proportionately better in each round for most flyers. The top three in R/C Sailplane were very close, and the only ones to score over 1000 points.

1. Michael Farren
2. Ray Sherburn
3. Gary Chaplin

### H.L. GLIDER & ALL IN F.F.

We had nine entries in H.L. At this time, the wind was fairly strong and cold, but some good times were recorded, in the conditions. Colin Crowley lost his first line H.L. in a boomer, but his reserve model got him into first place. Again, the top three showed consistency, and the basic rule of contest flying applies as much to H.L. as to any other event. You must be prepared, tested, trimmed and ready to go. Results of H.L.:

(Continued on next page)

# KEITH HUDSON'S



Corby Starlet

# MODELLERS' WORLD

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IN FACT WE'LL UNRAVEL THAT FOR THE CARPET!

SERIOUSLY THOUGH, WE WILL SUPPLY ALL GENERAL MODEL HOBBY NEEDS, AND YOUR SPECIALIST ITEMS AS WELL.



## COMPETITION SCENE

(Continued from Previous Page)

1. Colin Crowley
2. Jim Stivey
3. Theo Merrifield

All-in F/F attracted only five entries, but with a fairly diverse range of types. Theo flew Open-Rubber with his old vintage job. Peter Sonneman and David Swainston flew Open Power, Pete with a semi-scale Me 109 and Dave with a TD .049 'Cuddy'. Jim Stivey and Phil Letchford elected to go quietly with A2s. The standard of flying was not too good, but as with H.L., the conditions were not the best.

The contest resulted in a win for Jim Stivey, Theo Merrifield — 2nd and Phil Letchford — 3rd. About now, Stives was showing out as a likely candidate for the Champ of Champs Trophy with one win and two seconds under his belt.

So, the morning's events were concluded and everybody moved back to town to refuel and prepare for some circulating at the Oval. I scrounged a can of beans and collapsed against a tree trunk with Fred, Steve and Dave. I think we debated whether to stay there and quietly expire or get the show on the road again. Loyalty won, so we kicked on.

### RAT RACE

This drew eight entries with two keen young teams in Letchford-Armour and Dixon-Sherburn willing to take on the big boys. My Goodyear was entered just for the hell of it and Colin was thus subjected to the torture of flying an unfamiliar model against Stivey and Turna out there in the gladiatorial arena.

The rat race produced a lot of good flying, plus some heart break for Fred Adler who got shot down in the first heat. ~~But he should not have run out of~~ heats, this may have minimised the risk of collision but rat racing is the name of the game and that's about what it was. Fred will be back for the next one, I'll bet.

In my view, the rat race final was world class. Impeccable flying, superb pitting, those who scorn rat racing as a non-event should have seen it, they would think again, I'm sure. Discerning contest men should also note the Dixon-Sherburn team as a developing threat. Pete Somers deserves, and from me, is offered congratulations and recognition for taking on the job of C.D. for rat and mouse. It wasn't easy, and quite frankly, is too much to ask of one man in one day.

### Rat Race results:

1. Collins/Stivey 436 laps
2. Walton/Turna 405 laps
3. Rowney/Benkesser 365 laps

### MOUSE RACE

As the dust settled, all our masochistic rotent rousers moved on to the Mouse Race. This was originally conceived as something to get the Juniors moving in contest flying. I believe this object is being achieved, but I didn't expect the Seniors to turn up with such potent machines as they did.

Ten mice showed up, nine entered. I had to scratch when my T.C. went on strike. As expected, this event was a Cox benefit, a mixture of T.D. .049s, .051s, Babe Bees and Black Widows. We can all be proud of our Jr. Mouse men, Dave Blain Jr. and Dave Swainston (very inexperienced—) versus Colin Crowley in the centre, Mark Sherburn and Trevor Letchford (11 years) versus Jim Stivey. The little guys never batted an eyelid, they just went in and tried. And from all accounts, they loved it. The final was an all-senior affair with top placings going to:

1. Collins/Stivey 169 laps
2. Adler/Coy 154 laps
3. Rowney/Benkesser 142 laps

When Sunday flying finished, most of

the faces dotting the Oval were beginning to resemble freshly cooked crayfish, and we were all looking forward to that famous Australia gourmet delicacy of cold beer and burnt steak. The barbeque was well attended and although the night became very chilly, it seemed that the inner many was generally quite warm. Bernie Rowney did a remarkable con job on the local butcher, and somehow got him to provide supplies of meat for the needy. This was very much appreciated. In between eating, drinking and being merry,

Streakers were running around the oval all night showing us what they could do. (Seek Streakers, that is). The night contest was won by Trevor Tyson of the Goldfields A.M. Somehow an R/C car got into the act. It probably didn't place too well in the comp., but it certainly attracted a lot of interest.

Unfortunately, the film of last year's Goomalling did not arrive in time and Ray forgot his in the general melee of preparation, but Ray and Dave saved the day with very welcome films and slides. The reaction to the appearance of a beautiful brunette on the film made me wonder whether modellers are human after all. Well, I'm not sure most of the noises showed a distinctly animal tendency, and who can blame them....

Monday morning I was pottering around the Oval cleaning up the wreckage when Dave Blain showed up in a bit of a flap. Seems he faced the awesome prospect of starving to death if he didn't find his missing can opener. Luckily we had it and another crisis was averted.

Before heading out to the field, I knocked rather gingerly on the C.P. caretaker's door. Believe me, I was ready to run. However, the boss lady greeted me with a smile, as always, and as a peace offering on behalf of all you delinquents, she graciously accepted a couple of pots. POWER DURATION.

This R/C event drew nine entries and we had some very elegant aircraft, sporting some very exotic power plants. Models for this event are developing into a class of their own. The standard R/C models are no longer competitive glide-wise, standard sailplanes with moderate (normal) power are not competitive climb-wise. We are moving towards a very strong fuselage with as much power as you can pack in, highly stressed sail plane wings, and a low drag profile and finish. It adds up to a spectacular and pleasant event.

The 15 sec power run/5 min. max is not impossible, as was shown with 5 maxes between the three placegetters. The spot landing adds interest and all flyers hit the spot at least once.

After some bonus highlights like Roy Farrens' delightful flight with the 'Buzzard Bombshell', Bryan Duffs' O.O.S. flight with the receiver switched off and Peter Dowdings' disastrous attempt to fly before the glue had set (some anti-model child had trodden on his tailplane) a very popular and well deserved win went to Kevin Little — who scored 807 points out of a possible 1050. Second was John Collins — 717 points, third was Ray Sherburn — 705 705 points.

### POWER SCRAMBLE.

The last item on the agenda was Power Scramble, and a gaggle of enthusiasts (they had to be enthusiasts at this stage of the weekend), trooped to the bottom of the paddock to battle it out. There were six starters and it is a shame that everybody at Goomalling was not there to watch it. The Scramble brings forth the ultimate spirit of aeromodelling. These people had run themselves to a frazzle all weekend, they were tired, burnt, the sun was vicious, the flies were thick, the ground was hard. None could be blamed for saying, 'To hell with it, I quit'. But they didn't.

Joyce Murray, Isabel Rowney and Pat Sherburn were there.

timing and offering encouragement.

More than once models crashed and broke. Did they give up? Admit defeat? No — they did not. They somehow got back in the air and somehow kept going to the end. In 60 minutes, these guys racked up 85 individual flights, and that's a lot of running over a lot of ground. Anyone, and there are many who are content to just sport fly, should do them selves the service of at least watching a Scramble, and then decide whether or not these blokes are the ones who will ensure that modelling lives on.

At the end of the Scramble, a new giant killer emerged. Thirteen years old Mark Sherburn, put in 17 official flights for 1020 seconds. Second was the old man of the sea, John Voak — 13 flights for 875 seconds and third was Ken Murray — 13 flights for 684 seconds.

That wrapped up Goomalling '75, and after all trophies were presented, I drove back to town, remembered I'd forgotten to retrieve the spot landing spot, drove back to the field to get it, drove back to the Hotel, consumed in rapid succession three middies of lemon squash (ask J.C. if you don't believe me), retrieved my jumper from the Pavilion, returned the keys to the Shire office, drove to the Caravan park for a quick clean up and went home.

The Champion of Champions trophy, kindly donated by our President, was awarded to Jim Stivey, who flew himself ragged and amassed 24 points with one first place, two seconds and two firsts in team events.

Flying trips like this can only be made better by members voicing constructive criticism and suggestions. For the moment, here are mine. We must have better organisation of contest procedure. One man must volunteer or be designated C.D. well in advance of the contest. Contestants must do as he says. Mid-contest haggling and on the spot rules formulation has got to stop. Scorn this thought if you wish, but better contests and less confusion will result enforcement of this.

One man (preferably uncommitted elsewhere) should be responsible for collection and safekeeping of all entry fees and other monies. This is a worry when you have no pockets in your shorts or tee shirt, and with 86 entries, is a job in itself.

The secretary should be allocated free beer in unlimited quantities.

Let's have your ideas. My thanks to everyone who helped make this weekend such a success. If you were there, then you helped.

— Dick Gibbs.

## TRANS TASMAN 1976

MAAQ (Queensland) has forwarded the following details regarding the 1976 hosting of the Trans Tasman Challenge. The official venue is now the AMBERLEY AIRFORCE BASE, Amberley (site of the 27th Nationals) with a combined R/C, F/F and C/L programme, to be held during the Queen's Birthday weekend, dates to be announced.

The organisers have taken the trouble to make the competitors' stay as trouble-free as possible. Unless competitors have made other arrangements, the organisers will find accommodation for all concerned in their own homes and some form of transport will be provided from the airport and to the flying sites. Meals will be arranged at the base.

One stipulation has been made in that only the official teams and members will be competing. This is to alleviate any additional work load imposed on officials who would otherwise be involved in unnecessary task of timing, judging etc., of unofficial flights.

Another point has been brought to notice by the MAAA Federal Secretary in that all teams or team members involved must have TWO MODELS processed for each event flown. This apparently is an official ruling imposed for the Challenge, to cover any mishap that may occur, thus rendering a team or member incapable of competing due to the loss of a model. Control line Speed and Team Racing events are understood to be flown over TARMAC! (Have you ever seen what's left of a model after it hits tarmac? Ed.)

## TRANS TASMAN PROGRAMME AND TIME TABLE

### SATURDAY

6.30 am F/F Power  
8.00 am R/C Thermal  
9.00 am C/L FAI T/R  
1.30 pm R/C Pylon

### SUNDAY

6.30 am F/F A2  
8.00 am R/C Pattern  
9.00 am C/L FAI Stunt

### MONDAY

6.30 am F/F Wakefield  
8.00 am R/C Pattern  
9.00 am C/L FAI Speed  
2.00 pm R/C Thermal

## COMMENTS ON NZ NATS and FINAL TRANS TASMAN C/L TEAM SELECTION

— By Rod Brown, NZ

Weather was shocking, cold, wet and windy. Morning of stunt 26-30 mph winds, gusting to 35-40 mph. Combat start was delayed about 1½ hours and didn't finish till 9.00 pm. Over 60 entries.

Most spectacular event was the final of Class B Team Race. I flew Don Robinson's Enya 29 Mk 4 model. Airspeed was around 90-95 mph with Phil Staples going past me at 115 mph with his ST 29FI ABC, and Bruce Turner on top at 120 mph. The other two were overtaking so quickly I was lucky not to get trampled to death.

Risking a warning in order to survive. I was flying down to about 2 ft altitudes at times. Winning time of Bruce Turner was a 5.54.3 with a 3 stop run creating a New Zealand record. Turner was using a Westland 29. As a point of interest, Harvey Westland is now offering his 29's for sale, at around \$120 NZ currency. Second place went to P. Staples with a time of 6.35.

FAI Team racers suffered in the wind and at times take-offs and landings were murderous. My best heat time of 4.39.4 (K&B 15 diesel conversion) and Ron Magill's 5.07.4 (Rossi 15 RVD) were quite good enough under the conditions. Final times: 1. R. Brown — 9.55 NZ record. 2. W. Forbes — 10.54.0. 3. R. Magill — 12.50.8. My final time was a surprise, as the first tank cut at 8 laps and the second only 20 laps. Also due to a bit of confusion my pitman was waiting on the 'B' flight circle line for one stop. Needless to say he didn't catch that one.

### FAI SPEED

| Contestant | Times (sec.)     | Speed in MPH.  |
|------------|------------------|----------------|
| Chrystal   | 19.9             | 112.48         |
| Staples    | 21.75, 20.75     | 102.91, 107.87 |
| Manson     | 22.6             | 99.04          |
| Brown      | 23.95, 24.5      | 93.46, 92.36   |
| Magill     | 24.65            | 90.81          |
| Allot      | No time recorded |                |
| Bates      | No time recorded |                |

Although last two failed to record a time, it was not through lack of trying. They've been allowed into the final fly-off at the Nats. On Rod's first attempt with the Westland 15, the model folded the inboard wing. To record a time, the Taipan powered team racer was hooked onto the .016" 'Ropes' with a 'Don B.' cuffed 7x7 prop again!!

Weather for team racing was calm, very humid and warm. Almost everybody had difficulty getting settings. Speed was slow in cold rain.

## NATIONALS RESULTS

(continued from Page 4)

It must be mentioned, strange as it may seem, that all the Indoor models were affected by 'thermals, downers' and convectional drift.

— I. Hurlem.

# AUST INDOOR RECORD

Pleased with result of trip in several aspects. I accomplished what I set out to do — took five models, won Nats indoor to quality for 1976 World Championships, and broke the Australian record when in Adelaide. Obtained approval to use Centennial Hall in Adelaide (54ft ceiling) and authorities were so impressed with what they saw, that I have an invitation to fly there anytime I am over that way.

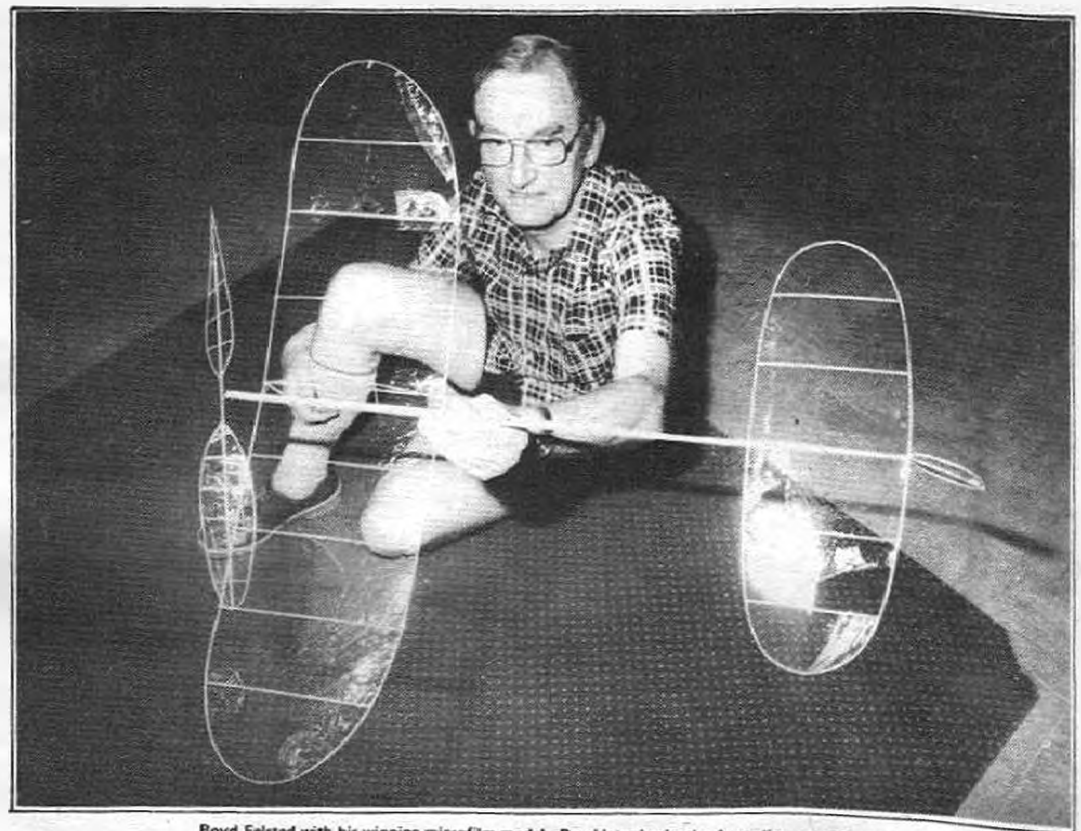
Press and TV coverage started in an Adelaide morning newspaper with a good Nats coverage (front page) followed by my record attempt feature (also front page) which sparked off enquiries from other newspapers and the TV stations. So much so that I had four days of no peace, plus apprehension because I had but one model left from the Nats and was scared I would bend it before it would do a record and thus look a bit silly in front of the media and thus the public. However, after a hang-up on the side on first flight and getting down OK with aid of an extension ladder, no mishaps, despite a lot of ceiling bashing.

Was interviewed for two TV channels and appeared that night on both, being interviewed and showing model in flight. Saw both on black and white TV while out visiting and would have liked to have seen it on colour TV.

The media are obviously hungry to get hold of unusual activities such as indoor flying. The 'record attempt' bit seemed to appeal to them. I would imagine world championships would attract press, radio and TV coverage all the more and can only pass on my experience to World Championships organisers so indoor flying can be publicised in the way I've just experienced. It so happened articles and pics on my record attempt appeared in two interstate papers (Sydney and Brisbane) and on Melbourne TV.

The site at Loxton was a trap, and then some! Twelve hanging lights on chains about 12' long. Ceiling was 35' so lights came down to 23'. Worst of all, there was an open gap all way round (about 12" to 15" wide) between roof overhang and wall. The building is a new basketball stadium about 70ft x 100 ft and the 'gap' is no doubt intended for ventilation — but it was bad news for indoor models causing extreme turbulence and actually sucked models into the 'gap' unless someone had climbed the wall in advance to pluck the model out of the air.

I went down once, was rescued several times, and hung on beams (T shaped) and light chains several times. We got models down from beams and lights by holding an electric fan on the floor pointed upwards. The prop



Boyd Felstead with his winning microfilm model. Boyd later broke the Australian record at the Centennial Hall, Adelaide

lost two that way, plus two more by freak accidents on the ground.

I had stiff competition from Mr and Mrs Tongway (Dave and Helen) whose first indoor models were ahead of me early. I had to do 8 minutes plus (after which model hooked on a beam and terminated flight) plus a 6 minute plus next up to win (aggregate 14+) while Dave had an aggregate of 11. Helen did 6+ on first flight, but the model went down the 'gap' and was wrecked and her only back-up model had been damaged on the way over.

The Centennial Hall affair was, in contrast, pretty well trouble free. Considering weather was humid and it rained during the afternoon I flew. I was reasonably happy with the near 19 minute flight. I tried four props, (all battered and bent) and surprisingly my 17" symmetrical prop which did 28+ in Cardington in 1972 did the best time. We had a lot of turns on .063 rubber and I barely made the ceiling early on with the 20" props, so it was somewhat thought provoking as regards Cardington this year. I need to get weight closer to one gram, have more efficient props and consider reducing wing chord from present 8" to nearer 7" (have been advised that bigger chords may fail in usual Cardington conditions).

Finally, I must shed my bad habit of starting building two weeks before a contest — too hard on the nerves!

— Boyd Felstead.

## UNOFFICIAL EVENTS (by popular request)

### CLASS II TEAM RACE (5 Entries)

|     |                 |        |
|-----|-----------------|--------|
| 1st | Boughton/Herron | 6.53.4 |
| 2nd | Shurmer/Jenkins | 7.44.2 |
| 3rd | Patsky/Baird    | DNF    |

### FAI SCALE R/C

|                   | Static | Total |
|-------------------|--------|-------|
| 1. B. James       | 386    | 1475  |
| (Fokker Triplane) |        |       |
| 2. B. Tracey      | 266    | 1240  |
| 3. G. Eastwood    | 245    | 1152  |

### 1/4A TEAM RACE

|                    |         |
|--------------------|---------|
| 1. Patsky/Patsky   | 9.8.2   |
| 2. Shurmer/Jenkins | 10.40.4 |

### STAND OFF SCALE R/C

|                       |    |     |
|-----------------------|----|-----|
| 1. B. Jenneson        | 83 | 250 |
| (P-39 Cobra)          |    |     |
| 2. T. Prosser         | 93 | 231 |
| (Topsy Jnr)           |    |     |
| 3. N. Bell            | 84 | 226 |
| (Nieuport 17)         |    |     |
| 4. J. Hughan          | 83 | 216 |
| (Great Lakes Biplane) |    |     |
| 5. J. Nearmy          | 89 | 215 |
| (Spitfire)            |    |     |

### QUARTER MIDGET

|                |       |
|----------------|-------|
| 1. J. Lynch    | 292.6 |
| 2. M. Caesar   | 283   |
| 3. J. Hughan   | 271.5 |
| 4. B. McKay    | 262   |
| 5. G. Pentland | 256.1 |

### JUNIOR COMBAT

|                                |
|--------------------------------|
| 1. Russel Hancock              |
| 2. Stephen Peitschmidt         |
| 3. Greg Jenkinson              |
| 4. Paul Pragton                |
| 5. Neil Jeffery                |
| 5. Peter Cummings/Glen Newbown |
| 5. Glen Fellow                 |
| 5. Leon Baird                  |
| 9. Paul Williams               |
| 9. Louis Peitschmidt           |
| 9. Robert Peace                |
| 9. Peter Rebecchi              |
| 9. Skender Bayaziti            |
| 9. Neville Debney              |
| 15. Terrence Lavery            |
| 15. John Jansse                |
| 15. Edward De Wilde            |
| 15. Maris Dislers              |
| 15. Robert Oomen               |
| 15. James Darroch              |

### PEANUT SCALE

— 36 Entries, 8 Flew

|                            |       |
|----------------------------|-------|
| 1. M. Starick, Luton Minor | 110.6 |
|----------------------------|-------|

|                   |      |
|-------------------|------|
| 4. R. Butler      |      |
| 5. R. Bird        | 75.2 |
| 6. M. Boccardo    | 66.5 |
| 7. K. Harvey      | 62.0 |
| 8. M. Scott       | 56.0 |
| 9. I. Dislers     | 51.0 |
| 10. I. White      | 53.1 |
| 11. S. Jenkinson  | 50.0 |
| 12. P. Van Leuren | 49.4 |
| 13. R. Tapp       | 42.3 |
| 14. C. Southwell  | 37.0 |
| 15. T. Isted      | 26.0 |
| 16. P. Mitchell   | 25.5 |
| 17. B. Lee        | 20.8 |
| L. Gadsden        | 9.0  |
|                   | 9.0  |

## Record to model aircraft

Mr. B. N. Felstead's stick model aircraft beat a 26-year-old Australian record at Centennial Hall, Warrville Showground, yesterday.

His class F1D model flew for 18 minutes 53.5 seconds — 4 minutes 23.5 seconds longer than the previous record for an Australian stick model aircraft.

This time for his one gram (0.04 oz) model was made at a sixth attempt to break 15 minutes.

The previous record, set by Mr. A. Halmshaw, a Victorian, was broken in three earlier attempts.

Mr. Felstead, 36, who won a national championship at Loxton last year, will represent Australia in the world championships in Bedfordshire, UK, in August.

Above: One of the Press reports of Mr Boyd Felstead's new record — 18 minutes, 53.5 seconds. Sydney and Brisbane Newspapers reported, as did Melbourne.





## C L A S 1976 PROPOSED CONTEST CALENDAR DATES

| MONTH     | DATE  | EVENT   | CLUB  | LOCATION                |
|-----------|-------|---|-------|-------------------------|
| January   | 4     |   |       |                         |
|           | 11    |   |       |                         |
|           | 18    |   |       |                         |
|           | 25    | Metropolitan Scale Championships (stand off scale)                    | SMAC  | St. Marys, Luddenham    |
| February  | 1     |   |       |                         |
|           | 8     |   |       |                         |
|           | 15    |   |       |                         |
|           | 22    | FAI Aerobatics  | BMFC  | Bankstown               |
| March     | 7     | 2.5 Rat Race Jr. & Sr., Goodyear, FAI & B Class Team Race             | KMFC  | St. Ives Showground     |
|           | 14    | Aerobatics - Sr., Jr. & Novice  | CMAC  | Gwawley Park, Caringbah |
|           | 21    | 2.5 Rat Sr. & Jr., Open Rat, Goodyear, Mouse Race                     | REMAC | Christie Park, Ryde     |
|           | 28    |   |       |                         |
| April     | 4     |   |       |                         |
|           | 11    | 1/2A-FAI-B Class Team Race, Goodyear, 2.5 Rat Sr. & Jr., Mouse Race   | BMFC  | Bankstown               |
|           | 16/19 | State Championships   | NSWAA | TBA                     |
| May       | 2     | FAI Aerobatics Sr. & Jr., FAI Combat Sr. & Jr., Open Combat           | KMFC  | St. Ives Showground     |
|           | 9     | FAI-Open-049 Combat   | BMFC  | Bankstown               |
|           | 16    |   |       |                         |
|           | 23    | Junior Scale (stand off scale)  | SMAC  | St. Marys, Luddenham    |
| June      | 6     | 500 Lap Goodyear (Perpetual Trophy), 2.5 Rat Sr. & Jr., 049, Goodyear | BMFC  | Bankstown               |
|           | 13    |   |       |                         |
|           | 20    | 2.5 Rat Sr. & Jr., Goodyear, 1/2A Team Race, Mouse Race               | SWMFC | Wilson Park, Lidcombe   |
|           | 27    |   |       |                         |
| July      | 4     |   |       |                         |
|           | 11    | 2.5 Rat Sr. & Jr., Open Rat, Goodyear, Mouse Race                     | REMAC | Christie Park, Ryde     |
|           | 18    |   |       |                         |
|           | 25    |   |       |                         |
| August    | 1     |   |       |                         |
|           | 8     | 1/2A-FAI-B Team Race, Open Rat (metal park compulsory)                | BMFC  | Bankstown               |
|           | 15    | Aerobatics - Sr., Jr. & Novice  | CMAC  | Gwawley Park, Caringbah |
|           | 22    |   |       |                         |
| September | 29    | FAI Aerobatics  | BMFC  | Bankstown               |
|           | 5     |   |       |                         |
|           | 12    | 2.5 Rat Sr. & Jr., Goodyear, FAI & B Class Team Race                  | KMFC  | St. Ives Showground     |
|           | 19    | FAI-Open-049 Combat   | BMFC  | Bankstown               |
| October   | 26    | Scale Competition (military type as stand off)                        | SMAC  | St. Marys, Luddenham    |
|           | 2-4   | Control Line Championships  | DMAC  | Dubbo                   |
|           | 10    |   |       |                         |
|           | 17    |   |       |                         |
| November  | 24    | 1/2A-FAI-B Class Team Race, Goodyear, 2.5 Rat Sr. & Jr.               | BMFC  | Bankstown               |
|           | 31    |   |       |                         |
|           | 7     | Speed - all classes   | SATI  | Anzac Av., Holdsworth   |
|           | 14    | 1/2A-FAI-B Team Race, 2.5 Rat Sr. & Jr., Goodyear                     | SATI  | Anzac Av., Holdsworth   |
| December  | 21    |   |       |                         |
|           | 28    |   |       |                         |
|           | 5     | 2.5 Rat Sr. & Jr., Goodyear, 1/2A-B Class Team Race                   | SWMFC | Wilson Park, Lidcombe   |
|           | 12    |   |       |                         |
|           | 19    |   |       |                         |
|           | 26    |   |       |                         |

## F.F.A.S. CONTEST CALENDAR 1976

| MONTH     | DATE  | EVENT                                       | CLUB      | LOCATION      |
|-----------|-------|---|-----------|---------------|
| January   | 4     |   |           |               |
|           | 11    |   |           |               |
|           | 18    |   |           |               |
|           | 26    | FIA, FIB, FIC                               | SCMAC     | To be advised |
| February  | 1     |   |           |               |
|           | 8     |   |           |               |
|           | 15    |   |           |               |
|           | 22    |   |           |               |
| March     | 29    |   |           |               |
|           | 7     |   |           |               |
|           | 14    |   |           |               |
|           | 20-21 | FIA, FIB, FIC                               |           | Deniliquin    |
| April     | 28    |   |           |               |
|           | 4     |   |           |               |
|           | 11    |   |           |               |
| May       | 16-19 | State Championships                         | NSWAA     | To be advised |
|           | 25    | FIA Spanish Postal                          | ALL CLUBS | To be advised |
|           |       |   |           |               |
| June      | 2     |   |           |               |
|           | 9     | Winter Cup - Open Events                    | SCMAC     | To be advised |
|           | 16    |   |           |               |
|           | 23    |   |           |               |
| July      | 30    |   |           |               |
|           | 6     |   |           |               |
|           | 12-14 | Trans Taxman                                | MAAA      | Queensland    |
|           | 20    |   |           |               |
| August    | 27    |   |           |               |
|           | 4     | Indoor Rubber - Peanut (Date to be advised) | SCMAC     | To be advised |
|           | 11    |   |           |               |
|           | 18    |   |           |               |
| September | 25    |   |           |               |
|           | 1     |   |           |               |
|           | 8     |   |           |               |
|           | 15    |   |           |               |
| October   | 22    |   |           |               |
|           | 29    |   |           |               |
|           | 5     |   |           |               |
|           | 12    |   |           |               |
| November  | 19    |   |           |               |
|           | 26    |   |           |               |
|           | 4     | FAI - Open                                  | SCMAC     | To be advised |
|           | 10    |   |           |               |
| December  | 17    |   |           |               |
|           | 24    |   |           |               |
|           | 31    |   |           |               |
|           | 7     | FAI - Open - Indoor (Date to be advised)    | ACT       | Canberra      |
| December  | 14    |   |           |               |
|           | 21    |   |           |               |
|           | 28    |   |           |               |
|           | 5     |   |           |               |
| December  | 12    |   |           |               |
|           | 19    |   |           |               |
|           | 26    |   |           |               |
|           |       |   |           |               |

NEW SOUTH WALES  
DIVISION OF AUSTRALIAN  
MODEL CAR CLUB FORMED

Car modellers in the NSW area are invited to attend meetings of the new NSW division of the AMCC.

Meetings are to be held on:

28th February 1976

20th March 1976

10th April 1976

1st May 1976

at: 2 pm, 9 High Street Epping

There is an upsurge of interest in car modelling recently and the new Club already has 20 members.

Write to the Secretary.

AMCC (NSW)

9 High Street,

EPPING, NSW

for further information.

SOUTH AUSTRALIA  
STATE CHAMPS C/L EVENTS

This event is proposed for the Anzac Weekend. Full details will be in the next issue.

## SATURDAY

Mouse Race (AMA rules)

Class 2 Scale (proposed rules)

## SUNDAY

Stunt

1.9 Rat Race

2.5 Rat Race

Combined speed

## MONDAY

Goodyear

Open Rat

FAI Team Race

FAI Combat

Butchers.

SA FREE FLIGHT STATE  
CHAMPS

This event will be held at Easter, the programme as proposed last year.

## STOP PRESS NEWS!

Latest news of Government Budget changes contains details of cancellation of all monies granted to sporting bodies in Australia as aid.

This means that the grant made to the MAA of A will undoubtedly be cancelled. The previous Government granted aid to send representatives of the MAA of A overseas to compete in World Championship events, and money had also been granted to the MAA of A to finance the National Championships in Adelaide over 1975-76. We do not know whether that money has already been collected or not, but it would seem that the MAAA has lost the grant.

State Olympic Council Chairman Bill Young said that the Government should have honoured arrangements contracted late last year.

We will await a report from the Executive of the MAA of A and will publish a statement in the next issue of Modellers' Monthly.

It is deeply regretted that this action has been taken. We, at MM deplore the action, but no doubt the MAA will be able to organise fund raising to provide the necessary money to keep Australian modelling in the running internationally.

ANSWERS TO READERS'  
QUERIES.

Mr D. Todd, Carlton, Vic.

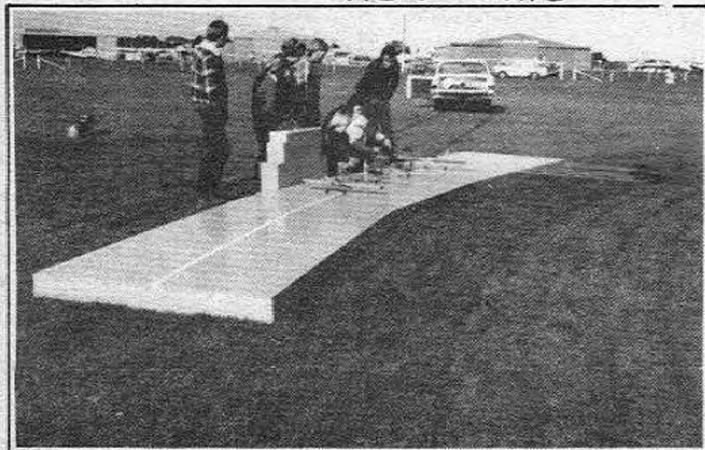
Building instructions for the



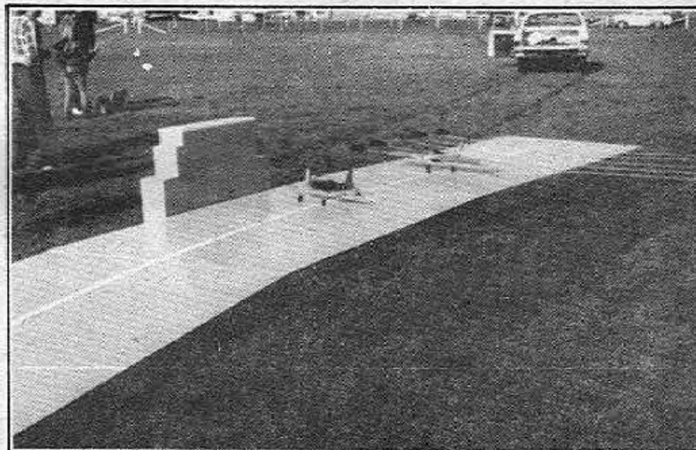
# V.C.L.A. CARRIER DECK

PHOTOS BY THEO GEORGIADIS

Victorian Control-line  
Aeromodellers



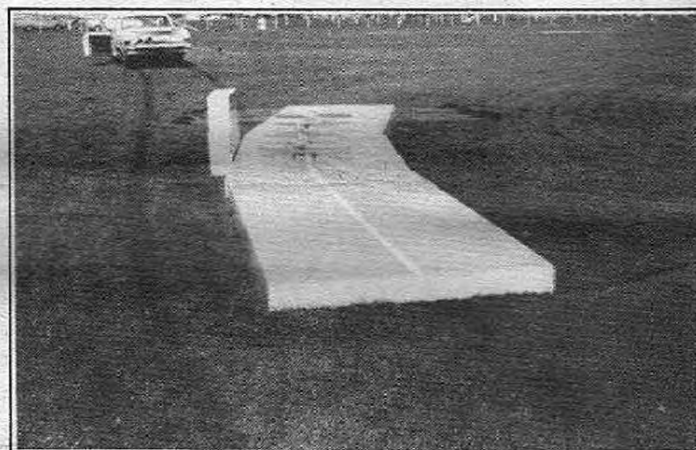
Preparing Carrier for use. Victorian Control-line Aeromodellers built the deck. Other clubs could follow suit and enjoy this variation on control-line.



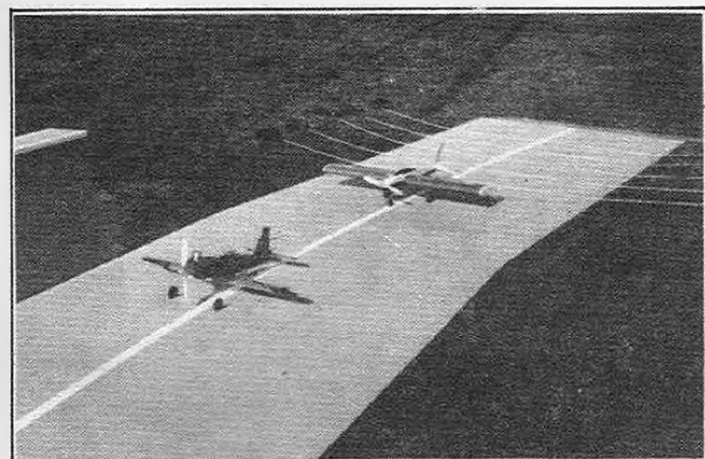
Made in three sections, deck is transportable.



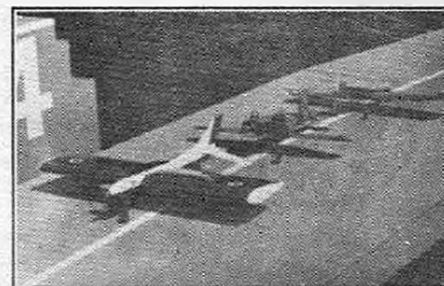
Somebody built it! And painted it too. A worker applies the centre line stripe.



Curved deck matches perimeter of circle.

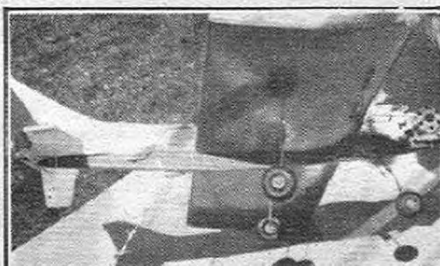
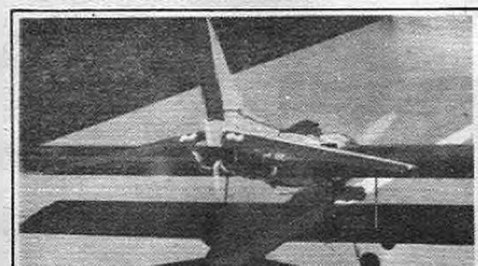


Note arrester cords and weights to pull models up. Modified 'Flite Streak' with anhedral tail plane.



On the deck — 'Flite Streak', 'Firebrand' and stunter.

Another view of the 'Flite Streak' showing the arrester hook.



'Landing on'.



# ELECTRIC FLIGHT

JOHN C. BLACK'S COLUMN

It is hoped that this regular column will be of interest to aeromodellers. Each month we will endeavour to cover a particular facet of electrics as applied to our use of the equipment in model aeroplanes of differing types. Questions from readers will be answered if possible. Address any letters to the Editor of Modellers' Monthly.

Over a period of forty years, an enormous amount of knowledge has been built up about the little 'prancing piston' two strokes which we use to provide the power. By comparison, the use of electric propulsion for miniature aeroplanes is in its infancy. Electrics are just now at about the same stage of development as the miniature two strokes were when glowplugs started the takeover from spark ignition. Don't you remember those times? Well . . . you must be just a young fellow!

The total store of experience and knowledge gained about electric flight is still really very small, but we are at

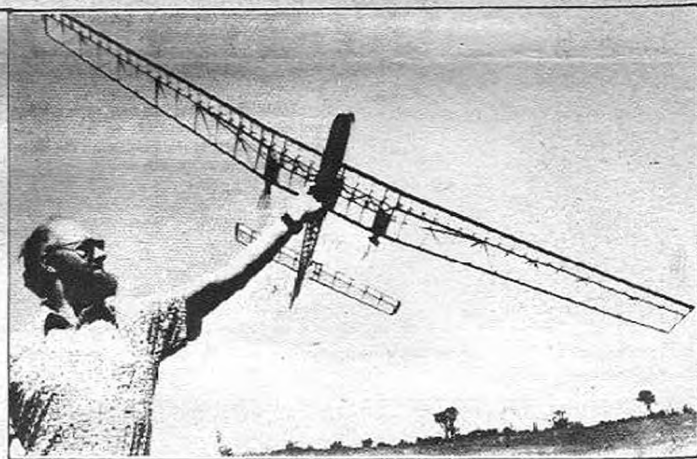
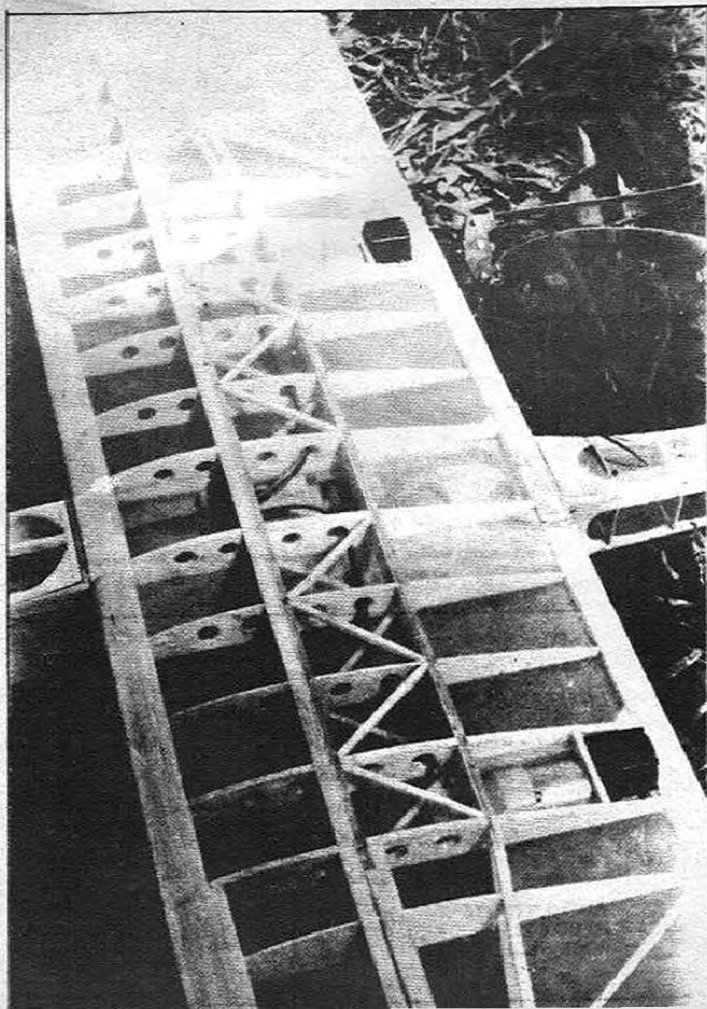
a fascinating stage of the development. It 'gets in' those who have tried it, in the same way that we oldies were trapped for life when we first succeeded, after much trouble in getting spark, mixture and everything else to coincide with our Brown Junior or Mighty Midget.

Why electrics? Well may you ask. Such is the simplicity and reliability of the modern glowplug motor that it really is not difficult to master. It has two major disadvantages — noise and mess. Electrics offer flight with no noise and no mess, and with even greater reliability. Who ever heard of an electric motor that was hard to start? Unless it is burnt out, you just switch it on and it must run. The disadvantages of electrics at the moment are high cost and high weight. The blame for both these faults lies with the batteries. Motors are improving slowly all the time, but they are already very good. Recent developments

in permanent magnet material, improved winding insulation, and commutator and brush design have resulted in remarkable efficiency and low weight. Battery development has also proceeded apace, but here we really have to face up to a compromise between weight and cost. Special Nickel-Cadmium cells are presently used by all the manufacturers of model aircraft power units. These can be recharged 500 to 1,000 times even under the severe usage they are given. A typical 7 cell pack weighs 350 grams. The same amount of electrical energy could be obtained from a once only, throw away pack of Mercury cells weighing only 105 grams; or from Silver-Zinc cells weighing 80 grams. These huge savings would bring the weight of a complete electric power system down to almost that of a glowmotor of equal power. However, both Mercury and Silver cells are very expensive. Mercury cells cannot be recharged at all and

Silver cells only about 20 times. So, until the manufacturers come up with a better battery, we are forced to accept the Nickel Cadmium high rate sealed cells as the best available. Even with the weight problem, successful flights are being made every weekend at many flying sites. So let us look on the bright side and adopt a creative attitude towards this interesting innovation. The greatest potential usefulness of electric power lies in its use as a power boost for a glider. Interest is now sufficient for the NSW contest calendar for 1976 to have an electric glider event listed, and for the FAI to have laid down provisional rules for the conduct of such an event.

In our next issue we will examine in detail the various different electric power units on the market which are designed for gliders.



Bob Myer (SRCMC) designer and builder of lightweight electric R/C model.

## ELECTRIC FLIGHT

For the long summer evenings what could be more relaxing than silent electric flight from a nearby ground. Better than the long drive in weekend traffic to the faraway flying field.

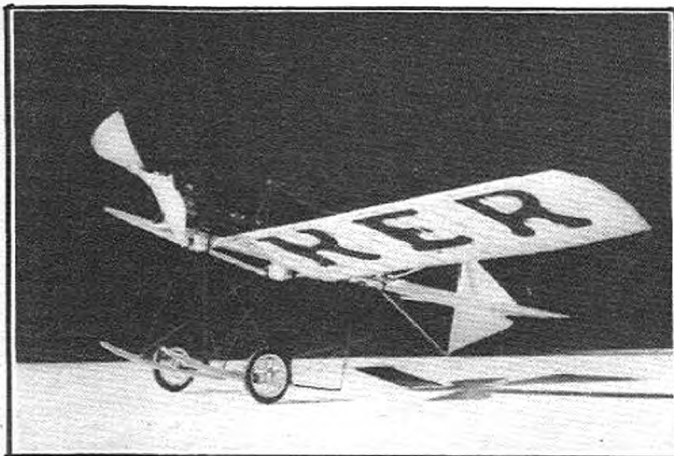
From Germany, home of the electric glider, Silent Flight imports the MULTIPLEX power units. The high performance geared motors and special unbreakable folding propellers are ideally suited to a medium sized radio controlled glider. The world record for electric flight duration is held by these Multiplex units. A 4 lb. glider was climbed and kept aloft for 1 hour 33 minutes.

**RAPID FIELD CHARGING OF YOUR TRANSMITTER AND RECEIVER BATTERIES** can now be accomplished. Use your car battery as the power source and the MULTIPLEX transistorised current regulating charger will get you in the air again in 20 minutes. Two different charge rates selected by switch. Built in time clock.

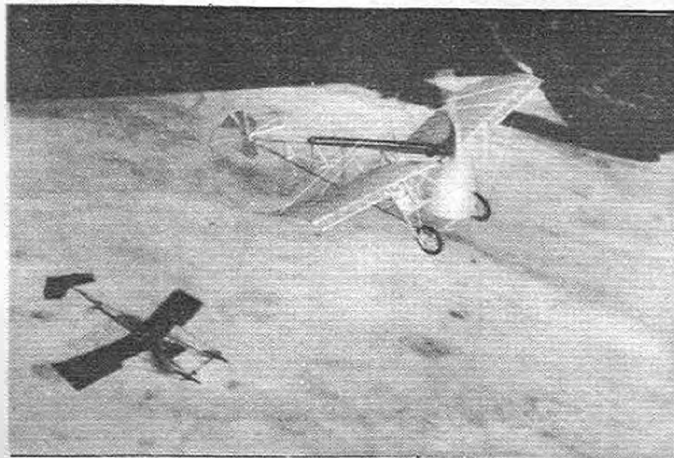
Write for details to:

SILENT FLIGHT,





Delicate Fokker 'Spin' (Spider) makes excellent Peanut Scale subject.



'Antoinette' monoplane in flight.



Loening Amphibian and one of Natures' amphibians. The duck seems to prefer its own kind!



Santos Dumont 14 bis took third place in the Miami Indoor Peanut Scale 15/4/73. Times (3 flights) were 48.1 sec, 49.3 sec, and 49.0 sec. The original aircraft made the first powered manned flight in France.

## OVERSEAS NEWS - NEW ZEALAND AND CONTROL LINE TEAM SELECTION FOR Trans Tasman

— Rod Brown, N.Z.  
(Courtesy 'Circle Torque')

Results of North Island C/L selection trials held during weekend of 22 and 23 November. South Island was to have had their trials on the following weekend, but no details are available to date. Final teams were chosen at the New Zealand Nationals, of which a report is included below.

### RESULT OF FAI TEAM RACE TRIALS: (Best two flights count)

| Team Name         | Motor Used    | Heat 1  | Heat 2  | Heat 3 |
|-------------------|---------------|---------|---------|--------|
| Brown/Robinson    | K&B, Taipan S | 4.52.9  | 5.03.2  | 6.04.4 |
| Robinson/Pool     | Oliver Mk 3   | 5.19.4  | 5.00.6  | 5.44.4 |
| Bolton/Pool       | ST G15RVD     | 4.59.5  | 6.48.8  | 5.51.5 |
| Barnes/Brown      | Taipan S      | 5.46.6  | 5.15.0  | 6.19.9 |
| Staples/Chrystall | ST G15RVD     | 5.48.4  | 6.36.6  | 5.51.2 |
| Chrystall/Staples | ST G15RVD     | 7.56.1  | 5.51.5  | 6.11.6 |
| Magill/Williamson | Bugl Mk 1     | 6.05.6  | Disq.   | 6.05.3 |
| Judge/Pickering   | ST G15RVD     | 6.32.1  | Disq.   | 6.10.8 |
| Allott/Manson     | ST G15RVD(?)  | 30 laps | 6.49.8  | 5.59.4 |
| Koppert/Spencer   | Not known     | —       | 8.03.4  | 6.51.5 |
| Pickering/Judge   | ST G15RVD(?)  | 6.31.2  | Disq.   | Disq.  |
| Williamson/Magill | Rossi 15 RVD  | 5 laps  | 7.09.2  | Disq.  |
| Judge/Judge       | Eta 15        | Disq.   | Disq.   | 7.32.3 |
| Hope/Hope         | Not known     | —       | 42 laps | Disq.  |
| Bates/Dwyer       | ST G15RVD     | —       | —       | Disq.  |

If the above team names appear somewhat strange, it's because the 'Team Rule' was not enforced, so, the second team member was borrowed or used for the day's flying.

### FAI AEROBATICS

Not flown as there were only three entries so, Staples, Chrystall and Pickin all qualified for final fly-off at the Nats.

Interest in FAI Pylon racing is on the increase following the recent pylon racing events and several new models are being constructed. It seems that the larger models are much easier and smoother to fly than the smaller Quarter Midgets although they are a bit more costly. There also seems to be renewed interest in helicopters and several of the smaller types have been purchased lately. The latest Graupner Bell 47G which comes complete with special HP 25 motor is very interesting and features a lot of plastic parts and clip together construction.

Another interesting new product is the Graupner Mosquito Glider with electric propulsion unit. This unit is most impressive and the power provided should be more than adequate.

The earlier Graupner twin motor package was a little disappointing but there is little doubt that the new unit will gain far wider acceptance.

### TRANS TASMAN TEAMS:

#### TEAM RACE

|                        |                |                 |
|------------------------|----------------|-----------------|
| R. Brown/ (Not known)  | 4.53.8 average | K&B 15 D. conv. |
| W. Forbes/ P. Wheeler  | 5.26.9 average | Eta 15          |
| T. Winter/ (Not known) | 5.32.9         | ST G15RVD       |
| B. Turner/H. Westland  | 5.35.3         | Eta 15          |

#### SPEED

|              |                        |               |
|--------------|------------------------|---------------|
| L. Chrystall | 18.4 secs (121.65 mph) | Rossi 15FI-N  |
| R. Brown     | 19.2 secs (116.58 MPH) | Westland 15   |
| W. Manson    | 19.4 secs (115.38 mph) | Rossi 15 FI-N |
| H. Westland  | 19.6 secs (114.20 mph) | Westland 15   |

Nobody got in a time using a full pipe. Top two Westlands used mini-pipes and the third Westland had a short exhaust extension.

#### STUNT

|              |
|--------------|
| L. Chrystall |
| P. Wheeler   |
| B. Turner    |
| T. Winter    |

Can't say much on stunt as I was unable to see much of it. A last minute decision called for by some of the fliers, resulted in the final T.T. FAI Stunt team being selected from their performances in NZ Rules stunt.

### TASMANIAN RADIO CONTROL ASSOCIATION.

With fliers anxious to win selection in the next Australian Team (Aerobatics) following the granting of a subsidy, the 1976 Tasmanian Championships could be very hotly contested. Two or three local fliers have promised to provide keen competition for the visitors so I hope nobody makes the trip expecting an easy win.

Top Victorian fliers Barry Angus and Jeff Tracy have recently competed with some distinction in US contests. Jeff was invited to fly at the big Circus event at Las Vegas following his good performances at the World Championships. Regular International competition by top fliers must surely

Leading model yacht enthusiast has acquired a radio and basic trainer to join the ranks at Richmond. It will be interesting to see how Roger copes with change from sailing to power flying. Ray Tyson is another regular sailing enthusiast who is preparing to have another go at power flying in the near future.

Peter Foxton has invented several new words to describe ZAP glue. After spilling the same and managing to glue two fingers to the plastic container and his arm to the workbench he now has a very healthy respect for the adhesive qualities of this product.

Rumour has it that Ray Carling has finally purchased a new hat after all these years. The old one would certainly be a collectors' item as it must be of the same vintage as the Brown Junior engine.

To confuse the sceptics I have proved that the D B Autogyro really does fly and flies well at that. Here at last we have a rotary winged machine that works, however I won't be applying to join that exclusive 'whackers' Club'.

Last minute problems plagued Bernard McKay in his Nationals preparations. After losing his Miss Paranoia, he was experiencing vibration problems with his FAI Minuteman. The fitting of one of the latest K & B 40s seems to have overcome the problem.

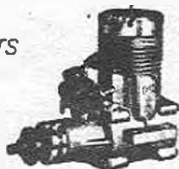
Gavin Hallam and Peter Foxton both seem to have fought a losing battle to prepare similar machines in time and it seems certain that they will be

THE OLDEST NAME IN THE GAME

# GORRIES<sup>FOR</sup> HOBBIES



FOX, COX & O. S.  
ALL SIZES AND SPARE PARTS



O.S.

FP-TSEN  
(for FP-5EN)  
5-CHANNEL  
SYSTEM



"FUTABA"



FUTABA RADIO CONTROL

CG, STIRLING, MIDWEST, TOPFLITE,  
AEROFLYTE AND ARTMIL

**MIDWEST**  
400 South Indiana



SAILING YACHTS, CRUISERS AND  
CRASH TENDERS  
FITTINGS AVAILABLE

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604 STANLEY STREET, WOOLLOONGABBA, QLD 4006  
PHONE (072) 444829

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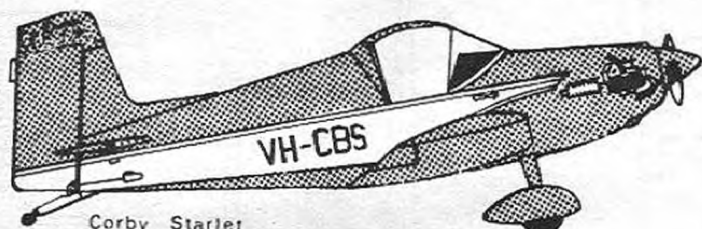


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|                 |               |     |        |
|-----------------|---------------|-----|--------|
| Dennis Bryant's | Hawker Fury 1 | 60" | \$7.50 |
|                 | Avro Tutor    | 68" | \$7.50 |
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|                 | FW 190A3      | 51" | \$6.50 |
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|                 |                  |     |        |
|-----------------|------------------|-----|--------|
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|                 | Norduyn Norseman | 50" | \$4.00 |
| Harold Towner's | P-51D Mustang    | 37" | \$2.50 |

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|              |              |        |        |
|--------------|--------------|--------|--------|
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|              | P-40         | 1/8th  | \$4.00 |
|              | Ryan P.T. 22 | 1/6th  | \$6.50 |
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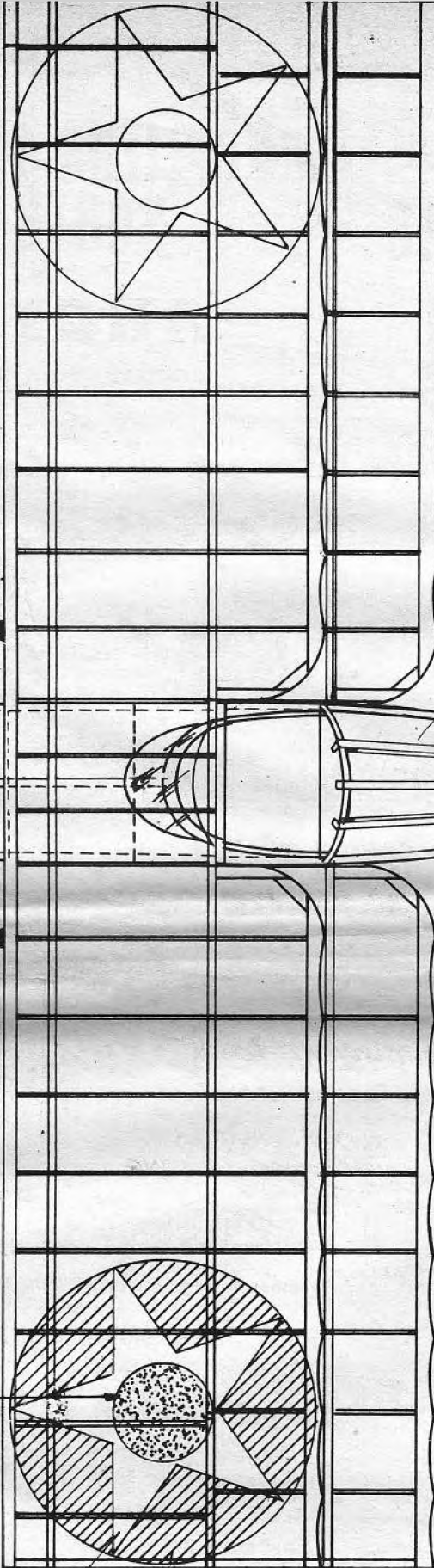
12

BLOCK CAPITALS PLEASE! PRINT CLEARLY THANK YOU

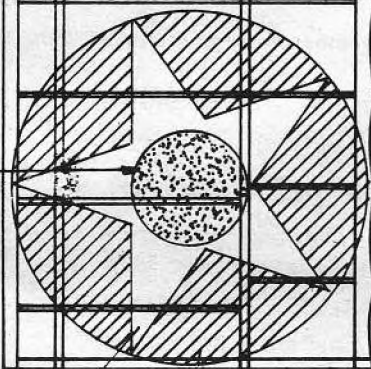


SOFT BALSA CYLINDERS

BIND WITH HEAVY  
THREAD TO SIMULATE  
CYLINDERS'  
'FINS'



RED



WHITE

BLUE

$\frac{1}{16}'' \times \frac{3}{16}''$

MED. BALSA.



MAKE 32 FROM  $\frac{1}{32}''$  SHEET BALSA.  
& FROM  $\frac{1}{16}''$  BALSA.

$\frac{1}{2}''$  DIHEDRAL.

$\frac{1}{2}''$

$\frac{1}{16}'' \times \frac{1}{16}''$   
BALSA  
(MAY BE  $\frac{1}{32}'' \times \frac{1}{16}''$   
ON EDGE.)

SILK  
THREAD.

$\frac{1}{8}'' \times \frac{3}{16}''$  BALSA.

NOSE SEPARATES FROM  
FUSELAGE HERE

'FREE-WHEEL'  
DEVICE.

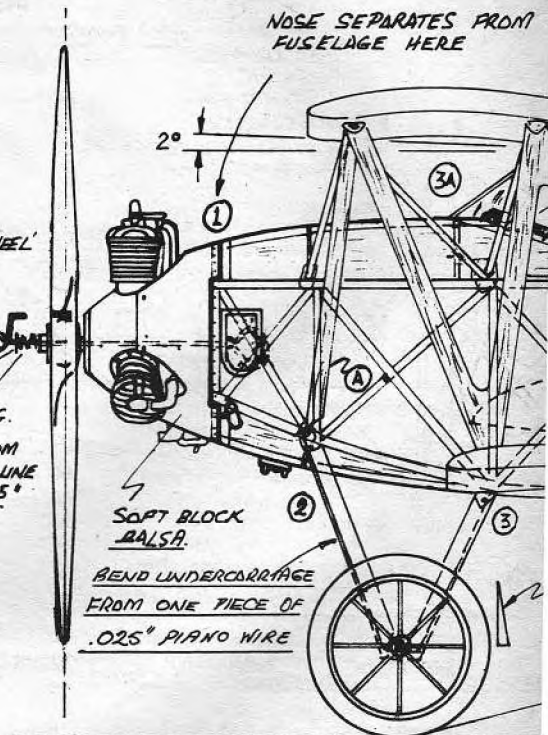
WASHER

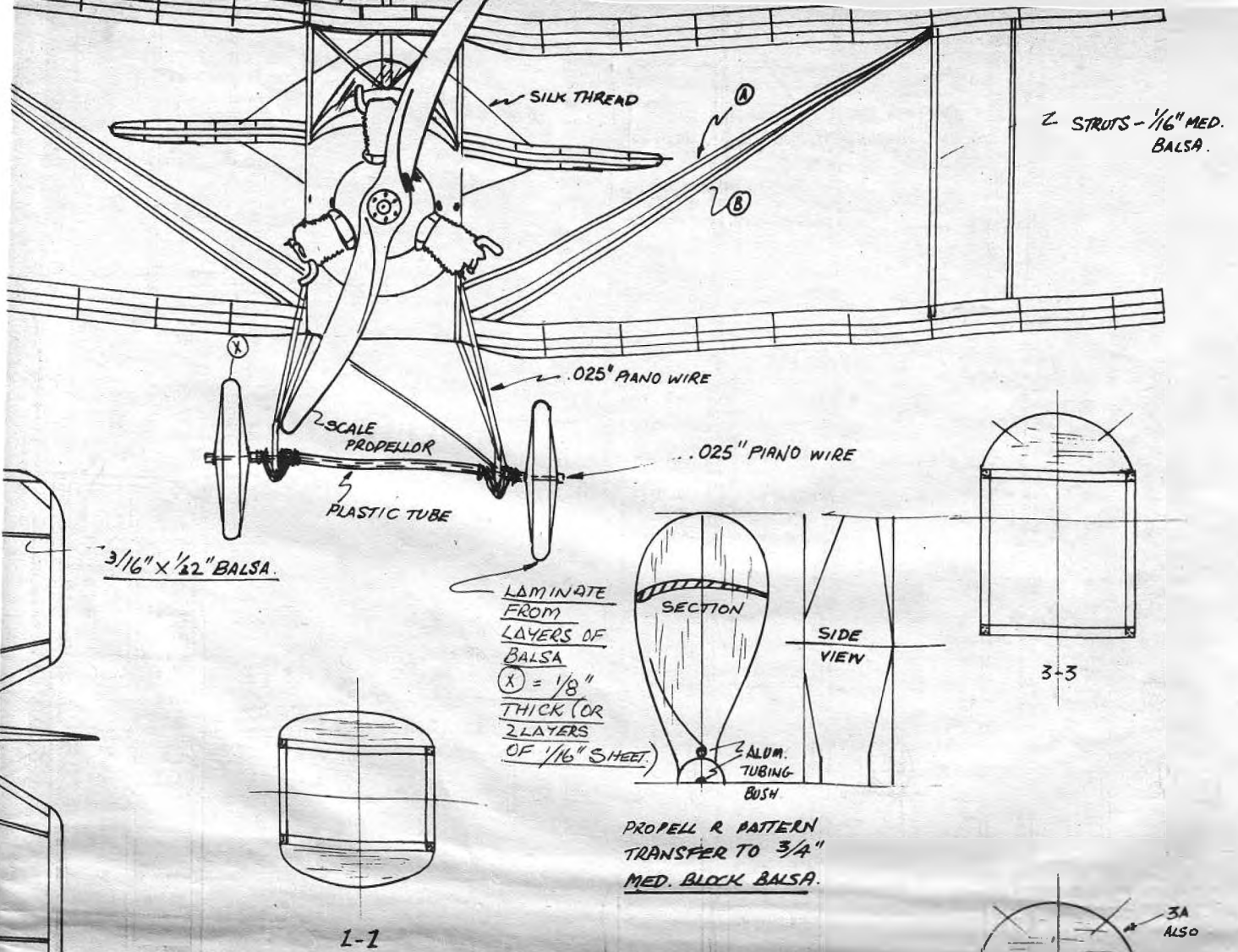
SPRING.

WIND FROM  
CONTROL-LINE  
WIRE .005"

SOFT BLOCK  
BALSA.

BEND UNDERCARRIAGE  
FROM ONE PIECE OF  
.025" PIANO WIRE

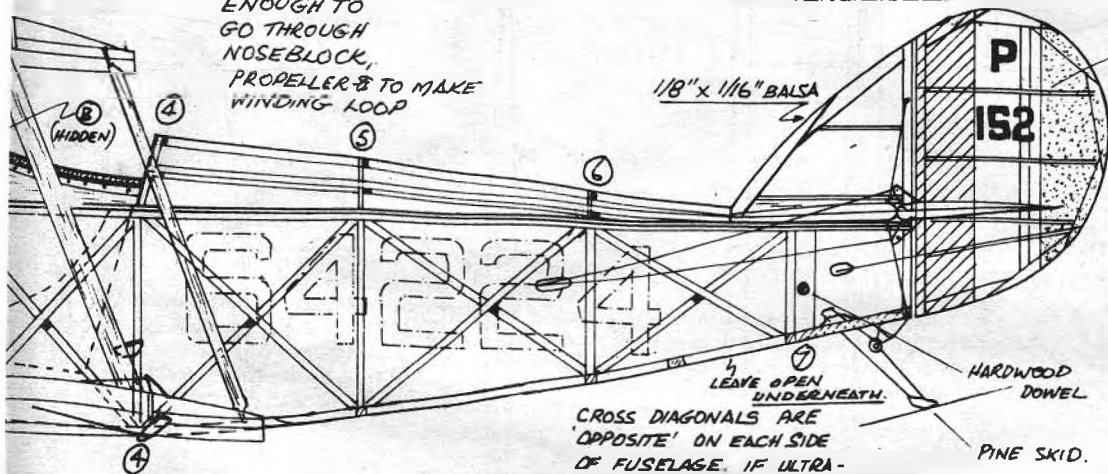




1/8" x 1/16" MED. BALSA

### COVERING: LIGHTWEIGHT TISSUE

USE CUP WASHERS FOR BEARINGS — OR SMALL GLASS BEAD.  
 .025" PIANO WIRE  
 PROP SHAFT.  
 MAKE LONG ENOUGH TO GO THROUGH NOSEBLOCK, PROPELLER & TO MAKE WINDING LOOP  
 RUBBER - 1 LOOP OF 1/16" SQUARE 10" LONG TENSIONED.  
 PLASTIC TUBING



'SPOKES' - CUT 16 FROM 1/32" SHEET BALSA

OR USE F.H. OR WILLIAMS BROS. WHEELS.

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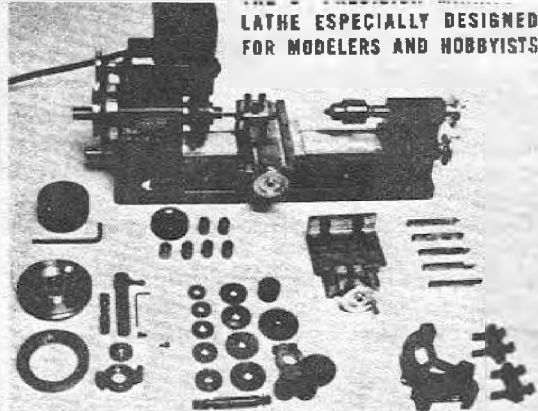
'PEANUT' SCALE  
 SPERRY 'MESSENGER'  
 1976 © A MODELLERS' MONTHLY  
 PLAN.



Graupner

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THE 1/10 SCALE  
LATHE ESPECIALLY DESIGNED  
FOR MODELERS AND HOBBYISTS

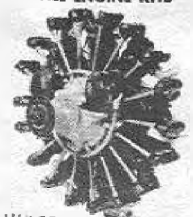


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WRIGHT J5 "WHIRLWIND"



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- Foam stabilizer and rudder with balsa wood covering.
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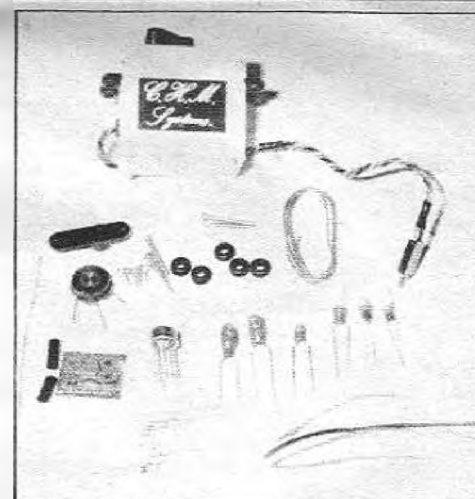
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ELECTRONIC MANUFACTURERS

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- WITH A DIFFERENCE!



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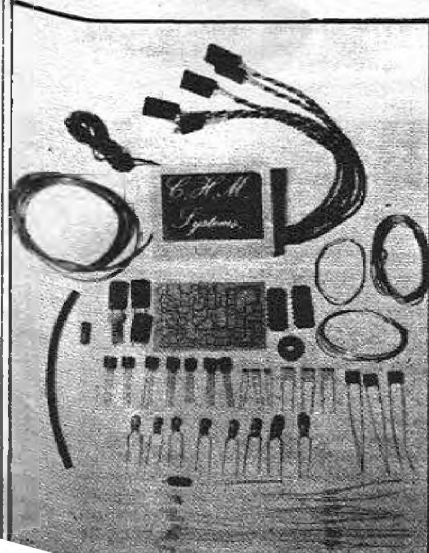
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# TASMANIAN RADIO CONTROL ASSOCIATION.

(Continued from Page 10)

We hear that Owen Badcock is working on a super Sticoly and hopes to have this model ready for the State Championships. If Owen has it completed soon enough to get reasonable practice, he could really make the favourites earn their placings.

## THERMAL SOARING 14/12/75.

Overcast conditions with very little Thermal activity ensured that contestants had to work for their good performances.

The times of the first three place-getters varied by 25 seconds only over three rounds. After reverting back to my trusty Amigo, an ailing elevator servo stopped on 'down' elevator and the model is no more.

Gerald Haley broke through for a well deserved win after being very close on several occasions and Geoff Leverton showed a welcome return to form to place second.

|                               |      |
|-------------------------------|------|
| 1. G. Haley (Thermal Hopper)  | 1009 |
| 2. G. Leverton (Tri Tri)      | 995  |
| 3. B. McKay (Arunta)          | 974  |
| 4. B. Synott (Monterey)       | 835  |
| 5. R. Schofield (O/D)         | 604  |
| 6. G. Wilmot (Amigo)          | 283  |
| 7. W. Harvey (Thermal Hopper) | 177  |

## TASMANIAN STATE CHAMPS

The 1976 State Championships will be held at Richmond, Tas., from 28 February to 1 March 1976.

The programme has not yet been finalised but FAI Pattern will be given precedence due to the importance of this event in relation to the International team.

Pattern Flying will probably commence on Saturday 28 Feb, and if not completed on that day, will continue on 29th. Soaring and pylon racing will be scheduled on 29th and possibly 1st March depending on entries received.

Events to be run are as follows:

1. FAI Pattern.
2. 'B' Pattern
3. Quarter Midget
4. Open Pylon.
5. Thermal Soaring (local rules)
6. Helicopter (subject to entries)

## CONTEST CALENDAR

|              |                               |               |
|--------------|-------------------------------|---------------|
| 15 Feb.      | Thermal Soaring               | Richmond      |
| 17 & 19 Apr. | State Yachting Championships. | Risdon Brook. |

Provided sufficient entries are received, races for RM and RA classes will be conducted.

## PYLON RACING 16/11/75

Ideal weather conditions prevailed on the day and a reasonably good entry assured a fine day's racing.

There were seven entries in Quarter Midget and five in Open Pylon and the keenest racing was probably seen in the larger class. After his fine performances in the Geelong Pylon Races a week earlier Bernard McKay started a hot favourite in both events. However he was eliminated from Quarter Midget

by an unfortunate mid-air collision and his Nationals Entry was a complete write-off.

Bernard was a convincing winner in Open and had his model performing considerably better than on the preceding weekend.

Gavin Hallam had both Quarter Midget and FAI Racers performing well, but obviously needs a lot more practice to become really competitive.

Tony Gray surprised somewhat by performing consistently in open and scored a well deserved second place.

## QUARTER MIDGET

|                |                     |            |
|----------------|---------------------|------------|
| 1. P. Foxton   | Mustang             | Taipan .15 |
| 2. G. Wilmot   | Spirit of St. Louis | Taipan .15 |
| 3. G. Leverton | Cassut              | Taipan .15 |
| 4. G. Hallam   | Mustang             | Taipan .15 |

## OPEN PYLON

|                |             |        |
|----------------|-------------|--------|
| 1. B. McKay    | Mustang     |        |
| 1. B. McKay    | Brigand     | OS 40  |
| 2. A. Gray     | Maneater    | K&B 40 |
| 3. S. Ralph    | Long Midget | K&B 40 |
| 4. G. Anderson | Snark       | K&B 40 |
| 5. G. Hallam   | Maneater    | OS 40  |

## RICHMOND FUN FLY 30/11/75

Contrary to the recent weather pattern, this event was held in ideal weather conditions. As is normally the case, the event was late starting and as a result the programme was severely curtailed.

Junior member Michael Glover surprised all and sundry and particularly himself by emerging a convincing winner and proved that this type of competition should attract the less experienced fliers.

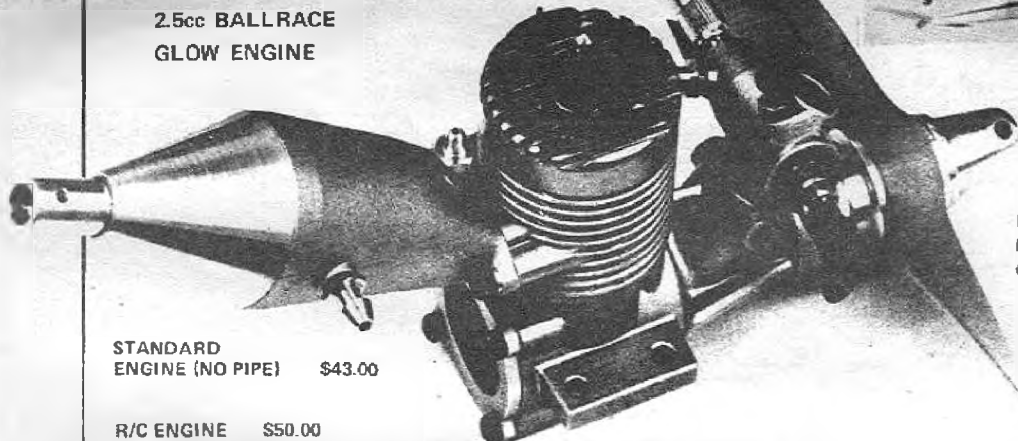
|               |          |           |
|---------------|----------|-----------|
| 1. M. Glover  | O/D      | Enya .45  |
| 2. P. Foxton  | Royal    | Taipan    |
|               | Coachman | 3.5       |
| 3. G. Haley   | O/D      | Merco .61 |
| 4. J. Lindsay | Scamp    | OS .30    |

— Garth Wilmot

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|-------------------|---------|
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**Dave Platt**



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New-Jack Racer 102-E



Sky Line 60



Sky-Trainer

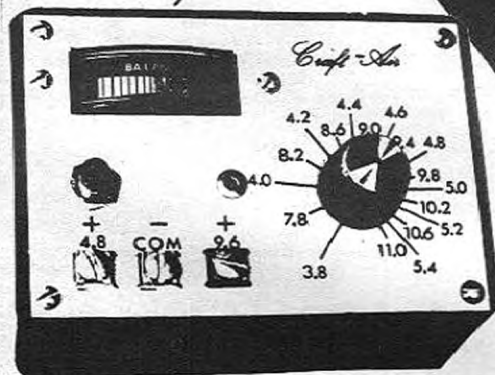


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SOME OF THE IKUTA RANGE WHICH INCLUDES  
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THESE KITS HAVE EVERY PART MACHINE-CUT  
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Expanded Scale Voltmeter

*Windrifter*

Wing Span.....99.3 in.  
Wing Area.....916 sq.in.  
Lifting Surface...1051 sq.in.  
Surface Loading - 5oz./sq.ft.

LEO

WING SPAN.....12 ft., 7 in.  
LENGTH.....6 ft., 4 in.  
ASPECT RATIO.....12 to 1  
WEIGHT (MIN.).....7 lbs.  
WEIGHT (WITH BALLAST)  
.....11 lbs.  
LIFTING SURFACE AREA...  
2,160 sq. in.

MINIMUM SURFACE LOAD-  
ING.....7.5 oz./sq. ft.  
WING LOADING\*.....  
8.5 oz./sq. ft. (Min.)

*Drifter*

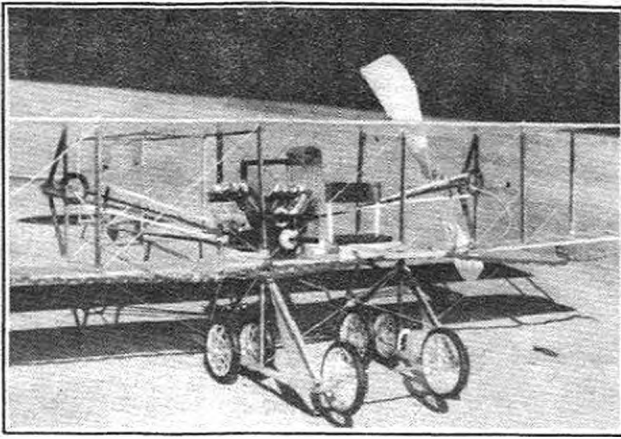
Wing Span.....72 in.  
Wing Area.....480 in.<sup>2</sup>  
Weight.....20 oz.  
Wing Loading.....6 oz./ft.<sup>2</sup>



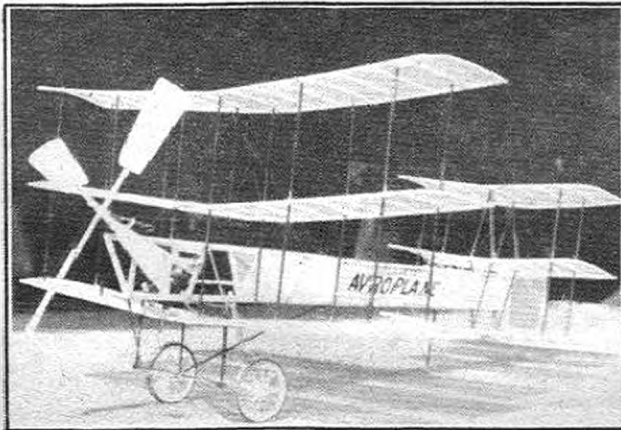
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Suitable for radio-controlled sailplanes weighing more than 35 ounces.

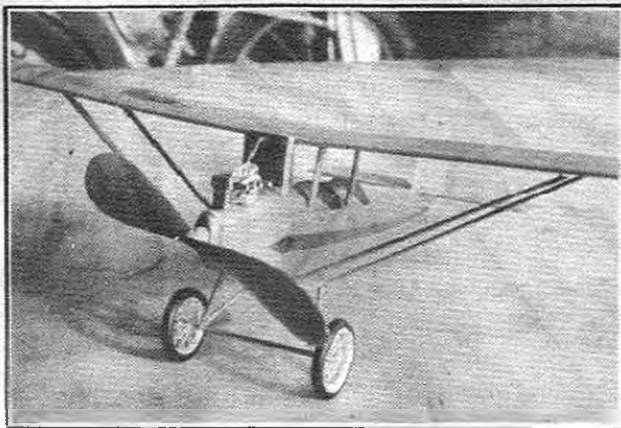
### DELUXE STANDARD CLASS HI-START



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Delightful Avro Triplane with F.H. scale wheels brings back fond memories of 'Those Magnificent Men in their Flying Machines!'



Peck Polymers Pietenpol with F. H. Wheels. Peck Polymers rubber powered kits for Peanut scale are extremely popular world-wide.



The Loening Amphibian showing off those delightful F.H. wheels. Note the clever idea of painting the 'scale' propeller on the 'flying' blade in silver, then painting the rest of the prop black. At first glance looks like the scale prop only.

(More photos on Page 10)



The Editor.  
MODELLERS' MONTHLY.

Dear Sir,

Thank you for your very flattering letter. I am constantly amazed at the widespread popularity of F H Wheels. It is undoubtedly due to the untiring efforts of my many friends, Bill Hannan, Walt Mooney, Bill Northrop, Bob Peck, Fernando Ramos, Art Reiners, Phil Koopman (and I could continue to the end of this page). All good modellers. They must be, because they like my wheels.

An article on commercial wheels? I have several photos of my own models with F H Wheels, and I'm sending them along simply to prove my point. Take each picture and imagine other wheels on the plane and see how it might look.

Examine the silk spoked wheels. Don't just look at them. Take them out of the box and feel the extremely light weight of them. Take a piece of .025" wire as an axle and see how true they spin. Now take both hands and push down on the axle as you roll it across the desk top. You will find that the wire will be permanently deformed before the wheel breaks. If you can imagine pushing down with the same force upon your model, well, I suppose that something in the structure of the model will break before F H Wheels break.

I do not claim that Silk Spoked wheels are perfect, I can see need for improvement, but I do claim that they are lightweight and strong, and will add to the appearance of any vintage class model airplane.

Here are the stainless steel spoked wheels. They are relatively new and I am not in full production yet. They have been field tested, and deficiencies noted for correction. They are very strong; the spokes are hand woven (imagine that) so that each wheel has only one continuous wire comprising the forth spokes. There can be no problem with debonding or pulling loose. At present I am using a spliced tire which I suspect will not be durable. I will replace any spliced tire with a moulded rubber tire as soon as available.

Test these wheels as I described for the silk spoked jobs. You may again be surprised at the tremendous strength-to-weight ratio of these wheels.

Again I do not claim that F H Wheels Stainless Steel Spoked wheels are perfect, but if you read the 'price list' you will see that I will replace any defective wheels, and within time I may be able to improve them.

I would advise photographing the wheels before destructive testing, so that you may publish photos — before and after.

Yours very truly,

F H Hungerford

#### F. H. WIRE-SPOKED WHEELS FOR 'PEANUT SCALES' AND LARGER SCALE MODELS.

We have just received the above letter and photos from F. H. Hungerford in the USA. Mr Hungerford is the manufacturer of F H Wheels, the incredible 'wire' spoked wheels used on 'Peanut Scales' and other ancient scale models.

Mr Hungerford urged us to test the examples he sent us, but it 'goes against the grain' to test to destruction such little jewels of craftsmanship. We have tested moderately, (not to destruction) and can say that the wheels should outlast any model built for them.

F H Wheels are sold in Australia by a few smaller importers, but quantities are now being imported by Superscale Models, 356A Pacific Highway, Lindfield 2070 who will be pleased to supply retailers at wholesale rates. (Dealers' enquiries are invited.)

Make no mistake, F H wheels are not inexpensive!! But, how would you like to MAKE a pair yourself for \$6.00 a pair? It would take me about a week to hand-make a pair. Really, F H Wheels are good value.

The photographs accompanying this article are taken of models built by Mr Hungerford and show what a realistic appearance is gained by the use of 'wire-spoke' wheels.

We found the new stainless steel 'wire spoked wheels' fascinating. Woven from a single strand of wire, the spokes are inserted in rim an 1 centimetre 80 times to complete one wheel! Even the smaller wheels are available in stainless steel wire.

F H Wheels could be used on our plan for the Sperry 'Messenger' (centre pages) and would be vastly superior to any other make or 'home made' spoked wheels.

Also, F H Wheels are available in larger sizes suitable for large rubber models, or control-line or radio models. This fact is not generally known.

(No, F H, we will not test your wheels to destruction! We'd rather use them on suitable models and 'field test' them. Preliminary examination indicates that they will take everything we can dish out, and more. But we appreciate the guarantee of 'replacement if defective'. — Ed.)

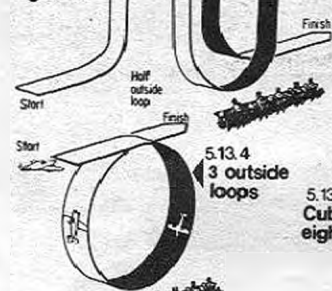
The ever-increasing interest in Peanut Scale should inspire many modellers to try their hands at this delicate sport. There's a lot of fun to be had with one of these odourless, almost silent, inexpensive wee flying machines — why not try one now? The 'Messenger' on our centre pages is only a suggestion. There are many other scale prototypes from which to choose. All you need is a good fuselage length for rubber, and area within a 12 inch span.



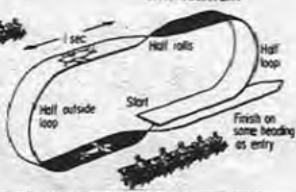
### 5.13.1 Take off



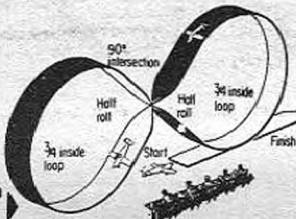
### 5.13.2 Figure M



### 5.13.3 Double Immelman



### 5.13.4 3 outside loops



### 5.13.5 Cuban eight



### 5.13.6 Slow roll



### 5.13.8 Four point roll



### 5.13.9 Straight inverted flight



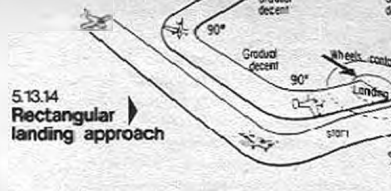
### 5.13.10 Three horizontal roll



### 5.13.11 Horizontal eight



### 5.13.12 Top hat



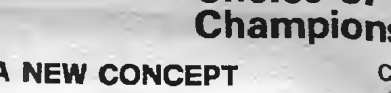
### 5.13.13 Spin three turns



### 5.13.14 Rectangular landing approach



### 5.13.15 Landing



## RADIO CONTROL AEROBATICS PATTERN

### 30th NATIONALS — 1976-77.

After much deliberation, Bunbury has been chosen as the venue for the next Nats. Planning and running a Nats is not just a matter of getting a few intrepid birdmen together for a once in five years flying bash. When you set off for the West you have a 4000+ mile round trip ahead of you. We believe that the week you spend at Bunbury will make the trip worthwhile.

The big news is that this time crossing the Nullarbor will be both quick and easy. The challenge of crossing Australia will be no more. South Australia has finally realised that Australia does continue West of Ceduna and with Commonwealth finance will complete the bitumen road well before you come across. Just follow National Route 1 signs and they will lead you to Bunbury on a bitumen road. How often have you said that you would visit Western Australia when the bitumen went through? Well, it's about to happen and you had best start planning how to fit everything into the car.

You will be coming to a seaside resort, not an inland site, so when all the models are packed, try and find room for your wire, kids, girlfriends, mother, etc., because there are more things to do at Bunbury than just fly.

Flying sites will be good. C/L and most R/C flying will be right in town. F/F is a long way, but the field is big and you can take a dip in the Indian Ocean between flights. Because of the distance problem, we propose to replace night scramble with some sort of social whing-ding.

Events will be held to a minimum, probably 20-22, depending on indications of support from Loxton.

We have an indoor site at the moment which is adequate, but we are looking for a better one.

Again, we await the results from Loxton before making final decisions on all events for the 30th Nats, but the following events will be held.

R/C F3A — Aerobatics  
F3C — FAI Pylon Race  
F4C — FAI R/C Scale  
1/2 Midget Pylon  
FAI Sailplane  
Stand Off Scale

C/L F2A — FAI Speed  
F2B — FAI Stunt  
F2C — FAI Team/Race  
F4B — FAI C/L Scale

Open Combat

F/F FIA — A/2 Sailplane  
FIB — Wakefield  
FIC — FAI Power

Open Power  
H.L. Glider  
1 hr. Scramble.

Other probable events include:

1. Goodyear T/R and/or 2.5 Rat.
2. Open Rat.
3. Indoor (Social Event only with prizes for Open Rubber and Peanut Scale).

At this stage we can think of no other event popular enough to justify its inclusion but please tell us if we are wrong. ACCOMMODATION

In Bunbury it is plentiful and varies from the luxurious Lighthouse Inn to motels, hotels, boarding houses and caravan parks.

Early booking is advised and we will inform all State Associations of arrangements very early in 1976.

We have already arranged motel accommodation at the Lighthouse Inn with any overflow in bookings to go to the Clifton Beach Motel very close by. Both of these establishments are members of the Flag Group of Motels with tariffs being the same as Flag Motels around Australia. Arrangements have been made to provide up to four beds in a double suite to bring down the cost for families and groups. Caravan and camping accommodation is also available. At present pavilion accommodation has yet to be arranged.

There is one problem. You have until October 12, 1976 to book your accommodation. That is the latest we can hold our block bookings. So please book early.

More details on how to book and appropriate deposits will be in our next Bulletin.

We have 12 months' work and worry ahead of us planning a great Nationals for YOU.

All you have to do is decide to come, and start building.

#### PLANNING COMMITTEE:

Dick Gibbs, Fred Adler — and a host of others with opinions.

# KAVAN

## Choice of Champions!

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- 10 oz. Sealite square Klunk tank
- 14 oz. Sealite square Klunk tank

### FILTERS

Take-apart fuel filter

### HINGES

### SNAKES AND KWIKLINKS



### ★Look at these features-

A range of 20 adapters makes the silencer interchangeable on most 29-61 engines.

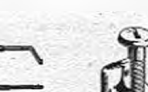
Basic silencer may be used either as venturi or basic expansion type.

Pressure fitting incorporated as standard.



### AILERON HORNS

Screw adjusting  
Differential



### PLUG SPANNER



### NYLON WING FIXING BOLTS

### CONTROL HORNS

Short nylon horn  
Medium nylon horn  
Large nylon horn

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Painted pilot, 1 1/2"



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# TRADE NEWS

## PLASTIC KIT REVIEWS

For once, some new English releases have arrived in Australia about the time the first brief advance reviews are appearing in English magazines now also arriving on the newsstands!

We refer to the new Matchbox models. We have for review, the new large Matchbox Red Series aircraft kits, plus six new medium size kits.

These are, Heinkel He 115 seaplane (long awaited! At last, someone has done it!), Heinkel He 111H, (with three sets of decals), Wellington Mk X complete with authentically moulded geodetic structure showing through the fabric, and the Phantom Mk F-4K; M. These have a recommended retail price of \$3.50, very reasonable for Australia, and excellent value.

The smaller kits are the Junkers Ju 188, Messerschmitt Me 410 A2/U4, Swordfish Mk I/III, Westland Lynx helicopter, Junkers Ju 87 G1/D3 Stuka and at last, for the 'Civil' buffs, (even if it is in RAF 32 Squadron markings — the Hawker Sideley demonstration aircraft civil markings are included too) — an airliner. The HS125



is also in use in Australia by DCA, and others so some may be able to pick up some authentic local markings at the local airport.

All the kits, according to the Lesney's current practice, are 1/72nd scale.

We too are delighted to see that Lesneys seem to read reviews for the He 111 and the He 115 undersurfaces are moulded in blue, thus giving us a chance for a decent light blue undersurface without the need for many coats of paint over the previous dark coloured plastic.

All these kits are of a very high standard and at a recommended retail price of \$1.95 will give the opposition stiff competition. The smaller Matchbox plastic kits well for around \$1.00, also a commendable figure.

HEINKEL He 115.

First, the box. Lesney have concentrated on 'action' box tops and this results in a dynamic presentation. The colour picture by D. Post is a fine collector's item. What a pity Lesney slaps a 'Matchbox' logo across the corner! The picture is worth framing otherwise. Still — the box is sturdy, has a clear plastic window for viewing parts, and has three colour schemes depicted on the back in 4-colours. These are, 1/Kustenfliegergruppe 406, Sorreisa, Tromsø, Norway, February 1942, an unusual off white and dark green (Dunkelgrün) with light blue-green undersurfaces; a machine of 1/Kustenfliegergruppe 706, Aalborg, Denmark, May 1940, and 1/Kustenfliegergruppe 406, Sorreisa, Tromsø, Norway, February 1942, an unusual off white and dark green (Dunkelgrün) with light blue-green undersurfaces.

Finnish Air Force, July 1942. OK, that's the box! Now, the kit! Moulded in three colours, Dark green, Lt green-grey, lighter than RCM-grey O2, and light blue, several shades darker than hellblau 65 (light blue).

Finish is very smooth with the minimum of surface detail. (That means none — not a rivet line — some panel details and that's all). Cockpit detail is sparse, and if anyone has interior shots, a good super-detailing job could be done, especially with the large very clear 'green house' along the fuselage. No instrument panels are provided, and even some made from Plasticard would be an advantage.

Crewmen are well done, with a reclining bomb aimer! Very good! The engines are adequate, and machine guns are finely moulded. Oh yes! How many WW 2 aircraft had fixed ladders from floats to fuselage? Yes, the He 115 was SLOW, but adequate for the duties forced on it.

The decals are delightful and fairly thin. The registration is good, even on the emblem of Kg 706. Trailing edges to flying surfaces can be thinned down a little.

HEINKEL He 111H

Again, the box art is dramatic, a tribute to Mr. Post. This depicts a raid by He 111s of KG-53, 'Legion Condor' who combined with 68 Do 17s to attack oil tanks at Thameshaven. Three colourschemes are given, a machine of KG53, or KG51 'Edelweis' Geschwader, Eastern Front, 1943, or Grupul 5, Rumanian Air Corps, Ukraine, March 1943.

As with the He 115, the undersurfaces are moulded in blue — a praise-worthy advance. Plenty of room for superdetailing, with a bare cockpit floor to fill. (MAP has a plan pack that would supply details). The fuselage windows and those of the gondola are 'filled in' — they can be opened up with a drill and small jewellers' file. Glaze with clear acetate sheet.

This model is an He 111 H-1 apparently, but can be modified to various other versions. The transparencies are clear, and any interior detail would be easily seen.

Trailing edges of flying surfaces seem rather blunt. A little judicious filing and sanding would thin them out nicely.

It appears, from a report in Scale Models, that Lesneys do not use release oils to release the plastic from moulds. They rely on super-polished moulds — with a mirror finish that reflects (sorry!) the care taken in ensuring accuracy. The moulds are as smooth and bright as if they have been chromium plated. Look at the parts — they are as smooth. Again, good value at \$3.50 of thereabouts.

Next announced release will be the B-25 Mitchell in the Red Series, while in the new Blue range of cars, the first four at the Aston-Martin Ulster, Bugatti/59, Porsch 917 and Jaguar SS-100, all in 1/32nd scale.

We will review all these kits in greater depth in our next issue. Time prevents your reviewer from continuing now, but we will have some of

## NEW KIT from Dave Platt



Span 60", Area 950", for .45 thru .60 engines.

## WACO UMF-3

A rash of new offerings including the fabulous Monogram B-17 will keep us busy for months.

BANDAI 1/12th Scale EXCALIBUR SS.

We sampled one of these superb car kits — (around \$20.00 recommended retail) and can recommend them to anyone wishing to make a large detailed veteran car. The range includes an Alfa Romeo and a Bugatti.

Synthetic soft rubber tyres, chrome-plated parts (wire spoked wheels), coiled spring exhausts, fine decals, round off a quality kit. Sounds expensive at \$20.00, but worth the money.

FIJIMI DIORAMAS.

We have a couple of these in for review — they look quite interesting with a base of moulded plastics, several tanks or a gun, figures and various oddments. The scale is 1/35th. The two we have are ONE CUT No. 1,

Above: The Dave Platt Waco kit imported by EK-Logictrol is quite superb. Features huge plastic cowl and spats — very complete.

German Secret Strongpoint — with 88mm Anti tank gun and soldiers, Kubelwagen and sidecar, battlefield base and trees, colour powder and sponge; and ONE CUT No. 4, Operation V-3, with a Tiger II tank, light Praga tank, battlefield base and trees, colour powder and sponge. They sell for around \$4.50 each.

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# TRADE NEWS

(Continued from previous page)

## MINI TRADE REVIEWS

We have just had the opportunity to examine some of the Dave Platt and Ikuta R/C kits now being imported by EK-LOGICTRON (Aust). We will reviewing one of these kits thoroughly over the next few weeks but will provide a brief review here. DAVE PLATT WACO UMF-3 This, along with the Spitfire and Focke Wulf kits can be described as magnificent. We have not assembled one yet, but initial inspection shows beautifully die-cut parts, superb plans by Dave Platt (English scale modeller now resident in USA) (five sheets for the Waco). Fit of parts is very good, and a number of moulded plastic parts (including a massive cowling and large wheel spats) are included. Transfers are, as usual, very good.

Incidentally the transfers are available from hobbyshops at \$3.50 recommended retail price. The Fw 190 transfers are larger and cost \$5.00 recommended retail price. Supplied wholesale from EK-Logictrol.

Quality of wood in the Platt kits seems uniformly good. Accessories are very complete and the kits will be in good demand.

These Japanese R/C kits have one thing in common. All have completely machined parts. All plywood parts are cleanly sawn. All ribs are sawn, all balsa parts machined to shape or as close as practicable to shape. Quality of wood is high and undercarriage parts are supplied ready formed. All fittings except wheels and spinner are

Most kits come in three different sizes for .19s, .40s and .60s. Range includes:

Phenix for .15 and .40 engines (high wing) and for .19 and .40 engines (low wing). This is a sleek mono-wheel, powered glider of elegant proportions.

Sea Hawk — a good looking flying boat for .19, .45, or .60. Sea Hawk twin for two .19s.

Sky Line .15 for .19 and .45, Bonanza for .19 and .45, Bolero for .19, .45, .60, a Biplane semi-scale.

Semi-scale Mustang, Alracobra, Kawasaki Tony, Zero, Oscar, George, Spitfire Mk IX, Corsair, Me 109 and a wild semi-scale twin Dinah for two .19s or two .45s.

There are scales, sports and pattern ships such as the New Jack Racer 102 — top of the line.

Most popular is the Fuji FA-200 Aerosubaru for .19, .45, .60. (See Barry and Ken fly their pair of Subarus.)

These scale kits are a little short on scale accuracy but an enthusiast could do much to bring them closer to accurate outline. For the flyer who wants a semi-scale appearance, they're great.

Prices range from about \$20.00 up to \$80.00 recommended retail prices.

## TIGER ENGINES AND ACCESSORIES

We have just received a new engine on the Australian market. Since Burford and Co have dropped production of cheap plain-bearing engines suitable for beginners, Enya and OS have filled the gap. OS is in reasonable supply. Enyas seem harder to get — not always available.

Now, from Taiwan comes a 2.5cc glo-engine that looks strangely familiar. And so it should!

Tiger bears a strong resemblance to

good as an Enya, performance-wise. It pulls a control-liner formerly Enya-powered, with as much guts. It's flexible to needle adjustments and comes supplied with a glo-plug in the price of an amazing \$19.00 recommended retail.

Interestingly, an Enya R/C Throttle fits the crankcase. We'll try a test as an R/C engine soon.

The Taiwan 'Tiger' has a silencer that is a dead-ringer to Enya. It's only \$3.50 recommended retail price. These engines are available wholesale, from Silent Flight, PO Box Lindfield, NSW. Only a small batch has been imported but we understand that good quantities will be coming in by February-March. Dealers enquiries are invited.

Silent Flight who are electric flight experts also import a quality fuel filter, 'O' ring separated, ultra fine mesh. A 35cc fuel tank for control-line models is good value. It's brass with pressed ends. There's a steerable nosewheel assembly for R/C models, 'J' bolt sets and 40mm rubber wheels for small models. Call or write Silent Flight for details.

## TAIPAN .40

The new Taipan .40 is now available for purchase for the manufacturer. Retailers should contact Burford reps in their States or write direct to the Company. (See our report on the Taipan .40 in this issue).

Gordon Burford & Co., 16 Belfast St., Henley Beach, Sth Aust.

## DAWN TRADING

Dawn Trading Co report that they expect a new shipment of Svenson kits early in the new year. They have been out of stock for some time having sold out late in 1978. Svenson kits come pre-cut with all necessary hardware and are some of the best imported European kits.

## GNAT R/C

Bondi Model Centre still has a few Hawker Siddely Gnat R/C kits available at a special low price.

## EK-LOGICTRON RADIO

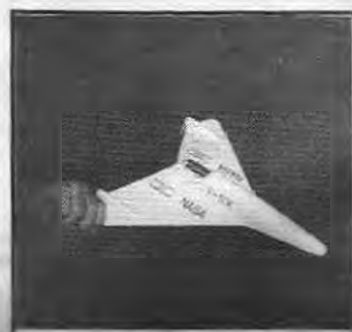
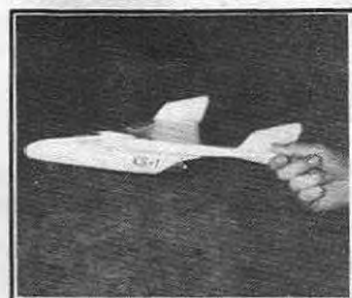
New retailers of EK-LOGICTRON are Superscale Models of 365A Pacific Highway, Lindfield 2070 (around corner in Bent St). Calls are welcome. Service on sets via Superscale is performed by EK-Logictrol (Aust).

## ESTES ROCKETS

We have had the opportunity to examine three Estes Rocket kits. These are different from previous ones we have seen. They are powered with 'COLD POWER' — pressure cans of refrigerant gas that expands many hundreds of times its volume when released to the air. The gas is ducted from the pressure can into the 'rocket' expansion chamber and when ready, is vented to air via a bell mouth venturi. Result is a short sharp flow of rocket exhaust reminiscent of the 'push' from the old 'sparklets' used in carbonated drink syphons.

We built the rocket car and tried it out. The model is a handsome machine indeed and the performance was gratifying. A cloud of gas — and whoosh! — off in a straight line following the guide thread. Our only criticism of these spectacular models is that the gas cans are a mite expensive and seem to run out quickly. However, we certainly recommend them as spectacular and interesting models. The three models will be fully reviewed in a future Modellers' Monthly — along with suggestions for alternative uses for the power plans in free flight aircraft models.

These kits are available from Dawn Trading Co Pty Ltd, 306 Pitt Street, Sydney.



## BOOK REVIEWS

### LOCOMOTIVES OF AUSTRALIA

— Leon Oberg  
A.H. & A.W. Reed Pty Ltd Australia  
Recommended retail price \$12.95  
Casebound, 272 pages, Black and white  
Colour cover.

No modeller wishing to scratch-build Australian locos or even to build a layout with an Australian flavour should be without this glorious piece of loco Australia. Remember the 57s, Garratts, 36's — ? Well they're all here and many more.

Photos galore, detailed text from an author who obviously loves and lives his subject. Even the end papers are fascinating, depicting the engine manufacturers' name plates — names like Bayer, Peacock & Co., Everleigh Works, Clyde, North British Locomotive Company, Glasgow, etc.

We are Garrett enthusiasts (see drawings, this issue) and so we looked them up first. Here, we discovered a weakness in the book for if one does not know the number of the type, one has to hunt through dozens of serials to find the Garratts, — makers' names would have helped — a small point, and one that is fairly easily overcome by flipping through the pages till the familiar shape appears.

The book is arranged in chronological order, so if one is aware of the date of the loco's service in Australia, it is fairly easy to find.

## TRADE NEWS

(Continued)

### SOLE AUSTRALIAN AGENT FOR ZAP APPOINTED

Johnson Products, of 136 Sturt St., Adelaide, SA, have been appointed sole Australian agents for ZAP adhesive by the Chemical Division of Soarcraft Products, California, USA.

ZAP is a one-part cyanoacrylate adhesive which gives a 10-20 second bond in balsa wood and also bonds nylon to wood, metal to wood, etc.

The recommended retail prices for ZAP are 4 oz. (7 gr): \$3.95, 1/2 oz. (14.1 gr): \$6.80. These prices include ZAP joint filler for use on poorly fitting joints.

ZAP supplies are regularly air-freighted from the US to ensure freshness and stocks are available immediately.

Dealer enquiries are invited.

## IKUTA SCALE KITS



supplied.

One weakness is that the plans have notes in Japanese. However, all parts are numbered and construction is simple and easy to follow. One should have no difficulty just following the numbering. It is to be hoped that future kits may have English instructions.

Prices are not excessive for the type of kit and we note that most scale models can be flown control line by the addition of a bellcrank and control horn.

the Enya 2.5cc glo. (Dare we say — a copy?) Well, not quite, the casting is rougher, the name, different. No machined shiny head fins — no chromed needle and spray bar BUT! — inside it is much the same. The head has the similar bushed hole for the glo-plug. And, lo and behold, Enya parts interchange easily!

We're quite taken by the Taiwan Tiger — it has good compression, it starts easily and runs well. Future

## NATIONALS RESULTS

(Continued from Page 2)

CONTROL LINE REPORT &  
RAT RACE RESULTS

Wow, what a day, High entry, very high standards of contestants, very high sunburn rate, a few collisions and plenty of blown motors — 2 in senior, 2 in junior. One suspected blown rod in the finals of senior, and a few blown tempers as best models were made into sawdust in a very good junior event.

|                        |     |
|------------------------|-----|
| 1. Debney/Tandy?       | 395 |
| 2. Pellow/-            | 330 |
| 3. Nugent/Nicholls     | 242 |
| 4. Oomen               | 312 |
| 5. Dislers/Peilschmidt | 301 |
| 6. Daroch              | 249 |
| 7. Lavery              | 219 |
| 8. Rebecchi            | 201 |
| 9. Newbown/Cummins     | 191 |
| 10. S. Peilschmidt     | 185 |
| 11. Wilson/Jeffery     | 184 |
| 12. DeWil              |     |
| 12. Owen/Owen          | 125 |
| 13. DeWilde            | 79  |
| 14. Hancock            | DNF |
| 15. Kipling            | DNF |
| 16. Jenkinson          | DNF |

Senior Rat had its worries when pitman Colquhoun collapsed with stomach problems and was dispatched to hospital by ambulance. Shortly after another pitman had a severe hit on the knee and received treatment on the grounds. The pace continued on in a very high standard until the stage was set for a spectacular final and that's just how it happened. Wilson/Kidd blew a motor at 238 laps and the fight was on. Pilot Vella flew until he was exhausted and he and model splattered. Whipping saw takes its toll.

## RAT RACE RESULTS

|                         |           |
|-------------------------|-----------|
| 1. Wilson/Vella         | 424 (457) |
| 2. Boughton/Herron      | 401 (450) |
| 3. Wilson/Kidd          | 238 (477) |
| 4. Collins/Stivey       | (447)     |
| 5. Sweetman/Christoff   | (435)     |
| 6. Adler/Turna          | (424)     |
| 7. Dillon/Dillon        | (423)     |
| 8. Thompson/            | (419)     |
| 9. Siegmund/Hancock     | (418)     |
| 10. Debney/Ross         | (390)     |
| 11. Nugent/Nicholls     | (383)     |
| 12. Rowney/Benkesser    | (364)     |
| 13. Dislers/Peilschmidt | (363)     |
| 14. Pellow/Pellow       | (356)     |
| 15. Waterbeemd/         | (328)     |
| Houstein                |           |
| 16. Templer/McDougall   | (322)     |
| 17. Jardine             | (320)     |
| 18. Evans/McCulloch     | (313)     |
| 19. Eatts/James         | (277)     |
| 20. Newbown/Cummins     | (251)     |
| 21. Cooke/Bourne        | (225)     |
| 22. Holmes/Nugent       | (224)     |
| 23. Jeffery/Jeffery     | (158)     |
| 24. Schurmer/           | (154)     |
| 25. Townsend/           | (180)     |
| 26. S. Peilschmidt      | 169 —     |
| 27. Squire              | 156 —     |
| 28. Patsky/Patsky       | 153 —     |
| 29. Daroch              | 150 —     |
| 30. Owen/Owen           | 88 —      |

All in all a very hard but enjoyable day for the lot of us — flyers, pitmen and officials. Our only complaint, the pavilion wasn't close enough and when we did get the drinks they were too small.

— Dan Hanley.

## FAI STUNT

|                   |      |
|-------------------|------|
| 1. D. Harlow      | 3144 |
| 2. D. Turner      | 3134 |
| 3. W. Williams    | 3097 |
| 4. J. Tidey       | 3078 |
| 5. R. Towell      | 3062 |
| 6. N. Carlos      | 3020 |
| 7. P. White       | 3019 |
| 8. R. Ogle        | 2969 |
| 9. H. Hanna       | 2932 |
| 10. B. Hoffman    | 2875 |
| 11. B. Hampton    | 2825 |
| 12. S. Mitchell   | 2820 |
| 13. M. Cavan      | 2808 |
| 14. L. Hall       | 2805 |
| 15. T. Georgiadis | 2704 |

## SPEED

Speed was an eventful affair. The record changed places four times in as many moments it seemed, with first Julius Reichardt, then Andy Kerr, then Reichardt, then finally Andy Kerr cracked that magical 190mph mark with cheers and applause by all. Julius Reichardt seemed doomed not to get his as minor problems plagued him until the six o'clock deadline saw him fire his last salvo for the competition. During the competition most people were plagued by plug problems, and pen bladder fuel tanks which did not like the hot day burst. As the day got hotter more and more fell by the wayside.

FAI winner, Mike Cooke's model spattered, leaving just enough to be processed. It flew like a dream but landed like a brick at the wrong moment, a sorry event as it went well until then.

— Dan Hanley.

## RESULTS

## COMBINED SPEED .29 CLASS.

|                               |       |       |
|-------------------------------|-------|-------|
| 1. B. Treagus                 | 11.11 | 11.11 |
| 2. I. Vodopivec               | 11.18 |       |
| 3. A. Kerr                    | 11.56 |       |
| 4. L. Buck                    | 11.89 |       |
| 5. D. Baird                   |       |       |
| 6. D. Burke/L. Buck           |       |       |
| 7. D. Smith                   |       |       |
| 8. D. Boughton                |       |       |
| 9. P. Waterbeemd/ R. Houstain |       |       |

## SPEED .60 CLASS

|                     |       |           |
|---------------------|-------|-----------|
| 1. A. Kerr          | 9.44  | 190.61mph |
| 2. J. Reichardt     | 9.58  |           |
| 3. L. Buck          | 9.96  |           |
| 4. D. Burke/L. Buck | 14.32 |           |
| 5. L. Armour        | 15.50 |           |
| 6. R. Hiern         |       |           |
| 7. B. Patsky        |       |           |
| 8. D. Fowler        |       |           |

## FAI SPEED

|                  |       |
|------------------|-------|
| 1. M. Cook       | 17.46 |
| 2. R. Niern      | 18.32 |
| 3. I. Vodopivec  | 18.45 |
| 4. D. Fowler     | 20.40 |
| 5. D. Burke      | 20.45 |
| 6. B. Treagus    |       |
| 7. L. Buck       |       |
| 8. B. Patsky     |       |
| 9. P. Waterbeemd |       |
| 10. D. Lawler    |       |

## F.A.I. SCALE

A glorious event for all to see. Two four-engined aircraft, one high wing, one shoulder wing and a petite little .049 powered Bristol Monoplane. The standard of the event was very, very good. Monty Tyrrell was plagued with Gremlins, but when you build B17Fs, what can you expect. They are notorious for gremlins. The joy of the day was when Max Newnham flew his Lancaster. What to say about this? I find it too hard to put into words, it was that good! Ray Ogle's Spitfire flew well, but perhaps I would surprise you when I say my hat was raised to

Jeffrey did a wingover with it, people gasped and prayed, then Bert Ronke did did high jinks to prove that a high wing is easy to fly. Well, I seem to have said little about so much, but you can't keep up with that sort of joy and be expected to remember.

— Dan Hanley.

RESULTS  
C/L SCALE FLYING POINTS

|               |      |
|---------------|------|
| Max Newnham   | 1444 |
| Bert Ronke    | 1188 |
| Monty Tyrrell | 837  |
| N. Jeffery    | 712  |
| R. Ogle       | 692  |

OPEN POWER 21 Entries  
9 Flew

|                 |      |
|-----------------|------|
| 1. W. East      | 791  |
| 2. M. Pettigrew | 785  |
| 3. R. Summersby | 681  |
| 4. A. Holmes    | 651  |
| 5. J. Borrill   | 644* |
| 6. R. Nyberg    | 503  |
| 7. H. Blackburn | 362  |
| 8. H. Gostello  | 313  |
| 9. P. Edwards   | 118  |

\* This result subject to protest. If protest is passed J. Borrill moves to 1st place.

NIGHT SCRAMBLE — 40 entries  
26 Flew.

Take one dark night, 150 cars, 500 odd spectators plus 26 entries with assorted helpers, retrievers, timekeepers and give them one hour in which to commit utter mayhem and you have *Night Shambles*. After the first five minutes of carnage, things began to settle down. Those who took great delight in trying to eliminate spectators were left to their own devices while some competitors' models zeroed in on Ron Bird's night light set-up amidst scattering of officials, with the result that one official used a folding chair as a head cover.

Eventual winner of this mad event was none other than Noel Harding, using a model that first flew at the Archerfield Nats (1954?) In an interview afterwards, Noel said the reason for success was due to his retriever, Graham Sullivan.

— I. Hurlem.

|                         |         |
|-------------------------|---------|
| 1. N. Harding           | 778 pts |
| 2. W. Williams          | 737     |
| 3. Ivor F.              | 722     |
| 4. R. Bird              | 698     |
| 5. G. Owen              | 630     |
| 6. D. Maslowicz         | 526     |
| 7. J. Owen              | 501     |
| 8. D. Nugent/ D. Holmes | 400     |
| 9. R. Summersby         | 357     |
| 10. R. Towell           | 341     |
| 11. M. Gillot           | 330     |
| 12. K. Harvey           | 303     |
| 13. K. Armstrong        | 261     |
| 14. M. Owen             | 249     |
| 15. C. Jeffery          | 227     |
| 16. T. Fisher           | 179     |
| 17. T. Stowe            | 127     |
| 18. K. Jardine          | 120     |
| 19. J. McFall           | 98      |
| 20. G. Wright           | 87      |
| 21. D. Harlow           | 61      |
| 22. P. Roberts          | 25      |
| 23. T. Georgiadis       | 15      |
| 24. K. Kean             | 0       |

WAKEFIELD — 14 Entries  
11 Flew

Again another excellent contest. Wind speed started at around 10 mph and dropped to 2 mph by the end of the contest. A. Edwards set the ball rolling and by Round 3 led the event and despite falling down (figuratively) in two rounds, had a sufficient margin to win. While Allen competed by himself, the real struggle

Pete Smith and Paul Van Leuvan. Dave and Pete began using the mylar strip with consistency over the last three rounds while Paul suffered from the loss of his tail plane. A lousy fifth flight allowed Barry Winter (Vic) to move into fourth place by 3 seconds, but bombed out in his last two rounds, leaving Paul 45 seconds to get to gain 4th place.

I. Hurlem.

## OPEN POWER &amp; WAKEFIELD

Despite the low number of flyers in Open Power, the high standard of competition was maintained. It was unfortunate that the rules as they now read in the rules book quite clearly go against what has been accepted practice for years. However, we have undertaken to run these Nationals as nearly as humanly possible to the rules book and had to dismiss the protest which held up the publication of results. Until we have a postal amendment to the current rules, a flyer in Open Power must leave himself at least 5 of the 35 seconds allowable total engine time for the last flight or else whatever his final flight motor run, his score will be recorded as an over-run (i.e. total exceeding 35 seconds). This situation dropped John Borrill from first place back to fifth.

Bill East earned a well deserved win with a good effort all morning. Mike Pettigrew with screaming climbs came in second with Roy Summersby third.

Wakefield was an extremely well fought out contest (so what's new!) Eleven of the 14 entrants flew. Wind (9.6 mph) early and cold air gave way to calm air with bounding thermals in later rounds (2.4 mph wind speed in Round 7). After a stopwatch and timekeeper malfunction or two, we went completely by the Rules book with two timekeepers to a model. Paul Van Leuvan had a bad run of luck after seeming in good position early.

## INDOOR HAND LAUNCHED

GLIDER — 33 Entries  
20 Flew

|                  |      |
|------------------|------|
| 1. H. Blackburn  | 26.4 |
| 2. T. Prosser    | 24.9 |
| 3. M. Scott      | 23.5 |
| 4. A. Edwards    | 22.4 |
| 5. C. Southwell  | 21.8 |
| 6. B. Healy      | 19.1 |
| 7. J. McFall     | 19.0 |
| 8. M. Sitar      | 17.5 |
| 9. P. Lloyd      | 17.2 |
| 10. P. Twiss     | 17.0 |
| 11. P. Warburton | 16.0 |
| 12. J. Owen      | 15.8 |
| 13. M. Starick   | 14.7 |
| 14. K. Owen      | 14.0 |
| 15. P. Edwards   | 12.5 |
| 16. I. White     | 11.5 |
| 17. M. Owen      | 11.0 |
| 18. T. Jeted     | 10.8 |
| 19. R. Bird      | 10.0 |
| 20. G. Owen      | 5.6  |

## FAI POWER

There were nineteen entries but only 7 people flew. A calm day at last, some drift up in the light path, but winds below 5 mph at eye level all morning. Seems FAI Power is maintaining its reputation of being a demanding championship event as many of those who didn't fly were having trouble trimming out their models.

Despite the low entry we had more of an 'end of round' rush in the first two rounds than for either of the glider events and a couple of people missed out on flights.

Also, despite the low entry, the contest was extremely well fought out with planes changing right down the line



## NATIONALS RESULTS

(Continued from Page 3)

first place between John Borrill and Mike Pettigrew saw Mike gain a 9 sec. lead in round five when John dropped from max or near max scores; both then maxing out to the end to maintain the 9 second break. John maintained pressure on Mike by flying first in round 7 for a max — Mike starting on one occasion then changing his mind as the windsock hung straight down. Finally the moment was right and an arrow-like climb into a boomer put Mike on the way to his max. Meanwhile Alan Edwards, with some overrun problems and long chases to get back for second attempts had dropped in some low scores and Bert Holmes with increasingly consistent good flights had come up to take 3rd place. Again, the final outcome depended on the last flight.

Thanks again, fellas — let's hope for a few more flyers in Open Power.

## RESULTS

## F.A.I. POWER

|                      |      |
|----------------------|------|
| 1. M. Pettigrew VFFS | 1206 |
| 2. J. Borrill NSW    | 1197 |
| 3. B. Holmes, NSW    | 901  |
| 4. A. Edwards, NSW   | 839  |
| 5. D. Kennedy proxy  |      |
| A. Cooper            | 777  |
| 6. B. East, NSW      | 696  |
| 7. A. Brown          | 65   |

## C/L GOODYEAR RACING

Can things get better is the question?

Everyone in this event co-operated to the limit to make this event the smoothest yet. Times ranged from fair to good, and as the equipment list from today shows, from Taipan to MVVS and Rossi, and props ranged from glass to Taipans — straight and modified.

Richard Tapp kept the line checks to perfection with no delay in time. Timekeepers made very few blurs so it turned into a dream to run and to watch. The finals had a few sad stories. First problem was when Rowney/Benkesser lost a tailplane and did not finish, going well until then. Next was

Adler/Turna who had a sticky cutout and broke a leadout trying to make it shut off; did not finish, but very happy with third place. Poor old WA! Two teams in final, two teams out when it was anyone's race. It was then on to the cheering in of the winning team of Liddicut/Georgiadis. Theo, all smiles, shook hands with all the finalists.

Where else would you see this type of sportsmanship. Well, tomorrow — Dan Hurley.

## GOODYEAR RESULTS

— 32 Entries — 26 Flew.

|                         |              |
|-------------------------|--------------|
| 1. Liddicut/Georgiadis  | 9.32.1       |
| 2. Dillon/Dillon        | 10.16.8      |
| 3. Adler/Turna          | 128 laps DNF |
| 4. Rowney/Benkesser     | 40 laps DNF  |
| 5. Roberts/Wilson       |              |
| 6. Lee/Holland          |              |
| 7. Holmes/Nugent        |              |
| 8. Owen/Owen Snr        |              |
| 9. Steele/Coombs        |              |
| 10. Dislers/Peilschmidt |              |
| 11. Gilbert/Williams    |              |
| 12. Cummins/Newbown     |              |
| 13. Nugent/Nicholls     |              |
| 14. Oomen/Townsend      |              |
| 15. Jeffery/Jeffery     |              |
| 16. Shurmer/Rule        |              |
| 17. Stivey/Collins      |              |
| 18. Owen/Owen Jnr       |              |
| 19. Rule/Shurmer        |              |
| 20. Miles/Smith         |              |
| 21. Waterbeemd/Houstein |              |
| 22. Jenkinson/Jenkinson |              |
| 23. Squire/Sweetman     |              |
| 23. Burke/Warburton     |              |
| 23. Herron/Boughton     |              |
| 23. Thompson/Edmonds.   |              |

## A/1 SAILPLANE RESULTS

|                 |     |
|-----------------|-----|
| 1. R. Summersby | 552 |
| 2. D. Tongway   | 528 |
| 3. P. Smith     | 498 |
| 4. C. Parkes    | 469 |
| 5. B. Hammond   | 452 |
| 6. B. Healy     | 434 |
| 7. J. Tidey     | 429 |
| 8. P. Twiss     | 424 |
| 9. H. Gostelow  | 420 |
| 10. V. Lacy     | 417 |
| 11. P. Lloyd    | 405 |
| 12. R. Bird     | 394 |
| 13. P. Mitchell | 393 |
| 14. C. Barkley  | 381 |

|                 |     |
|-----------------|-----|
| 15. A. Holmes   | 346 |
| 16. M. O'Reilly | 321 |
| 17. J. Borrill  | 312 |
| 18. W. East     | 291 |
| 19. C. Jeffrey  | 282 |
| 20. G. Holmes   | 252 |
| 21. L. Gadsden  | 215 |
| 22. T. Stowe    | 209 |
| 23. G. Grantham | 10  |
| 24. R. Nyberg   | 9   |
| 25. P. Drayton  | 0   |
| 26. D. Lacy     | 519 |

(Disqualified — model under weight).

JUNIOR OPEN SAILPLANE  
— 10 Entries, 6 Flew)

|               |     |
|---------------|-----|
| 1. G. Holmes  | 601 |
| 2. T. Cooper  | 472 |
| 3. E. Garay   | 448 |
| 4. G. Wilson  | 330 |
| 5. P. Edwards | 308 |
| 6. E. Holland | 303 |

## A/1 SAILPLANE REPORT

Again, many thanks to the flyers and particularly the timekeepers who enabled a smooth contest. Cool and breezy throughout, thermals were scarce early and a near 100 second flight in round one was good. Wind speeds (average over one minute and measured accurately with an anemometer) stayed in the 8-9 mph range through rounds 3, 4, and 5. Most flyers were still towing UP wind although some found the breeze a bit tricky. With only five rounds and maxes only 120 seconds, a bad flight or two were much harder to pick up and the winners were in the running throughout the contest.

Sadly Dave Lacy found his model to be underweight after placing third (and so was disqualified) with a model which has been processed before and found overweight, a lesson from which we can all learn — models can dry out over the years — scales can be inaccurate.

Good to see the juniors out in Open Sailplane with some great competitors coming along.

— T. Harden

## AEROBATICS RESULTS

EXPERT TOTAL

|                       |       |
|-----------------------|-------|
| R. Artiss             | 6730  |
| E. Rivett             | 6265  |
| B. Carpenter          | 4605  |
| S. Green              | 1995  |
| J. Lysaght            | 9695  |
| B. Angus              | 8815  |
| B. Green              | 9160  |
| A. Matthews-Frederick | 4145  |
| I. Kristianson        | 12660 |
| D. Saxby              | 3870  |
| J. McGrane            | 6925  |
| G. Ward               | 4525  |
| T. Prosser            | 9825  |
| G. Hede               | 3950  |
| B. McFarlane          | 3965  |
| B. Hurst              | 8990  |
| J. Tracy              | 11560 |
| M. Eastwood           | 6045  |
| J. Gadsden            | 2435  |

## NOVICE

|               |      |
|---------------|------|
| E. Rivett     | 6265 |
| R. Fisher     | 4735 |
| P. Koch       | 7290 |
| R. Shoebridge | 2145 |
| J. West       | 4910 |
| M. Conboy     | 5715 |
| G. Hennig     | 3700 |
| W. Rath       | 1450 |
| G. Manwaring  | 3740 |
| L. Davis      | 2840 |
| M. Gillot     | 105  |
| L. Lauder     | 3385 |
| R. Maxwell    | 2210 |
| J. Torany     | 1875 |
| J. Hughan     | 3440 |
| M. Caesar     | 5055 |
| N. Morrish    | 5310 |
| T. Laidler    | 2845 |
| J. Gadsden    | 2435 |

## WAKEFIELD RESULTS

— 14 Entries, 11 Flew.

|                 |      |
|-----------------|------|
| 1. A. Edwards   | 1134 |
| 2. D. Tongway   | 1059 |
| 3. P. Smith     | 1032 |
| 4. P. Vanleuvan | 777  |
| 5. B. Winter    | 757  |
| 6. A. Cooper    | 664  |
| 7. M. Sittar    | 640  |
| 8. A. Holmes    | 561  |
| 9. C. Barclay   | 511  |
| 10. R. Allamby  | 113  |
| 11. P. Twiss    | 0    |

## GOODYEAR EQUIPMENT

| TEAM                | STATE           | MODEL               | ENGINE      | PROP                 | REFUELLING EQUIP. |
|---------------------|-----------------|---------------------|-------------|----------------------|-------------------|
| Squire/Sweetman     | Vic             | Pitts Special       | TBR5        | 7-4 1/2 TF           | Pressure          |
| Herron/Boughton     | Vic.            | Cassutt             | TaipanD     | 7-7 GF               | Squeeze Bottle    |
| Lee/Holland         | NSW             | Argander            | G20/15      | Potter7-7 1/2 GF     | Squeeze Bottle    |
| Burke/Warburton     | SA              | Shoestrang          | Rossi FI    | Taipan 7-6           | Squeeze Bottle    |
| Steele/Coombs       | SA              | Cassett             | Taipan S    | Taipan6-1/8-6MOS     | Squeeze Bottle    |
| Owen/Owen           | NSW             | Buster 20           | G20/15      | Taipan8-6cut7 1/4    | Squeeze Bottle    |
| Roberts/Wilson      | Vic             | Argander            | G15         | Bartel 16-5/8-6      | Squeeze Bottle    |
| Dislers/Peilschmidt | SA              | Booram              | Cox 15 SP   | Taipan 6 1/4-6       | Squeeze Bottle    |
| Jenkinson/Jenkinson | Vic             | Pitts Special       | Taipan S    | Taipan7-6cut6 1/2    | Squeeze Bottle    |
| Miles/Smith         | NSW             | Bonzo               | G20/15      | Taipan 7-6           | Squeeze Bottle    |
| Dillon/Dillon       | Qld             | Miss San Bernardino | G15         | Graupner 7-6         | Squeeze Bottle    |
| Cummins/Newbown     | No information. |                     |             |                      |                   |
| Rowney/Benkesser    | WA              | Cosmic Wind         | G20/15      | Bartel 7-7 1/4       | Squeeze Bottle    |
| Liddicut/Georgiadis | Vic             | Rustic 20           | G15         | Taipan7x6mod         | Squeeze Bottle    |
| Thompson/Edmonds    | Vic             | Argander            | TBR         | Taipan7x4            | Squeeze Bottle    |
| Holmes/Nugent       | Vic             | Miss San Bernardino | MVVS        | Don 6 1/4x7 1/4      | Squeeze Bottle    |
| Stivey/Collins      | WA              | Cassutt             | Rossi RV(N) | Bartel Tornado       | Squeeze Bottle    |
|                     |                 |                     |             | 6x7 trimmed to 5 1/4 |                   |
| Jeffery/Jeffery     | Vic             | Little Gen          | STG 15      | Taipan 7 x 4         | Squeeze Bottle    |
| Oomen/Townsend      | NSW             | Booray              | Taipan 15.8 | Taipan 6 1/2x6       | Squeeze bottle    |
| Owen/Owen           | NSW             | Buster 20           | G20/15      | Taipan 8x6cut7 1/4   | Squeeze Bottle    |
| Waterbeemd/Houstein | ACT             | La Jolita           | Rossi N     | T/Flite 7 x 6        | Squeeze Bottle    |
|                     |                 |                     |             | nylon.               |                   |
| Gilbert/Williams    | NSW             | Argander            | Taipan      | Taipan 8 x 6cut      | Squeeze Bottle    |
|                     |                 |                     | Blackhead   | 7 x 5                |                   |
| Adler/Turna         | WA              | Owl Racer           | G20/15      | Bartel 7 x 7 1/4     | Squeeze Bottle    |
| Rule/Shurmer        | NSW             | Miss San Bernardino | G20/15      | Taipan 7 x 6         | Squeeze Bottle    |
| Nugent/Nicholls     | Vic             | Argander            | PAW         | TopFlite7x5wood      | Squeeze Bottle    |

## FAI MICRO FILM

— 9 Entries  
7 Flew

## RESULTS

|                   |       |
|-------------------|-------|
| 1. B. Feistead    | 14.28 |
| 2. D. Tongway     | 11:33 |
| 3. T. Prosser     | 6.58  |
| 4. H. Tongway     | 6.06  |
| 5. E. Holland Jnr | 3.30  |

The attraction of the many stand-off scale ships provided an excellent backdrop for some of the best Indoor flying seen for some time. Helen Tongway having had her reserve model broken in transit, set the pace with her one and only flight of six minutes. (In fact this is the first time that Helen has ever built or flown microfilm). This model was unfortunately destroyed after passing between the wall and the ceiling overhang. Helen's husband Dave, who finished second overall to Boyd, could not better his wife's time in any of his six flights.

Boyd Feistead deserved to win this event and the highest accolade was paid to him with the applause for two magnificent flights from the large crowd that had gathered to watch. Tom Prosser, after slaving over a hot transmitter at the 1/4 Midget event, produced sufficient time with his tissue ship to

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