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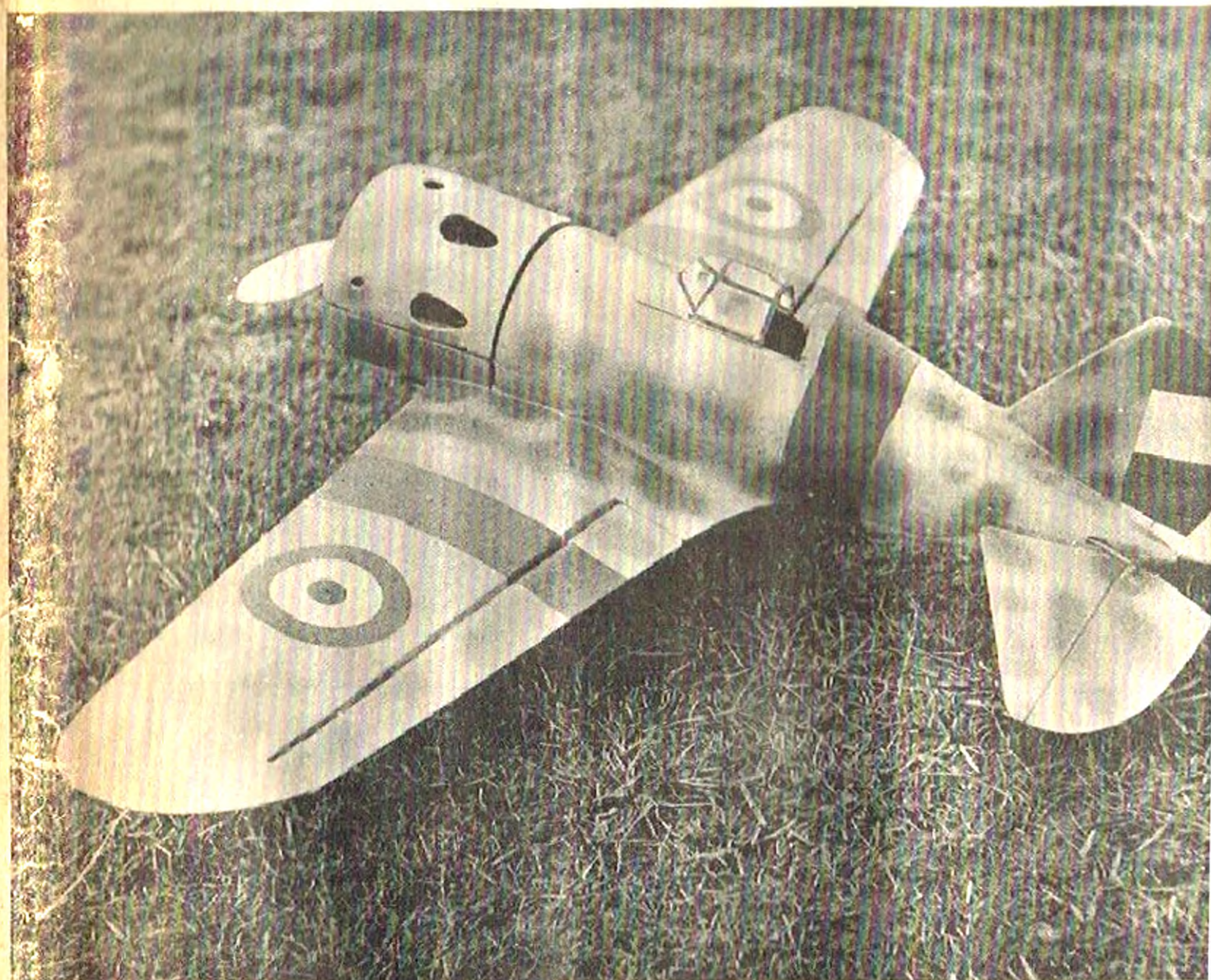
AUSTRALIAN & NEW ZEALAND MODELLERS' MONTHLY .40¢*

RECOMMENDED MAXIMUM AUSTRALIAN RETAIL PRICE

Vol 2 No7

JULY 1975

OFFICIAL ORGAN OF THE MODEL BOAT CLUB OF NSW



Tony Johnson's semi-scale sport-stunt RATA fighter in Spanish War colours. Plans for this and a fully developed stunt-scale will appear in a future issue of Modellers' Monthly.

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PLANS FOR 'DOODLER' R/C TRAINER

'TOPSY' BIPLANE SPORT

TAMWORTH FUN-FLY AND TRADE SHOW

MODELLERS MONTHLY

AUSTRALIAN AND NEW ZEALAND MODELLING

VOLUME 2

No 7

AUSTRALIAN AND NEW ZEALAND MODELLERS' MONTHLY

JULY 1975

SUCCESSFUL FUN-FLY & TRADE SHOW



By KEN GRIFFITHS

Photos: B.D. LARKEY

After several days of high winds and cold bleak conditions, the weekend started out with light gusty winds but with plenty of sunshine.

The R/C sailplane competition was started at about 11.00 am with twenty-eight entries competing for valuable prizes donated by the Trade as well as some very unusual sources.

Round one began with some very good times recorded. Only one max was recorded by Ken Burke but accuracy in flight played an important part in the final scores, particularly the landings with some excellent displays close to the ground. A notable example of this was by Eric Bilby who was seen doing consecutive loops with his Cumulus close to the ground in order to lose height.

An unusual model appeared in the form of Bill Milgate's 'ply-fly'; this consisted of a rolled plywood fuselage and conventional built-up wings and tail plane resulting in a light but strong construction. Bill was unfortunate in not finding good thermals and on one occasion his model came off the tow too soon; he informs me that this was a prototype and others under construction appear most promising.

Round one was completed with Ken Burke leading with 360 points, followed by Eric Bilby with 353, those loops obviously not losing him height fast enough, Eric's model landing seven seconds over six mins. In third place was Cyril Langridge with 346 points.

Round two began with the weather improving somewhat, not that many contestants had the time to worry about it, having settled down to serious flying. Scores were again high with most competitors recording scores in the upper 200's and 300's, again accuracy playing an important part. Ken still held the lead with 795 having gained 100 point bonus for spot landing. Eric held second with 658 points and Dave Frederick of Qld was 3rd with 648.

After two rounds only three contestants had withdrawn, two from accidents on the tow and the third from apparent radio failure.

First place seemed assured for Ken after he again recorded a good score in Round three; second place was in the balance right to the end with Eric being last to fly but the Queenslanders were hotly fighting over third place with John Tidy with his A.S.W.17 putting in his five cents worth. Places were:

Ken Burke, NSW	1101
Eric Bilby, Vic	1022
Dave Frederick, Qld	905

I'm sure you'll agree a Nationals-type result.

The sailplane event was also contested as a team event with the best three scores from each state to count as the team results and hence state representatives. These were:

NSW	QLD	
K. Burke	1101	D. Frederick
J. Tidy	763	C. Langridge
B. Mooney	705	R. de Chastel
Totals	2569	2523

A very close result but one with which I feel sure that everybody was happy.

I've been informed that those competitors in the sailplane event who wish a complete breakdown of scores for 'League of Silent Flight' purposes can obtain a copy by sending a stamped self-addressed envelope to Ken Griffiths, 26 Kurrawan Street, Tamworth.

FAI PATTERN

With 'Sailplane' completed there was time enough for one round of FAI pattern. Because of the number of entries in pattern and the limited time available it was decided to run a shortened pattern for rounds one and two with the full pattern being flown by the best seven fliers from these rounds. Fifteen competitors flew in Round one, all completing their flight with the exception of John Tidy. Scores were close with some of Australia's best fliers competing, notably Ron de Chastel, Barry Angus and Tom Prosser not to mention names that will be appearing prominently in future events.

Left to Right: Brian Tracey, second in R/C Stand Off Scale, Barry Bowerman, 3rd, John Marquette awarding prizes and Maurie Dick, 1st (Modellers' Monthly prize, OS 35 R/C).

Ron must have been feeling good that day beating Barry by a small margin, 3285 points compared with 3265 with Tom Prosser on third with 2985.

Good to see the number of fliers competing with these big names for the sake of gaining experience.

Sunday morning began with a thick blanket of fog covering the city which tended to keep the fliers in bed longer than expected. The fog cleared quickly leaving a beautiful sky and a good day for competition. You city folks note it was FOG and not SMOG.

John Tidy was first to fly with his Lanier Midget to complete round one but while attempting his three consecutive loops he hit the ground only feet from the judges.

Three contestants withdrew from round two and the top three scored well again. Results were Ron 6545, Barry with a new motor not yet run in, 6185 and Tom 6040.

A break from pattern was taken at this time and Stand Off Scale contestants were asked to prepare their models. Seven entries were received with almost as many more withdrawing for lack of documentation.

Models entered included Peter Hiscoc's HS Gnat (built by John Timmins), Graeme Hunter's Spitfire as well as many more outstanding models. A condition of entry imposed by the Tamworth club was that no entry had placed in any contest, a debatable condition but the club stuck to their decision. Another condition was that the model had to be built by the flier, thus the Gnat could not comply.

A very nice looking model was Helmut Schwarzer's Fokker D VII. Helmut has only been flying for a short time, but he's a promising modeller.

Final results were: Maurie Dick, first with his magnificent Piper Cub with a Ross twin up front recording 188 points, second with his Sopwith Pup was Brian Tracy with

169 points and Barry Bowerman third, with his Piper Cub on 168 points. A really tough job for the judges. Maurie's model looked very impressive in the air with an almost unreal flying speed but with a wing span of nine feet a real show stealer. Maurie's static score was very good but his motor cut out while doing a low pass over the field. Brian Tracey was very unfortunate after the scale event. While doing a bit of fun flying there was a frequency clash, causing Brian's model to dive in shortly after take-off.

The final and full round of pattern was flown next with excellent flying being demonstrated. Ron still proved to be in top form recording 4855 with Barry on 4825 and Tom with 4515. The wind had strengthened slightly in time for round three and kept everyone on their toes.

Final results were:

Ron de Chastel	11400
Barry Angus	11010
Tom Prosser	10555

Pattern was also a team event but members of each team had to be named prior to the event. The NSW team was T. Prosser, John Marquette Jnr and D. Everett. Qld team was Ron de Chastel, D. Frederick and B. Carpenter. Team scores were:

NSW	QLD
10555	11400
9750	9155
6480	9740

— resulting in Queensland winning comfortably. Well done Queensland!

With the afternoon progressing it was decided to hold the helicopter event and leave Monday free for fun flying. Of the expected eleven original contestants, three did not arrive and three withdrew. This caused a problem as the main sponsors for that event had

TAMWORTH FUN-FLY AND TRADE SHOW (Cont'd)

agreed to sponsor it knowing that at least ten entries had been received. However it was decided to go ahead with the five contestants. A beautiful silver cup had been donated by Rex Aviation in conjunction with Hughes Helicopters, Los Angeles, USA.

With a stiff breeze and three very brave and nimble judges, Peter Mikkelsen was first to fly with an excellent display of model helicopter flying. Bill Lampe was next with his Ohlsson & Rice powered Hughes 300 followed by Cyril Langridge. Unfortunately he had damaged his rotor head in an earlier demonstration, but was loaned a model by Alan Riordon. Although he's only been flying helicopters for one year, Alan gave a very impressive demonstration. Ron de Chastel's Micro-Mold Lark was flown next and for the size of the model gave a very lively demonstration. I'm sure everyone will agree with me here, especially the judges.

The competition called for fliers to take off, hover over the take-off point for ten seconds, fly a circular course, pause over the take-off point, and then move forward through a gate and land. Two rounds were flown with Bill Lampe leading with 116 pts over Peter Mikkelsen on 114 after the first round. The second round saw Peter take the lead with 216 points over Bill on 214 and Cyril Langridge on 153 (Cyril was flying Alan's model).

Rex/Hughes donated the trophy on condition that it be contested for annually. It is a magnificent trophy and certain to cause strong competition. Rex/Hughes are to be commended for taking such an interest in model helicopters, it is a pity that other outside interests do not show as much interest in the hobby as you do.

Monday was also a good flying day with everyone in good spirits. The first novelty event consisted of take-off, one loop, one immelman and landing over a limbo bar, each contestant being timed from roll off. Times ranged from 29 seconds to 85 seconds with contestants flying anything from Ugly Sticks to Super Stars and even biges. With 15 entries it took a while for some of them to realise that they did not have the time to climb out and fly a rectangular pattern before attempting the loop. Of course the idea was to attempt the loop immediately after take-off. It was obvious Ken Burke had given the matter some thought. He flew his loop immediately after take-off, followed by the immelman. This put him almost over the field heading downwind and all he had to do was cut his motor losing height rapidly in a 180 degree turn, aim for the limbo bar at almost zero feet, gun the motor to get over the bar, chop the motor and almost stall the model onto the field. Second place went to Barry Bowerman with 32.5 seconds flying an Aeromaster Bipe and Tom Prosser placed third with 34 seconds with a Super Star.

Even with the limbo poles set about 40 feet apart, no limbo event would be complete without somebody cutting the tape. Somebody had to go one better though. Two fliers managed to cut a limbo bar - one inch diameter dowel. Bad luck fellows - next time we'll use thicker dowels!!

The final event held was a spins contest. Ten entries were received and the event was won by Bob Carpenter with 25 spins followed by Tom Prosser with 24 and Dave Frederick third with 22.

The trade display organised by the Tamworth club was a big drawcard with many people coming specially to see it. Almost \$30,000 worth of modelling equipment was on display, including several items not generally known to be available in Australia.

The display was held indoors during the evenings with refreshments available, making a congenial atmosphere. Kraft Systems put on an outstanding display with most of their range on display, including partly assembled servos, receivers and a display model showing basic control functions in a model aircraft. Kraft also made good use of a video system provided by Tamworth club, showing a film of the Kraft manufacturing plant in Geelong. All exhibitors were supplied with pegboard panels for display purposes and trestle tables, there being plenty of room for all. Many new friends were made and old acquaintances renewed.

Seems to be a large number of imported kits available, a sure indication of increased demand.

Sunday night was prize giving time for already completed events. Ron de Chastel awarded the team sailplane award to NSW - a plaque made by Tamworth club plus engraved Parker pens to each team member.

John Marquette then presented the remaining prizes. A kit donated by Aeroflyte was awarded to the youngest competitor. This turned out to be young Bill Lampe. As a surprise addition to the prize list he was also presented with a 3-channel Kraft brick system by Barry Angus.

RESULTS

KENMORE TROPHY - SAILPLANE

Solo Results - 28 Contestants.

1. Ken Burke 1101 pts
2. Eric Burke 1022
3. Dave Frederick 905

TAMWORTH CLUB AWARD - Sailplane

- Team Results
1. NSW K. Burke 1101 pts
 - J. Tidey 763
 - B. Mooney 705
 - Total 2569

2. QLD D. Frederick 908
- Cyril Langridge 889
- R. de Chastel 726
- Total 2523

TAMAIR TROPHY - PATTERN

Solo Results - 15 Contestants

1. R. de Chastel 11400 pts
2. B. Angus 11010
3. T. Prosser 10555

TAMWORTH CLUB TROPHY - Pattern

Team results

1. QLD R. de Chastel 11400 pts
- D. Frederick 9155
- B. Carpenter 9740
- Total 30295
2. NSW T. Prosser 10555
- J. Marquette 9750
- D. Everett 6480

'MODELLERS' MONTHLY AWARD

STAND OFF SCALE - 8 Contestants

1. M. Dick, Piper Cub 188 pts
2. B. Tracey, Sopwith Pup 169
3. B. Bowerman, Piper Cub 168

REX/HUGHES CUP

Helicopter - 5 Contestants

1. P. Mikkelsen
2. B. Lampe
3. C. Langridge

AERO-FLYTE AWARD

Novelty Event - 15 Contestants

1. K. Burke, Ugly Stick 29.0 secs
2. B. Bowerman, Aeromaster Bipe 32.5
3. T. Prosser, Super Star 34.0

RON de CHASTEL AWARD

Spins Contest - 10 Contestants

1. B. Carpenter 25 spins
2. T. Prosser 24
3. D. Frederick 22

TAMWORTH CLUB AWARD -

BEST PRANG AWARD

Dave Frederick for his 22 spins (2 packs of epoxy!!!!)

To John Tidey - pair of towels to wipe his eyes after near fatal prang (Dickens & Carey)

FUTABA Donation: Sterling Gazariator to John Tidey

KRAFT Club Prize: Super Kaos: Cess

Stedman (result of draw)

KRAFT/AEROFLYTE: Youngest competitor award: Bill Lampe

FASTEST JUDGE IN THE NORTH: Pair of Towels (Dickens & Carey) won by Barry Angus for his running during Helicopter Event.

PRIZE LIST

SAILPLANE

1. Kenmore: Exacto tool kit
2. Greenacre: Plastic film covering
3. Quinn & Burke: One Gal. Castor oil

PATTERN

1. Tachair: Mini-motor
2. Bondi Models: D.S. Motor
3. Quinn & Burke: One Gal. Castor oil

STAND OFF SCALE

1. Modellers' Monthly: D.S. Motor
2. Dawn Trading: Sterling Gazariator
3. Quinn & Burke: One Gal. Castor oil

HELICOPTER

1. Rex/Hughes Silver Perennial Cup & Selley's goodies
2. Bostik Packs Bostik 5 min Epoxy
3. Quinn & Burke One Gal. Castor oil

NOVELTY

1. Aero-flyte Gemini kit
2. Quinn & Burke One Gal. Castor oil

SPINS

1. Ron de Chastel Beautiful framed Painting

BEST PRANG

Tamworth Club award and Epoxy

WINNING TEAM REPRESENTATIVES

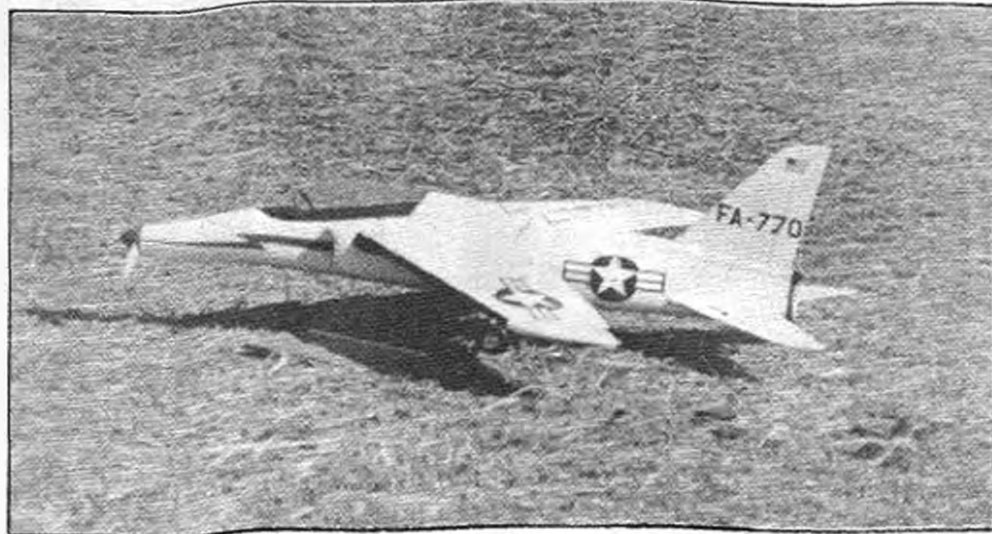
Engraved silver ballpoint pens.

PATTERN JUDGES: Packs of Epoxy

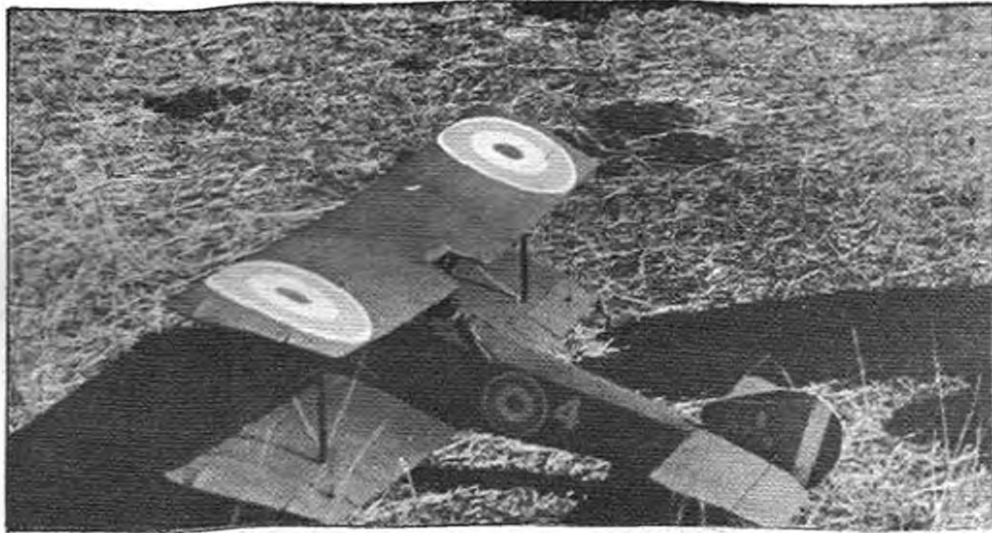
ALL CONTESTANTS: A Pewter Mug from Tamworth Club and a pot of Testors Dope by Dawn Trading Co.

THANKS TO ALL SPONSORS from TAMWORTH.

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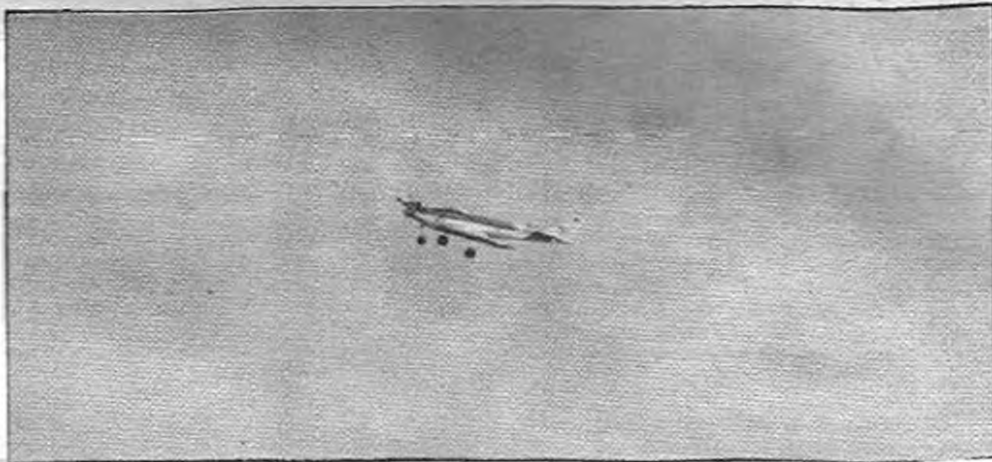
Peter Hiscoe's H.S. 'Gnat' at the Tamworth Fun-Fly and Trade Show. Model built by John Timmins, flies well, lands fast.



B. Tracey's ill-fated Sopwith Pup, took Second Place in Stand Off Scale.



Maurice Dick's 9 ft span Rex Twin powered Piper Cub took First Place in Stand Off Scale.



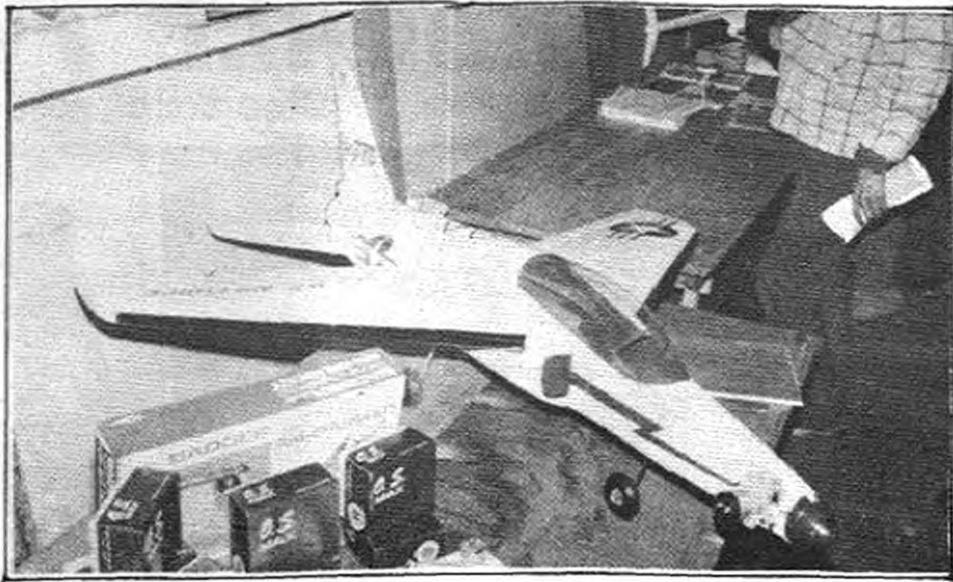
One of the entrants in the Pattern R/C competing at the Tamworth Fun-Fly.



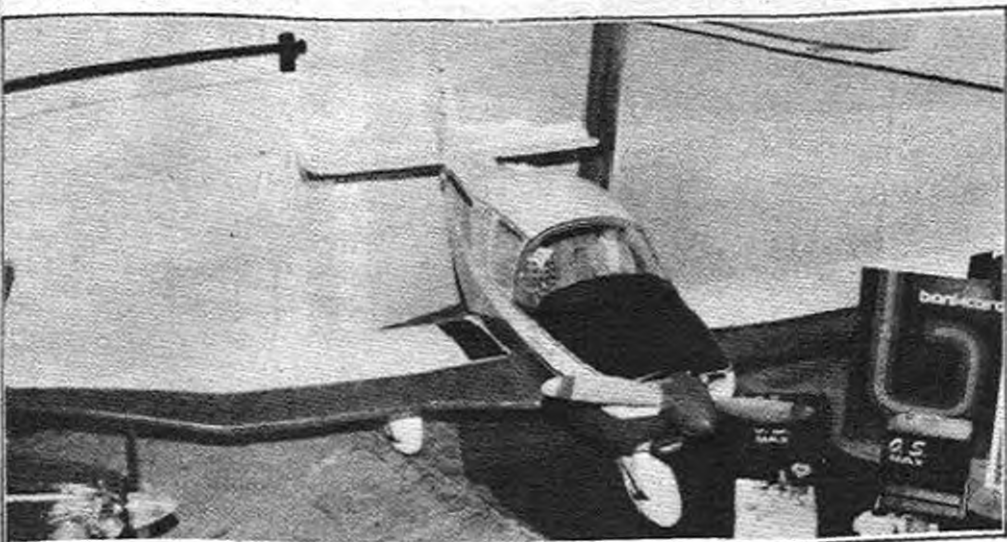
One of the helicopter entrants hovering above ground.



Part of Bondi Model Centre's display with Svenson R/C kits and models



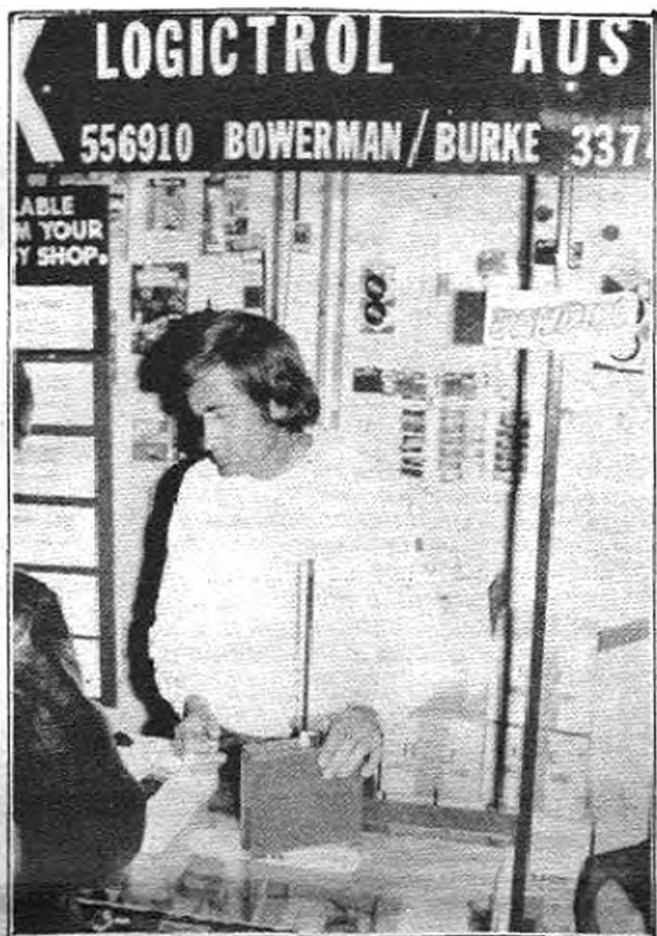
The Cambria H.S. 'Gnat' from Bondi Model Centre in unusual markings of US Air Force. Model flew at Fun-Fly.



Beautiful Jodel Regent built by John Timmins from Svenson kit.



Part of the Competition Engines display showing their large range of Du Bro accessories, R/C kits etc.

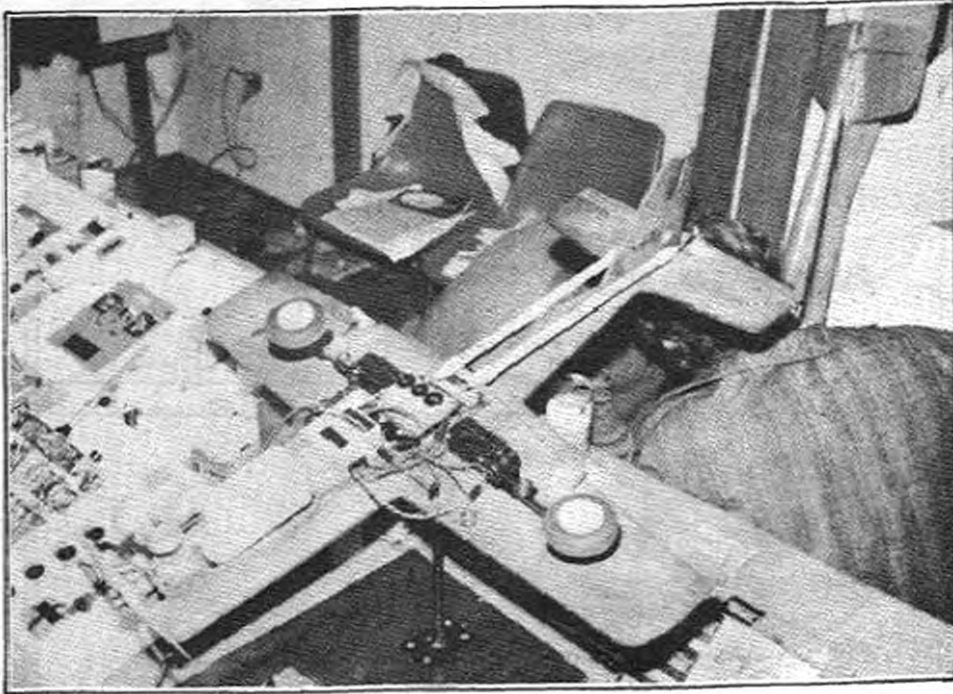
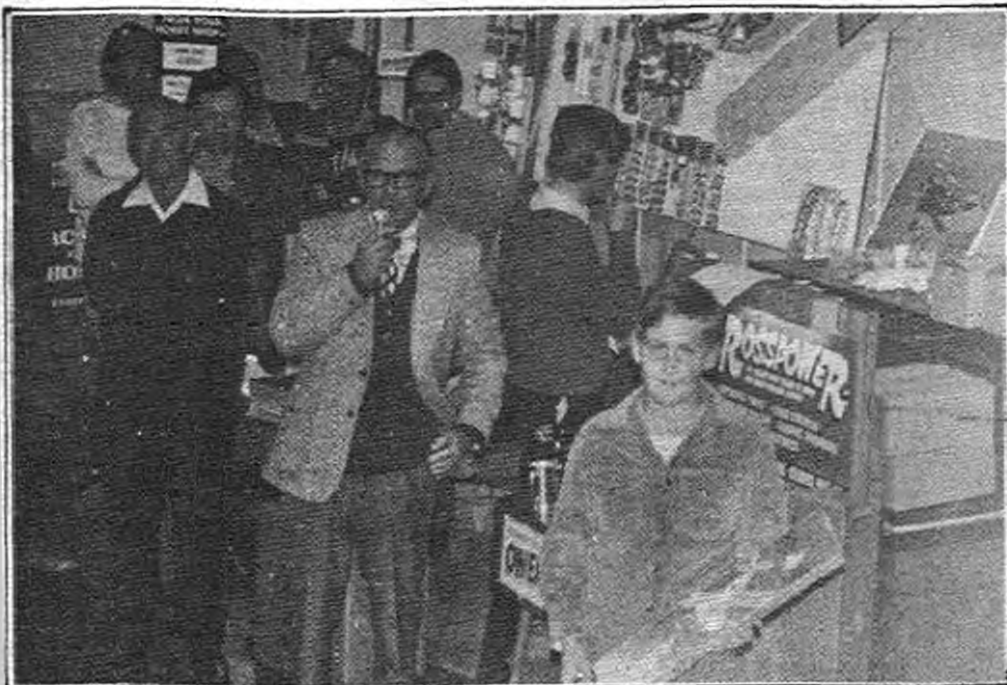


The EK-Logictrol stand was kept busy answering questions and demonstrating equipment.

David Owen describes Rosspower — These Rolls-Royce of engines available from Owen Engines. Maurie Dick used a Ross Twin to win Stand Off Scale.



The Kraft 'demonstrator' shows how it works. This is an admirable way to demonstrate to newcomers to the hobby how the controls work.



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HASAGAWA

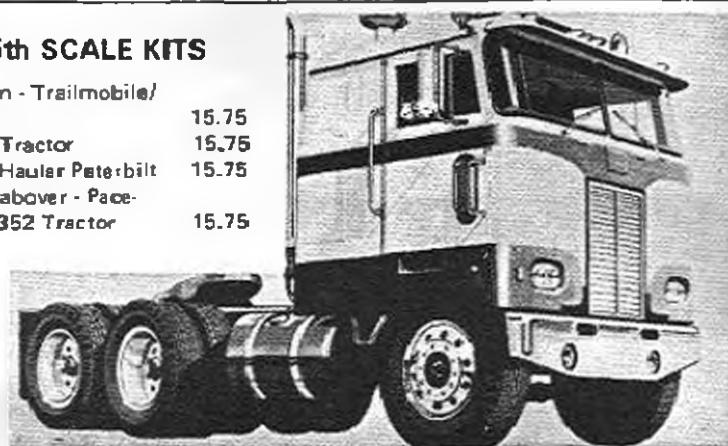
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Editorial



IT COULDN'T BE BETTER SAID!

GUEST EDITORIAL

(From the Editor of Free Flight Down Under)

The Camden Nats will go down in the Aeromodelling History Book as the beginning of a new era for all Australian aeromodellers.

The title of Watergate bestowed upon the 74-75 Nats is somewhat unjustified in light of the facts behind obtaining Camden Airport as the site. The many half-hearted complaints should be dismissed and only the overall effects considered. John Marquette's persistent effort in convincing the Department of Transport that the Aeromodellers of Australia as a taxpaying group have the right to use some of the facilities of the Australian people, paid off handsomely. In the future it is expected that the Department of Transport will be more sympathetic to our cause. In fact John's efforts coupled with the on-going efforts of Gordon Burford should provide an aeromodelling future for us all.

Certainly there were many restrictions imposed with the use of Camden, particularly for the Free Flyers, such as the very early morning starts (quite dark on some mornings) and the wind shifts which made retrieving and recovery difficult at times. These restrictions due to the conditions of use laid down by the Dept. were not all that bad, and only the nearsighted could really complain. The free flight events perhaps could have been spread a little better, and it is hoped this will happen at the next Nats. Round times were intended to be fixed throughout the day, however, they were amended after weather forecasts supplied by Camden tower were considered. We were always in contact with the tower, and the men of the Dept did an excellent job of advising us at all times. Co-operation between us and the tower despite the restrictions provided an adverse incident free Nats.

Two interesting developments in free flight during the Nats were the acceptance of the Free Flight Sub-Committee by the Nats Conference Delegates, and the introduction of the first ever Symposium on Australian aeromodelling.

The Free Flight Committee (made up of delegates from several States) formulated several proposals which were accepted at the Conference and they now lead the way for better co-operation between the MAAA and the States on free flight issues.

Among the issues decided was the Committee being given the green light to organise the Trans Tasman Contest. Several fine points still have to be worked out but in essence the next Trans Tasman will be held on the Easter weekend 1976 and that the team trials will comprise the following contests:

1974 Nats
1975 State Champs (each State)
1975 Centralised Trial (decided between some states) NSW & Vic — Deniliquin 25, 26, 27 April.
1975 Nats (SA)
1976 Centralised Trial (to be held prior T. T.)
Entry fee to remain at \$6.00
Selection method still to be finalised but in all probability will be a % system which eliminates any weather variations.

EDITORIAL

The Editor is pleased to include the above Guest Editorial and we heartily agree with the comments of the writer. Frequently our officials receive criticism and condemnation and it is nice to see a few bouquets instead of brickbats.

While on that theme the Editor apologises to Mr Gordon Burford for our recent editorial comment on the lack of Federal funding for our sportmen when competing overseas. We suggested that modellers should contact their local parliamentarian to lobby for some action by the Government Department handling such matters. We now would advise against this, since we have been given to understand that negotiations on behalf of the MAAA are proceeding very satisfactorily and an announcement will be made shortly concerning this matter. We look forward to being able to publish some good news in our next issue. In some defence, we should mention that in the past we have not been kept fully informed of such matters which are of considerable importance to our readers and thanks to recent discussions, expect to provide regular MAAA bulletins and news straight from the horse's mouth (no offence, Gordon!).

This issue of Modellers' Monthly is

time forwards. It makes a great deal of difference when a full time staff is available to produce two magazines. This issue is an enlarged issue (the largest yet) with twenty-four pages. A number of these are advertising pages and indicate the support which we are now beginning to receive from advertisers. The rest of the paper contains the usual articles. Barry Craven's report on the Model Boat Club of NSW and the Australian Model Power Boat Association (AMPBA) have been held over to the August issue when we expect to devote considerable space in a special section devoted to boating.

On the boating scene we note with considerable interest that a Sequoia 'Manta', owned by Andrew Young, has unofficially broken the Australian 100c Naviga triangle record. His time was 17.2 secs. with an OPS .60 speed engine. With a little more practice he will probably better 15 seconds.

THE EDITOR.

**WE REGRET TO HEAR
OF THE DEATH OF
RON NEVILLE,
POPULAR WELL-KNOWN
AUSTRALIAN MODELLER.
RON WAS KILLED
RECENTLY IN A ROAD
ACCIDENT.**

**THE EDITOR AND
STAFF EXTEND THEIR
DEEPEST SYMPATHY TO
RON'S FAMILY ON THEIR
SAD LOSS.**

The Scale Model Aircraft Society JUNIOR SCALE

SUNDAY 28th SEPTEMBER

(POSTPONED FROM MAY BECAUSE OF STRONG WINDS)

Club Fly-ins only for Scale Society Members

Scale Fly-ins for N.S.W.A.A. members with Scale Models

and club members with Scale Models only.

FLYING FIELD 4½ miles SOUTH OF ST. MARYS ON THE LUDDENHAM RD

THE SCALE MODEL AIRCRAFT SOCIETY 1975-76 CALENDAR

RADIO CONTROL-LINE FREE FLIGHT

JULY Sunday 27 Scale Fly-In
AUGUST Sunday 24th Club Fly-In
SEPTEMBER Sunday 28th Scale Fly-In
OCTOBER Sunday 26th Club Fly-In
NOVEMBER Sunday 23rd Scale Fly-In
DECEMBER NATIONALS — Loxton, South Australia.
1976
JANUARY 25th-28th Metropolitan Scale Competition
FEBRUARY Sunday 22nd Club Fly-In
MARCH Sunday 28th Scale Fly-In.

VICTORIAN CONTROL-LINE STATE CHAMPIONSHIPS 1975

FAI TEAM RACE (7 Entries)
1. Kidd/Wilson 10.38.7
2. Boughton/Harron 10.47.5
3. Thornton/James — ran in at 197.

FAI SPEED (4 Entries)
1. B. Treagus 125.87 mph
2. R. Hiern 102.89 mph
No other time recorded.

JNR FAI COMBAT (4 Entries)
1. G. Sweetnam
2. G. Pellow
3. R. Nicholls

SNR FAI COMBAT (18 Entries)
1. D. Harlow
2. G. Wilson
3. G. Neville

OPEN COMBAT (7 Entries)
1. G. Turna (WA)
2. G. Bourne (Vic)
3. G. Wilson (Vic)

SCALE RACING — GOODYEAR (14 entries)
1. Liddicut/Simmons 9.00.0
2. Boughton/Harron 10.44.0
3. Roberts/Wilson 11.15.1

COMBINED SPEED (4 Entries)
1. M. Cook: 98.4% of 29 speed rec.
2. A. Keiller: 94.5% of 60 speed rec.
3. B. Treagus: 90.4% of 15 speed rec.

FAI AEROBATICS (12 Entries)
1. P. White 6642 points
2. D. Harlow 6625 points
3. E.L. Hall 6460 points

JNR 2.5 RAT RACE (6 Entries)
1. D. Chandler 280 laps
2. Sweetnam/Pellow 245 laps
3. R. Nicholls 8 laps

SNR 2.5 RAT RACE (19 Entries)
1. Sweetnam/Debnay 394 laps
2. Wilson/Kidd 389 laps
3. Roberts/Hiern 294 laps

OPEN RAT RACE (6 Entries)
1. Cook/Bourne 177 laps
2. Neville/Rose 57 laps
3. Roberts/Hiern 51 laps

%A & CLASS 2 TEAM RACES
CANCELLED DUE TO INSUFFICIENT
ENTRIES.

SUMMARY OF AUSTRALIAN STUNT DESIGNS COMPILED BY THEO GEORGIADIS & WARREN WILLIAMS

COMPETITOR	STATE	MODEL	Wt Ozs	WING AREA Sq. Ins.	SPAN Ins.	MOTOR	PROP	FUEL	LINE (FT) LENGTH
P. White	Vic	'Atlantis' Orig.	63	750	63	Enya 45	11-6 T/F Wood	3 : 1 + 7% Nitro	65
D. Harlow	Vic	'Scorpio' Orig.	56	750	62	Fox 40	10-6 Tornado Nylon	4 : 1 + 6%	65
P. Roberts	Vic	'Classic' Orig.	57	650	58½	Enya 45	11-5 T/F Wood	3.5 : 1 + 5%	65
B. Hampton	Qld	Original	48	630	57½	Enya 45	11-5 T/F Wood	3 : 1	68
D. Hanna	NSW	Original	48	625	55	Merco 35	11-5 T/F Wood	4 : 1 + 10%	65
R. Ogle	NSW	Modified	55	610	56	Enya 45	11-5 T/F Wood	4 : 1	65
R. Walter	Qld	'Stampe Monitor' Semi-scale	49	625	55½	Merco 35	10½-5 T/F Wood	4 : 1 + 5%	65
D. Harvison	NSW	'Typhoon' Orig.	43	600	48	Fox 35	11-5 K/K Nylon	4 : 1 + 2%	60
D. Harvison Jr	NSW	Nobler	43	560	52	Merco 35	10-5 T/F Wood	4 : 1 + 2%	59
R. White	NSW	Modified	41	620	54	Fox 35	10-6 T/F Wood	2½ : 1 + 10%	58
V. Mitchell	Vic	Chipmunk Mod. 'Novi'	52	615	54	Fox 40	11-6 Tornado Nylon	4 : 1 + 4%	64
W. Williams	NSW	Windwagon	50	644	57	Merco 35	10-6 T/F Wood	3 : 1 + 5%	58
B. Hoffmann	NSW	Windwagon	46	644	57	Merco 35	10-5 T/F Wood	4 : 1 + 10%	60
P. Turner	NSW	Orig.	47	553	60	Fox 40	11-5 T/F Wood	3 : 1	60
R. Towell	NSW	'Windwedge'							
R. Towell	NSW	Orig. Superbone	53	660	60	Fox 40	Cut down 11-5 'Custom R/C'	3½ : 1 + 12%	67
E. Hall	WA	Supermaster	63	670	55	Merco 35	11-5 T/F Wood	4 : 1 + 3%	60
P. Smith	ACT	Orig. 'Sleeper'	42	670	59	Vaco 35	10-5 T/F Wood	4 : 1	70
M. Cavan	NSW	Supermaster	44	670	55½	Merco 35	10-5 T/F Wood	4 : 1	60
T. Georgiadis	Vic	Orig.	55	734	62½	Fox 40	11-5 T/F Wood	3½ : 1 + 8%	62
S. Mitchell	Vic	'Challenger' Orig.	58	750	62	Fox 40	11-6 Tornado Nylon	78/22 + 5%	65
J. Tidey	NSW	Super-Roo							
C. Jeffery	Vic	Windwagon	46	644	57	Merco 35	11-5 T/F Wood	4 : 1 + 10%	63
N. Jeffery	Vic	Original	48	740	52	OS 35S	10-6 Tornado Nylon	3 : 1 + 7½%	58
R. Hiern	Vic	Orig.	54	670	53½	Merco 35	10-6 Tornado Nylon	3 : 1 + 6%	62
S. Sherlock	WA	Woodpecker Original by Dave Cambell	54	650	55	ST G21/40	10-5 Graupner nitro. 2%	3½ : 1 + 6%	65
B. de Chastel	Qld	Mod. 'Nobler'	44	580	50	OS 35S	10-5 T/F Wood	70/20 + 10%	64
M. Scott	SA	'Stilleto'	48	610	54	OS 35S	10-6 Tornado Nylon	4 : 1 + 5%	60
N. Carlos	NSW	Super Chipmunk	45	575	54	Fox 35	10-5 cut down to 10-5 T/F wood	80/30 + 10%	60

TRADE NEWS

NEW FROG 1/72nd SCALE PLASTICS

Just arrived in Australia and not yet reviewed, we can announce the Frog plastic kits in 1/72nd scale. These are:
 F.408, Javelin FAW, All weather fighter.
 F.232 Thunderbolt P 47D F/B.
 F.237 Spitfire Mk 8/9 F/B.
 F.235 Dornier 325 Night F/trainer.
 F.232 Thunderbolt P-47 F/B.
 F.205 Dornier Do.17Z-2 Medium B.
 Re-Release
 Vickers Vimy (England-Australia version - Alcock & Vickers Vimy (RAF Version)

NEW YACHTING WINCH

Silvertone is into yachting in a big way. Both Bob Young and Bill Oliver are sailing 'M Class' boats down at Scarborough Park Lake. Sure is relaxing after those 100 mph pattern ships and hairy scale models. Silvertone R & D section are currently working on a proportional winch to plug straight into your receiver. Two prototypes are running in boats so production won't be far off. We propose selling an R/C outfit for yachts complete with winch steering servo and Batt packs. Price to be announced.
 Sailboats are becoming more popular these days. With the new Keelkraft kits of 'M Class' boats soon to be marketed, more people will be sailing. These boat kits will be available soon and are complete with all fittings, sails etc.

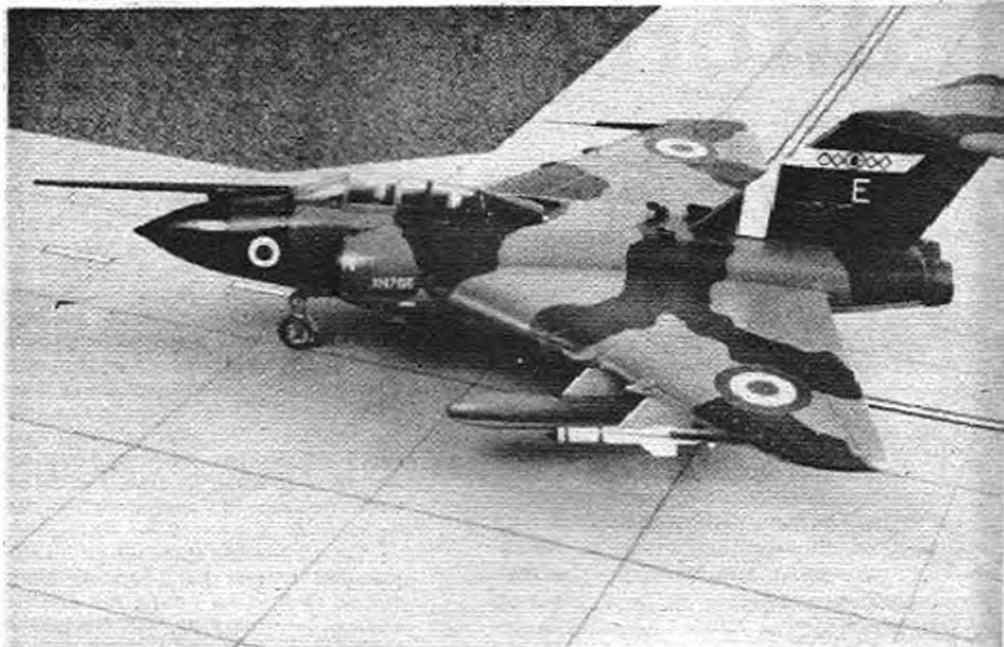
NEW AUSTRALIAN-MADE KITS FOR R/C EQUIPMENT

CHM Systems (Model Control and Automotive Electronic Manufacturers), Springvale South, Victoria, have announced the introduction of a new radio control airborne system and associated accessories. This system however, differs from most others in that the receiver and servos are available in Kit form or factory wired and tested. The Kit form offers considerable savings to the modeller by eliminating expensive labour costs which represent a large portion of the total cost of today's systems.

The receiver and servo amplifier are Australian designed and use only high quality components throughout, for maximum reliability. Together with the world renowned D & R Bantam Servo mechanics, which offer heavy-duty gears and the highest power available in any midget servo, rate this system well above average. The Kit versions are identical to the production version and are supplied complete with comprehensive assembly instructions, allowing modellers with limited electronic knowledge to successfully construct. The complete systems are fully compatible with the majority of transmitters currently in use today as are the servos with most positive pulse receivers.

In addition to the basic Kits CHM Systems have an extensive range of accessories which include D & R centi-loc self-cleaning Plugs and Sockets. Also servo trays Rx Switches, Hi-Rate ni-cads, Battery cases and a full range of servo spares. To complete the range CHM Systems hope to release an open gimble - Regal series transmitter shortly. The transmitter which will be available in 4, 6, and 8 channel versions, plus a host of optional features, is currently undergoing extensive field trials.

We will keep you informed of developments as they come to hand. Modellers' Monthly expects to do a field test of this



New arrival in Australia is the Frog 1/72nd scale Javelin FAW All-Weather Fighter. The model is shown in RAF markings and is fitted with long-range tanks and missiles.

equipment in the near future, but an Australian Kit set is a good thing. We are also satisfied that CHM Systems have the back-up facilities to check, repair and service their equipment. A review of the kits will appear in the September AIRBORNE & R/C MODELS.

WILLIAMS BROS KITS

In for review but not yet built, are two kits from Williams Bros. - a Wright J-5 Whirlwind in 1 1/2" = 1" scale (our kit from Hobbylec, Bexley, NSW).

As a straight plastic modelling project, this kit is delightful. As a scale dummy engine for a flying model, it is superb. We can just visualise now how it will look in a Spirit of St. Louis or Curtiss Robin!

The other kit is for a Le Rhone engine to 1 1/2" = 1" scale, ideal for a Nieuport, a Pup, or a dozen other projects for control-line or radio scale. They are too heavy for a rubber-powered model. We'll report on building in a future issue.

Kraft are now importing the Williams Bros. kits, and no doubt their products, including scale wheels, machine guns etc., will be available from Hobbyshops soon.

All editorial enquiries should be addressed to:

The Editor,
 MODELLERS' MONTHLY
 P.O. BOX 117,
 TERREY HILLS, NSW. 2084

Advertising enquiries should be addressed to:

ADVERTISING MANAGER,
 P.O. BOX 117
 TERREY HILLS, NSW. 2084.

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 2.5cc BALL-BEARING
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 INCREDIBLE PRICES.*

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 SPEED). NO PIPE SUPPLIED:

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- R/C GLO ENGINE - WITH CARBURETTER
 (NO PIPE)

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 P.O. BOX 31, ROSEVILLE. 2069

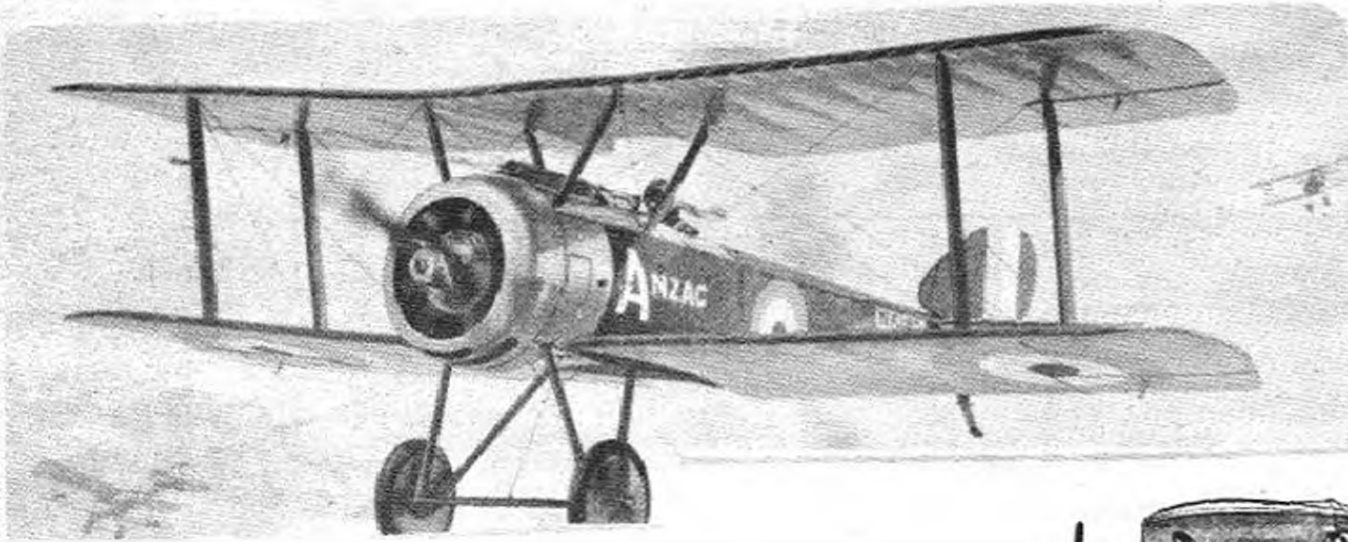
Please send me TAIPAN(S)

I enclose CHQ/MO for \$

NAME

ADDRESS

POSTCODE



AIRFIX SOPWITH PUP 1/72nd Scale PLASTIC KIT

Long awaited, Airfix has just brought out the Sopwith Pup. This little kit makes a fitting companion to their Camel kit.

First examination of the parts reveals good detail, and accurate outlines. The little Gnome rotary engine is a creditable representation, although the exhausts are a little heavy. (Pundits can cut them off and replace them with fine wire ones!)

Struts are finely moulded, and fabric surfaces are represented by a slightly rougher surface. The wings are beautifully thin. All ribs are clearly marked, although not excessively so. The 'linen' finish is really excessive and could benefit by light sand-papering with 400 grit wet-or-dry sandpaper.

A reasonably scaled pilot is included, and the lower cowl is moulded separately. An instrument panel is provided and the single .303-in Vickers machine gun is finely moulded.

There are a pair of assembly jigs provided to help rig the top wing in position — a useful aid.

Colour schemes for a 4 Squadron RNAS 1917 Pup and a 46 Squadron Royal Flying Corps 1917 Pup are provided. The RNAS marking is for a machine piloted by an Australian, perhaps pandering to Australian modellers. Modifiers may be interested in other colour schemes as shown in the Profile publication or in the forthcoming

Profile-type booklet, from Historian Compact, to be published in the next few months.

The kit is moulded in cream plastic, and forms a good base for a natural linen finish that some Pups carried.

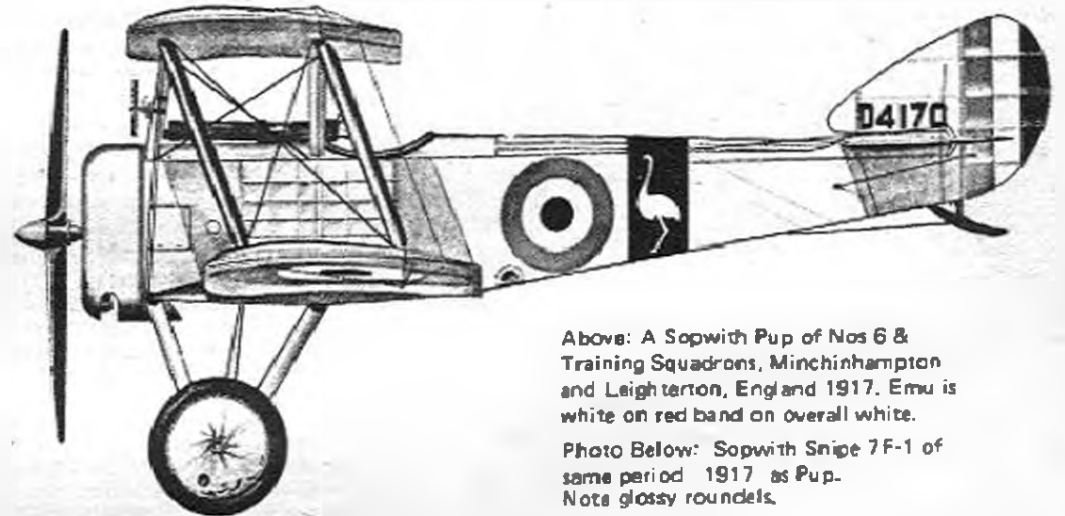
The distinctive markings of D4170, an Australian Pup serving with Nos. 6 and 8 Training Squadrons at Minchinhampton and Leighton, England, are easy to apply — all-white with red fuselage band and white emu.

Others may prefer the markings of Lieut. P. G. Taylor's A7309, Olive Drab upper surfaces, letter 'A' in white ahead of roundel and white cheat stripes down the fuselage. Letter 'A' was repeated in white to the right of the centre section on the top wing.

One criticism of the otherwise excellently printed transfers is that the blue is too dark. The true blue should be more Cobalt than dark blue. The color of Pups in late 1917 should be P.C.10 Brown (dark khaki) not greenish drab. Early ones were in fact painted on upper surfaces with this shade too, which often weathered to greenish-khaki.

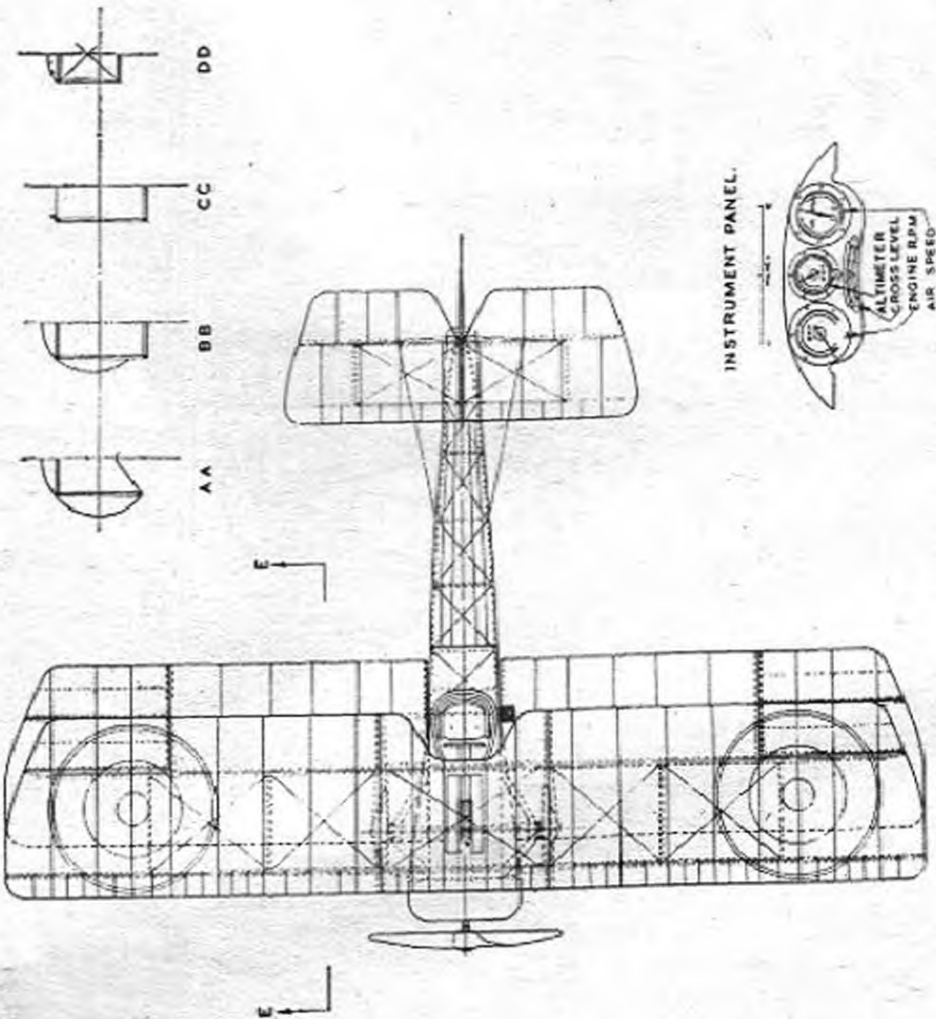
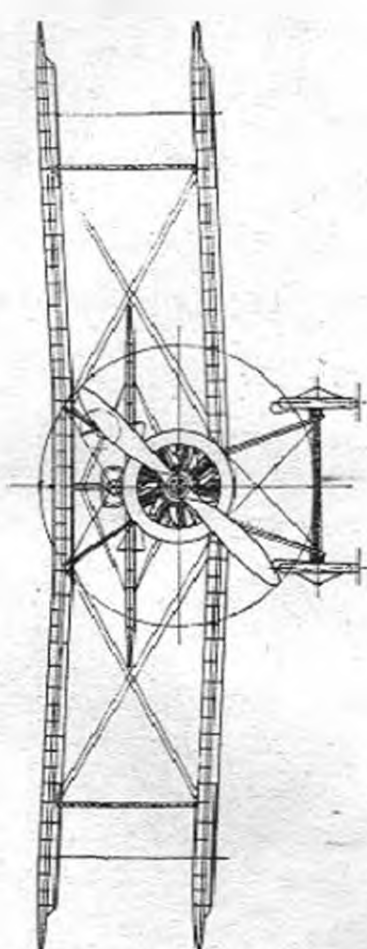
Enthusiasts who want to improve the decals could repaint the blue BEFORE transferring. Use compasses with ink point. Charge with thinned Cobalt Blue enamel and re-circle the outlines. Fill in with a No.1 watercolour brush charged with enamel.

It is a fact that Sopwiths painted roundels over with a clear gloss varnish, so shiny roundels are correct on semi-flat painted aircraft. The fuselages were often semi-matt too, but the wings were painted with Titanium P.C.10 lacquer — semi-gloss but not glaringly so. How do I know? I read it off the original Sopwith drawings examined while I worked for Sopwith's successors, Hawker Aircraft Company at Kingston in 1963. Many Sopwith photos in my possession also bear this out (see illustration).



Above: A Sopwith Pup of Nos 6 & 8 Training Squadrons, Minchinhampton and Leighton, England 1917. Emu is white on red band on overall white.

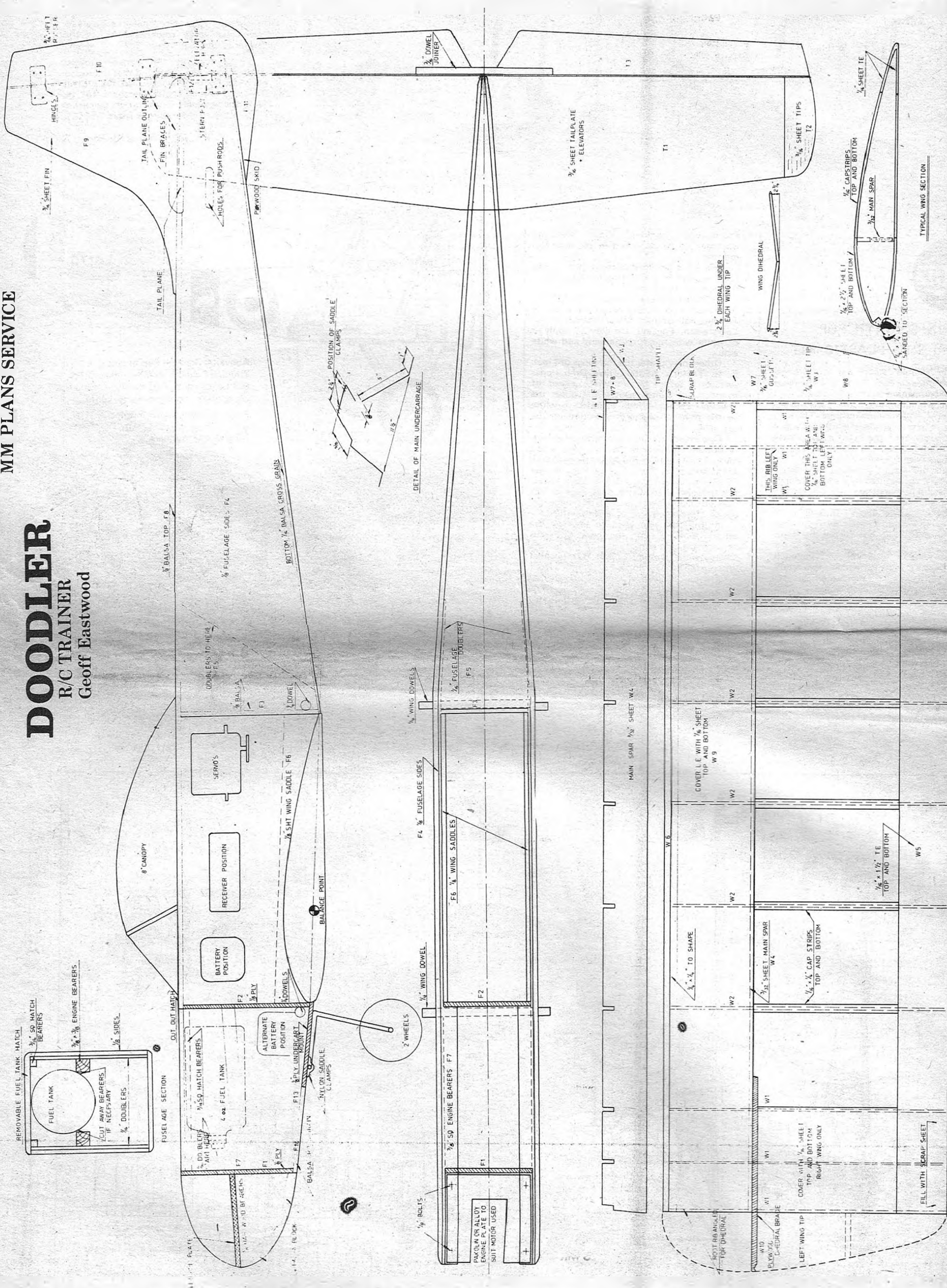
Photo Below: Sopwith Snipe 7F-1 of same period 1917 as Pup. Note glossy roundels.



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Geoff Eastwood



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NSWAA REGISTERED CLUBS AND SECRETARIES

CLUB	SECRETARY	POSTAL ADDRESS
Bankstown MFC	R. Malony	1 Caledonia Cres. Peakhurst 2210
Broken Hill MFC	B. Roper	670 William St. Broken Hill, 2880
Central Coast MAC	W. Olsen	7 Talara Ave. Bateau Bay, 2262
Cronulla MAC	A. Wilson	132 The Promenade, Sans Souci 2219
Cumberland RCMC	A. Swift	65 Denman Rd. Bass Hill, 2198
Doonside AC	Ivor F.	Box 11, Doonside, 2676
Dubbo MAC	K. McDonnell	Box 492, Dubbo, 2830
Eastern Districts MFC	C. Noakes	107 Coonong St. Gympie, 2227
Fairfield PBMAC	K. Charlwood	293 Canley Vale Rd, Canley Heights, 2166
Hawkesbury DMFC	D. Hanna	Lot 46 Packs Rd, Nth Richmond 2754
Hawks MAC	R. Studdert	16 Hanover Ave, North Epping, 2121
Heathcote SL	G. McKenzie	13 Cassandra Cres. Heathcote 2233
Illawarra MAC	B. Roberts	351 Cordaux Rd, Mt Kembla 2500
Ku-ring-gai MFC	O. OTodd	33 Crana Ave, East Lindfield, 2070
Macquarie ARS	R. Munden	73 Aubrey St, Ingleburn 2565
Merrylands MAC	D. Baird	16 Kanyons Rd, Merrylands 2160
Model Flying Club of Aust	R. Nyberg	6/2 Jamieson St, Granville, 2142
Narromine MAC	D. Drayton	109 Minore St, Narromine, 2821
Northern Area CA	G. Hungerford	3 Hunter St, Singleton, 2330
Northern Dist. MFC	N. Armitage	17 Eaton Ave, Normanhurst, 2076

Phoenix SMS
Radio Controlled MC
Ryde Epping MAC
Scale MAC
Silver Wings MFC
Springwood MAC
Southern Cross MAC
Sydney RCS
Tamworth MFC
United MAC
Valley RF
Wagga MAC

K. Long
R. Wallace
S. Norrie
R. Bates
K. Bartlett
S. David
A. Edwards
A. Wild
K. Griffiths
B. Hucker
R. Dunne
I. McPherson

34 Claribel St, Bankstown, 2200
55 Adelaide St, West Ryde, 2114
12 Olive St, Ryde, 2112
70 Pitt St, Richmond 2753
82 George Str, Homebush, 2141
14 Chapman Ave, Penrith, 2750
4 Bare Ave, Hillview, 2170
PO Box 51, Rose Bay, 2029
26 Kurrawan St, Tamworth, 2340
5/171 Willarong Rd, Caringbah 2229
132 Main Rd, Argenton, 2284
13 George St, Nth Wagga Wagga, 2650

For extra information regarding events, contact the following people:

FREE FLIGHT: A. Edwards, 607 6725
CONTROL-LINE: W. Williams, 799 1192
RADIO CONTROL: L. Winley, 625 9663

MEETINGS

Last Friday each month (Doonside AC)
2nd Monday each month (Bankstown AC)
2nd Friday each month (Gladesville RSL Club)

NSWAA EXECUTIVE

PRESIDENT: John Marquette
VICE PRESIDENT: Laurie Cantwell
SECRETARY: Warren Williams
TREASURER: Basil Healy
RECORDING SECRETARY: Ivor F.

RESULTS NSWAA STATE CHAMPIONSHIPS

RADIO CONTROL

THERMAL GLIDER

1. R. Woodcock
2. F. Curtis
3. J. Tidey

AEROBATICS

1. T. Prosser
2. R. Young
3. D. James

FAI PYLON

1. T. Prosser
2. R. Phelan
3. T. McCaughey

STAND OFF SCALE

1. R. Woodcock
2. T. Prosser
3. B. Bowerman

AEROBATICS NOVICE

1. R. Artiss
2. B. McFarlane
3. J. Howes

1/4 MIDGET PYLON

1. T. Prosser
2. H. Marson
3. J. Lysaght

FREE FLIGHT

WAKEFIELD

1. T. Prosser
2. A. Cooper
3. A. Edwards

H/L GLIDER

1. R. Towell
2. G. Eglenals
3. B. Beashall

A.2 SAILPLANE

1. R. Summersby
2. P. Mitchell
3. B. Beashall

RESULTS ILLAWARRA MAC 5th ANNUAL SOUTHBANK TROPHY PYLON RACES.

This contest was held at Dapto on Sunday, 20th April 1975.

After a week of heavy rain the weather gods did a turn around to provide good flying weather for this popular South Coast event. Good advance publicity attracted many spectators plus all the 'big names' from Sydney.

The evergreen Tom Prosser led the field from start to finish in Quarter Midget, showing the rest of the field how to handle the little beasts in the heavy ground conditions. In FAI a well deserved victor was Rhanji Phelan, happily walking away with the 'big pot' plus a Tachometer, kindly donated for the winner of each event by CENTRAL HOBBY SERVICES of Wallangong.

The club would also like to thank United MAC for the loan of their excellent pylons, lights and other racing gear.

RESULTS QUARTER MIDGET (10 Entries)

- | | |
|--------------------|--------------|
| 1. Tom Prosser | 665.5 points |
| 2. Laurie Cantwell | 538.0 points |
| 3. Ken Jack | 439.0 points |
| 4. Lyle Winley | 421.3 points |

FAI (10 Entries)

- | | |
|--------------------|--------------|
| 1. Rhanji Phelan | 255.4 points |
| 2. Tom Prosser | 232.0 points |
| 3. Brian McFarlane | 220.7 points |
| 4. Lyle Winley | 191.0 points |

— Mel. Gillott
64 Beverley Ave.,
Unanderra Heights.
NSW 2526
Ph: (042) 714 683.

JUNIOR H/L GLIDER

1. Karen Owen
2. R. Owen
3. M. Owen

A1 SAILPLANE

1. K. Woodward
2. A. Holmes
3. A. Baldry

OPEN RUBBER

1. A. Butler
2. T. Prosser
3. D. Hegarty

FAI POWER

1. T. Prosser
2. J. Borrell
3. A. Edwards

OPEN POWER

1. J. Borrell
2. W. East
3. R. Summersby

F/F SCALE

1. R. Melson
2. E. Holland
3. E. Holland Jr

POWER SCRAMBLE

1. P. Mitchell
2. Ivor F.
3. J. Pennells/R. Towell

JUNIOR SAILPLANE

1. G. Holmes
2. P. Edwards



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SCALE ENGINE KITS



1 1/2" SCALE
WRIGHT J-5 "WHIRLWIND"

ENGINE CYLINDERS



P & W "WASP"
1", 1 1/2", & 2"



UNIVERSAL
3/8", 1/2", 3/4"



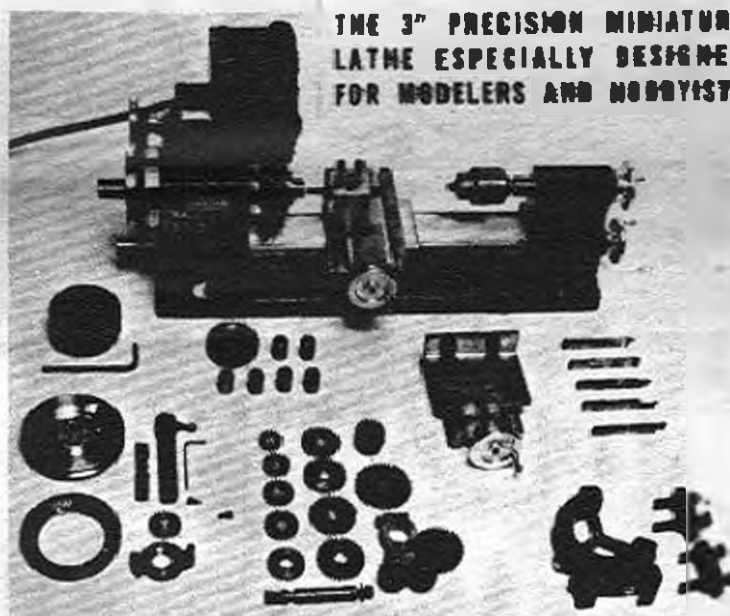
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SHERLINE

THE 3" PRECISION MINIATURE
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FOR MODELERS AND HOBBYISTS



DU-BRO

BRIDI HOBBY ENTERPRISES

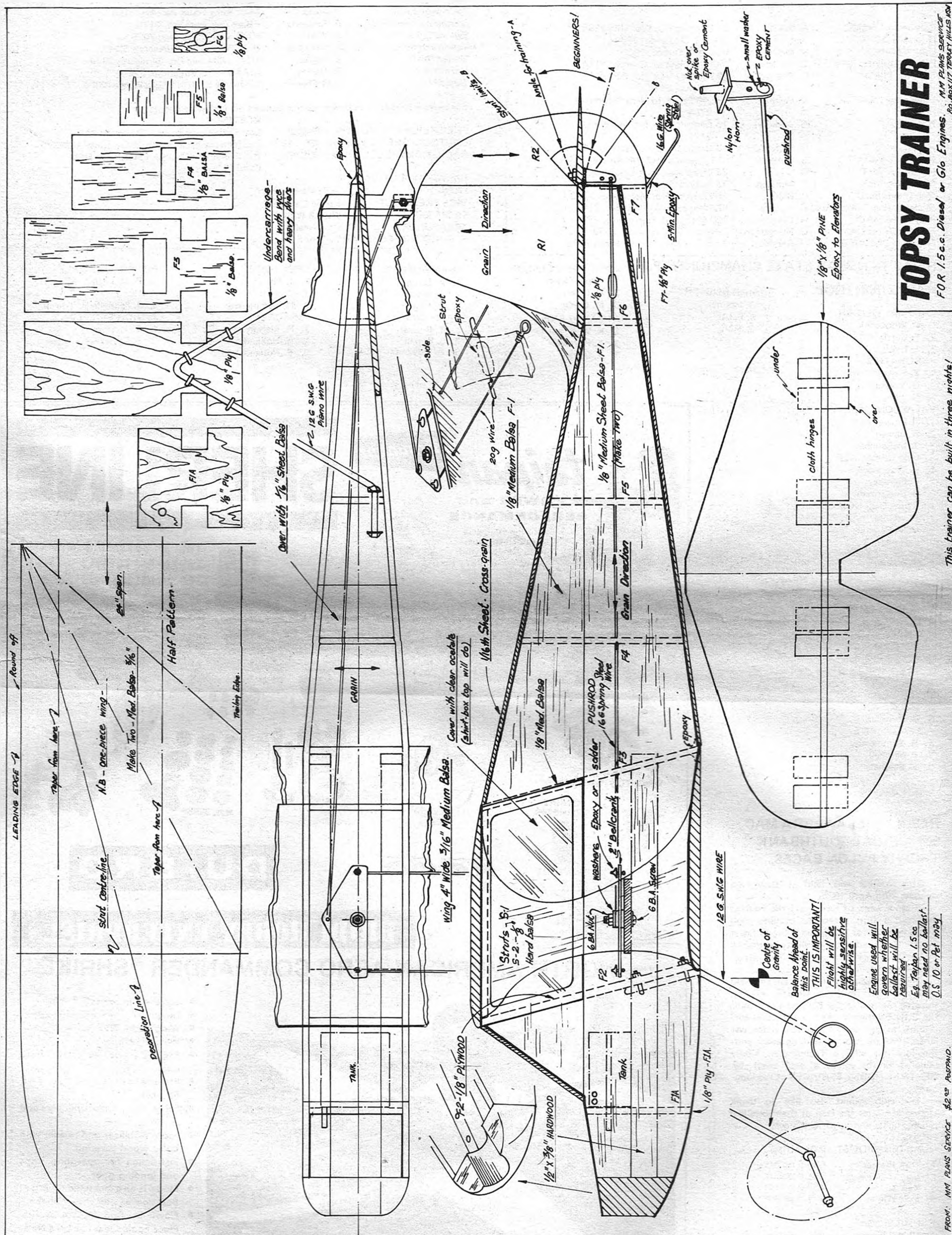
The **NORTH AMERICAN AERO COMMANDER "SHRIKE"**



- Scale - 1 in. equals 7.7 in.
- Length 47"
- Wing Span 79 1/2 in.
- Weight 12 1/4 lbs.
- Engines - Two .40 cu. in. front rotor.
- Fiberglass fuselage and nacelles.
- Foam wing with 1/64 plywood covering.
- Foam stabilizer and rudder with balsa wood covering.
- Instruction for operating flaps and landing gear.
- Model is an exact scale replica of Bob Hoover's air show "Shrike."
- Flown by Dan McCann to First Place Scale Class I at 1974 Nats.
- Will do any maneuver you are capable of including inverted flight.

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BI-SPORT TRAINER

— T. Shennan

Around 1950, the author learnt to fly while living in Rockhampton. Kits were non-existent; plans, only what was in 'The Aeromodeller'.

Veron advertised a kit for a Stunter, and so I produced plans of a similar biplane but with constant chord wings and fitted a Mills 1.3. That model was highly successful, and was an ideal trainer. The biplane structure and box fuselage was easy to build and very strong.

Recently I decided to draw up the little bird for my son to help him to fly. Topsy is the result ('because it just grew'). I can recommend it to anyone wanting to build a 'quickie' — we cut the parts out one night and built it the next. Painting took one night. SIMPLICITY is the watchword.

CONSTRUCTION:

Fuselage: Based on plywood formers (one drilled for 'J' bolts for undercarriage wire) and two motor mounts, the fuselage is easy to assemble. Use Bostick or Araldite 5-minute Epoxy (wonderful stuff, although sticky and messy to use!) Allow 10 minutes to harden. Assemble bellcrank and mount as drawn — epoxy in place. Let it set. Slide engine between bearers and mark mounting holes.

careful not to get epoxy on screws. Let set, then remove engine.

Cement two sides F1 (a) and (b) to bearers with balsa cement. Let dry. Cement end of fuselage together — epoxy if you prefer. Let set. (Use spring clothes pegs to hold it together).

Insert rear fuselage formers (F 3,4,5 and 6) in place. Insert elevator push rod. We used an R/C 'snake' — tube and rod with Kwikclip end. More conventional wire will do.

Fit lead-line to bellcrank and seal off the connections to bellcrank with solder or epoxy.

TAILPLANE:

Assemble tailplane and elevators using R/C type (EK-Logictrol or Kavan) 'slot and push in nylon hinges. Epoxy in slots first. Sandpaper edges to shape. Dope both sides. Let dry. Sandpaper with 00 sandpaper.

Epoxy to fuselage. Let dry. Drill for control horn. Bolt and epoxy on. Connect control rod with Kwikclip or band end of wire. Epoxy end of wire with small 'blob'.

WINGS:

Sand to shape, dope both sides. Sandpaper and Epoxy to fuselage (bottom first). Ensure it is fitted 'square' from front and top. Align top wing with bottom. Let dry. Sand, dope and fit struts with Epoxy.

Sheet top and bottom of fuselage. Sand and dope.

FIN:

Sand to shape, dope and epoxy to stabilizer. Epoxy rudder in place.

UNDERCARRIAGE:

Bend wire to shape shown, using heavy pliers or a vyce. This isn't easy! If you can't manage it, get dad to do it. DON'T bend the forward sweep till finished front-view shaping. Then place 'Vee' in vyce and bend legs forward. Align axle again by twisting wire while 'Vee' is still in vyce.

TANK:

This is a standard bought: square tank of the team race type. Epoxy across bearers ahead of former (F2). Cement tank with neoprene tubing (no kinks please!)

WHEELS:

Fit wheels to wire and epoxy ends. We used sidecutters to groove wire, then wound copper wire in slot made then epoxied them. Very strong.

FINISHING:

Sheet in tank area, under nose, epoxy F7 in place and epoxy tail skid in place. Cement 1/2 oz of lead sheet or two 2-cent coins beneath wing tip as shown.

Fit control-line wire guide to left strut with epoxy.

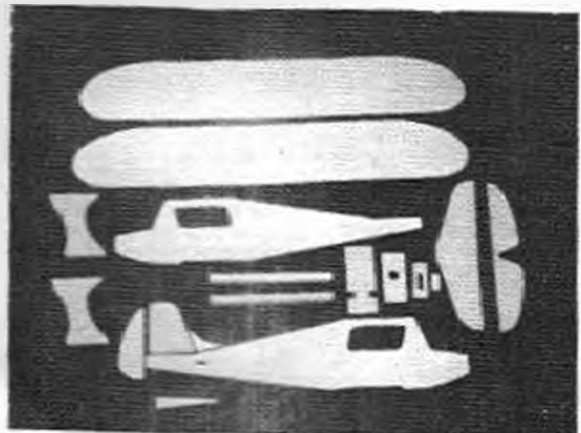
Sandpaper entire model with 00 sandpaper. Remove engine and plug tank inlets. Mix a dope with talcum powder till creamy. Paint entire model. Dry and sand (OUTSIDE) — Talc goes everywhere!

Dust off and paint model with hot fuel-proof dope or enamel. Protect with Estapol gloss and allow to dry overnight.

Mount engine in place. Fill your fuel filler with kerosene or lighter fluid and fill tank, flushing it out under pressure. Blow liquid through and then clean it out completely. This ensures that no dust or dirt has entered the fuel tubes or tank. Now connect up the fuel line, and you are ready to test engine and fly.

Our test flights indicated tail heaviness with a Webra 1.5 Diesel. Heavier engines will rectify this. If model doesn't balance ahead of front line, ballast nose with lead until it does! To fail to do this would be disastrous to a beginner!

On test, our instructor had to take the handle and pull the model out inverted on one occasion. We crashed the TOPSY 3



- o EASY-TO-BUILD BIPLANE
- o LOW-COST MATERIALS
- o EASY TO FLY
- o IDEAL BEGINNERS' MODEL



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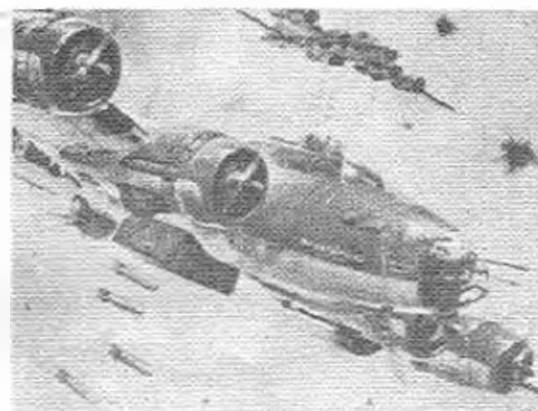
1/72

SCALE AIRCRAFT



H-216 RAAF F-111C

This is one of the most dramatic aircraft ever developed. Its wing positions can be varied in flight, combining the capabilities of the straight wing, swept wing and delta wing in a single aircraft.



H-201 BOEING B-17 FLYING FORTRESS
"MEMPHIS BELLE"

Flying Fortress of the 8th Air Force, the "Memphis Belle" was the first of her kind to fly 25 missions over Europe.

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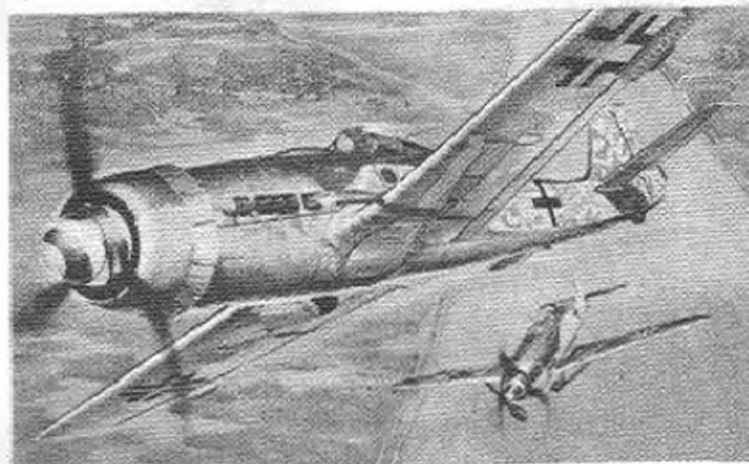
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★ 1/32

SCALE AIRCRAFT

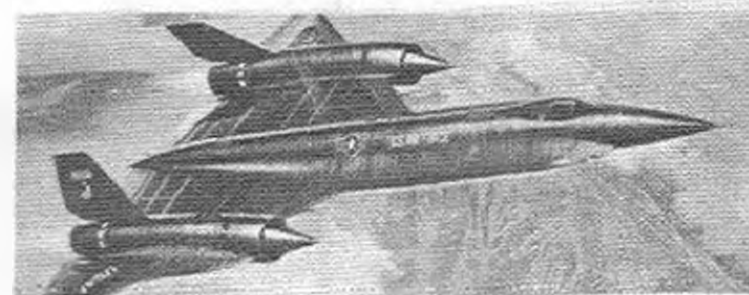
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H-363 HMS VICTORY WITH SAILS
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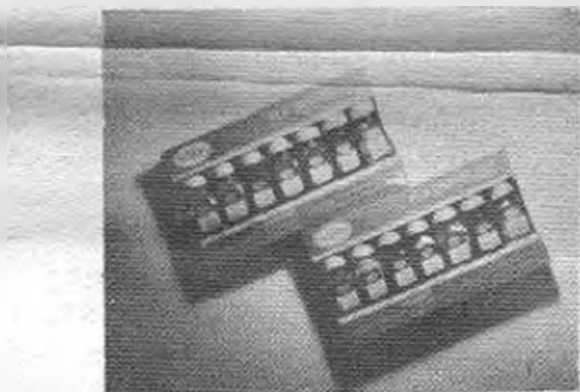
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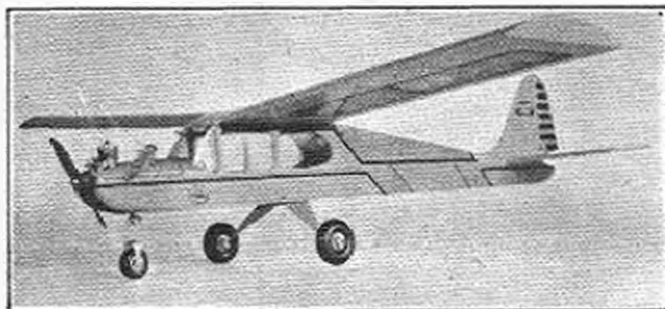
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WESTERLY III with Taipan 2.5cc R/C engine.

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Design from 'R/C Modeller' magazine, WAYFARER is realistic and manoeuvrable. Has excellent low speed characteristics — scale speeds with a .40. Span 52" (both). As usual with SVENSON, kit has all necessary hardware. Engine must be mounted radially (eg. on Kraft glass filled nylon mount.)

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TRY AN OS .40 R/C IN THIS AIRCRAFT
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Attractive easy-to-fly multi-trainer with which the beginner can graduate to ailerons. Large capacious fuselage - vacuum formed windows - wide track undercarriage. Use Engines from .23 to .40 cu. in. Can be flown without ailerons if desired. Contains pre-cut wood parts, all accessories, including clunk tank, main and nose steerable landing gear, wheels, control horns - glass-filled nylon engine mount for .30 to .40 cu. in. engines.

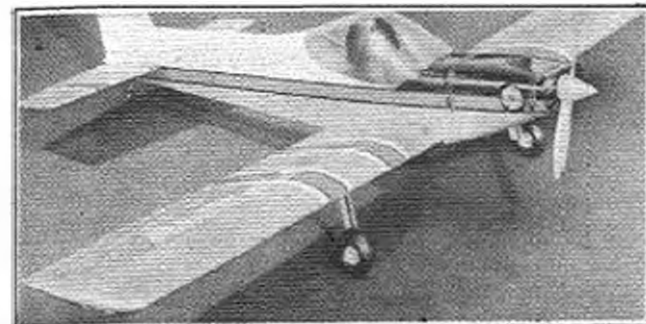
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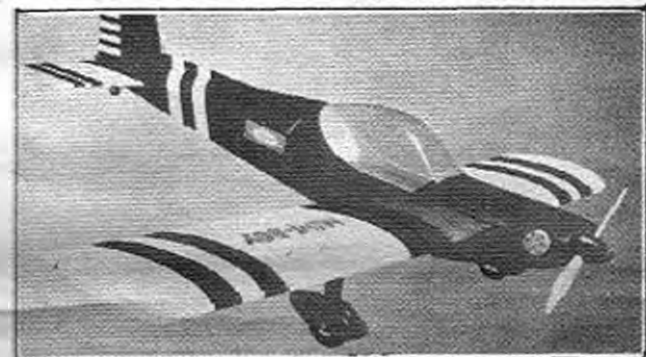


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LOW-WING R/C TRAINER

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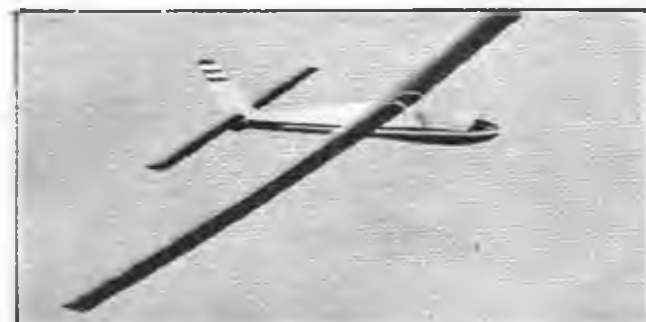
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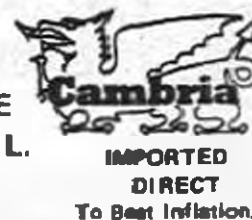
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COMPETITION SCENE

STUNT SCENE

FAI AEROBATICS AT THE VICTORIAN STATE CHAMPS

By S. Mitchell

EASTER SATURDAY

The day dawned sunny with light steady wind, unlike later in the day. A total of 12 entrants in FAI and not enough Juniors to run Junior Stunt. One interstate entrant, Lindsay Hall, of WA, stationed with the RAAF in NSW was especially welcome in the competition.

The event kicked off with Peter Blackwell flying his own design 'Belshiba' with OS 35 power. I believe this was Peter's first actual competition. Peter's manoeuvres were very tight and needed opening out. First up in any lineup can be somewhat nervy. Next off, one of our regulars, Doug Harlow with his new 'Road Runner' featuring completely moulded balsa fuselage and Fox 40 power. This particular model had yet to be fully flight trimmed, and slight modifications were evident on this model to the original 'Road Runner'. A very good flight put up by Doug. Peter Roberts with his now familiar 'Classic', 60 in. span and Enya 45 power plant was next to go. Peter also put in a good smooth flight.

State Champion, Peter White was next, with his 'Atlantis', 62 in. span, powered by another Enya 45. Peter's flight was also very good as he is beginning to run back to his flying form. Very smooth and nice pull-outs. Next on line was Chris Hume, a new member from Alexandria, flying a very interesting World War I type aircraft. The original design was in an American Aircraft Modeller magazine. The model was silk covered with an all clear finish to show the hidden structure. A Super Tigre 35 for power. Chris was plagued with fuel problems. Due to this and the increasing wind strength later in the day, he switched to a reserve model for the third round.

Lindsay Hall, a visitor from NSW, was next with a 'Supermaster', powered by a Merco 35. Lindsay's flight was also very smooth, although the wind was beginning to get a little stronger at this stage. Not a great deal of difference in scores at this stage. Robin Hiarn was there with his OS 35

powered 'Supermaster' but unlike the true Gabris colours Robin's model had a yellow/orange paint scheme with red trim and looked quite smart. Robin also put in a good flight and is on the improve at each contest. Arthur Knight from Knox MAC next with an interesting model, featuring 'Al Rabe' type wing section — very thick — with the flap as an integral part of the section contour. Also included a moveable rudder and powered by Blackhead Merco 35. Arthur obviously not doing too much in the way of competition stunt, not being as fluent in manoeuvres as he could be. Ian Wright was flying a new model based on the 'Imperial' being along the same lines as Peter White's 'Atlantis' my 'Super Roo' and Doug's 'Scorpio', and sporting a Fox 40 power plant. Ian was Junior Stunt Champion some years back and has got the smell of balsa dust and glue again. However, State Champs and an untried model do not go hand in hand, plus also by this time the old Moorabbin wind was beginning to pick up its feet. All in all not a bad flight from Ian. PS. Ian's model, believe it or not, weighed in at 78 ozs. Theo Georgiadis was next with his Fox 49 powered 'Challenger' and a freshening breeze. A change of venturi didn't help as landing points were lost due to a 3 minute over-run. Last off in the first round with an ever increasing wind was Vic Mitchell, flying his blue coloured 'Novi' based design also Fox 40 powered. Fox 40's were predominant on this day (that's because they're a great stunt engine. Ed. — TGI). Vic was flying a bit fast however, and with the wind blowing the way it was, it may have been a good idea for overhead penetration. Quite a good round for Vic also.

The second round provided more spectator interest with yours truly losing the outboard wing panel during the horizontal manoeuvres, with the result that the run-away panel found its way into a car via an open window. The balance of the model continued on its normal flight path coming to a smooth two point landing when the motor finally cut. Theo Georgiadis found his model winding-up too much in the squares and aborted the balance of the flight and the third round. Chris Hume had motor problems starting late in his second attempt, finally running out of flying time for this round.

During the third round Doug Harlow could have renamed his model the 'Circle Hopper' instead of 'Road Runner'. Due to a very bad motor run, and in an effort to save valuable contest time, Doug hopped over to the practice circle with his model, leaving Stunt to continue on the mains contest circle. Final scores were:

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1. Peter White: 6642
2. Doug Harlow: 6625
3. Lindsay Hall: 6460

RESULTS OF CLAM CONTEST AT MOORABBIN — 13th APRIL

FAI TEAM RACE

1. Kidd/Wilson: 10.55.1.
(New heat record of 4.55.5).
2. Georgiadis/Thomson: 83 laps.
3. Sweetnam/Prior: 45 laps.

JNR. 2.5 R/R.

1. G. Pellow: 411 laps
2. G. Sweetnam: 331 laps
3. D. Todd: 183 laps.

SNR. 2.5 R/R

1. Kidd/Wilson: 422
2. Hunting Bros: 327
3. Pellow/Pellow: 182

KU-RING-GAI MODEL FLYING CLUB

Interclub Aerobatics & Comp.
4th May, 1975.

Ideal flying weather made way for a well supported event with a shortage of daylight hours being the only problem. A strong field of 15 starters turned out to take advantage of the facilities at Ku-ring-gai. ROUND 1.

Most of the well knowns registered sound scores first up. John Tidey flying his new Starliner was experiencing some difficulty in 'getting the feel' of its habits while Herb Hanna and Mick Kavan set about showing the locals what good competitive patterns look like.

Warren Williams also scored well, which was a tribute to him as his model 'travelled quickly' in a manner which makes good manoeuvres not so easy.

The leader coming out of the first round was Ricky White flying his familiar modified Chipmunk with a new Super Tigre ST-46 engine up front. Ric put in a consistent flight scoring well off the latter manoeuvres in the pattern.

ROUND 2

Saw an improvement in most scores. Ian Jamieson overcame earlier engine problems while Reg Towell settled in to run up a high scoring flight. Few flyers of late have been able to match the reverse wingovers that Reg is commencing his pattern with.

Herb Hanna's Merco powered Nobler gave the purists something to gladden their hearts with some good looking square manoeuvres, while Warren Williams again put in a high scoring flight.

Keen observation will show that Warren keeps his scores up with his ability to superimpose consecutive manoeuvres on top of each other.

New Carlos pulled one right out of the hat for this round. Most of his manoeuvres were good; many were excellent. Nev's Fox 35 powered Chipmunk gave warning at the State titles that something was just around the corner.

JUNIORS

Ric White's foray into the seniors saw him carry off the junior prize, while Bruce Hoffman who also scored well in the senior ranks, was a worthy runner up.

Bruce Kerl, the lad who made conspicuous entry to competitive flying at the state titles, flew well, and experience of this nature is going to ensure another Junior of strength.

RESULTS	Rnd 1	Rnd 2
1. N. Carlos, KMFC	1486	3155
2. R. White, KMFC	3004	3103
3. R. Towell	2904	3043
4. W. Williams	2871	2974
JUNIORS		
1. R. White	3004	3103
2. B. Hoffman, BMFC	2801	2824

SILVER ANNIVERSARY of The MODEL AERONAUTICAL ASSOCIATION OF QUEENSLAND

OFFICE HOLDERS FOR 1975.

EXECUTIVE COMMITTEE

President: Mr. F. Hettrich, Herman Street, Lawnton. Ph. 85-2295
Hon. Secretary: C.R. Greenwood, 22 Lady Scherger Crescent, Amberley
Hon. Treasurer: Max Cain, 183 Chemsides Road, East Ipswich.
Public Relations Officer: Mr. A. Gorrie, 604 Stanley Street, Wollongabba. Ph. 44-4829.
Contest Directors:
Free Flight: Mr. P. Van Leuvan, P.O. Box 173, Broadway. Q. 4000.
Radio Control: Vacant.
Control Line: Niall Spain, 6 Lorinya St., Mansfield.

The Model Aeronautical Association of Queensland is the SOLE Governing body of aeromodelling in this State, and through the efforts of its Committee and Members of affiliated clubs in the various cities and towns, has created a proud record of achievement in its 25 years of existence.

It is registered with the Model Aeronautical Association of Australia, and — through the Royal Federation of Aero Clubs of Australia — with the Federation Aeronautique Internationale in Paris, the world governing body for ALL aviation sporting matters.

During an exciting and highly successful era covering a quarter of a century, members of this Association have acquitted themselves in many countries throughout the world quite creditably and compete successfully within Australia.

Bond Baker gained a first and third in World Championships in 1953 and successful Australian record breakers and champions amongst our ranks are almost too numerous to mention.

The MAAQ is always willing to participate in displays and functions such as Rotary and Lions charity appeals, the Brisbane Hobby Exhibitions, Air Pageants, Scouts, School and Kindergarten Fetes and Annual Shows.

Increased interest and opportunities are being created for the Junior flier, and all clubs extend a welcome to the young, new member who will progress rapidly and economically in the company of experienced and helpful fliers.

In October, the Association will be organising a banquet to celebrate our 25 years of continuous operation, and further details will be made available to interested parties.

Silver Anniversary Souvenir Parker Pens and colourful Licence Holders, are obtainable from Club Secretaries. Order early and avoid disappointment.

Arthur Gorrie, PRO, MAAQ.
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Tingalpa F.A.C.
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Gold Coast M.F.C.
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R. de Chastel, 52 Playfield St., Chermside.
K. Harland, Flat 4, Robena St., Windsor.
A. Gorrie, 604 Stanley St., Woolloongabba. 44-4829.
L. Winterton, 27 Dickson St., Woolloowin.
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D. Brown, 35 Coolinda St., The Gap.
J. Richters, 34 Gum Street, Wynnum.
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Mrs. Joy Hampton, 2 Lancelot St., Leichhardt
Suncoast Flyers, Miss J. Sproggis, 63 Duporth Ave.,
Maroochydore. 4558.
B. Christies, 32 Dalglish St., Maryborough.
R.A. Ferguson, Elliott Railway Station, M.S. 963,
Bundaberg, 4670.
S/Ldr. A. Hough, RAAF., Amberley.
R. Clydesdale, 27 Mill Drive, Hestley, Townsville.
A.D. Matthews Frederick, M.S. 189, Kingaroy. 4610.
P. Granville, 23 Menkira Street, Mansfield.
D. Stevens, 4 Moresby St., Mt Isa.
G. Clarke, 25 Gillespie St., Maryborough. 4650.
J. M. Scrimgeour, P.O. Box 1030, Cairns. 4870.
H.F. Young, 14 Scarlet St., Dalby.
R. Brown, P.O. Box 218, Warwick. 4370.

Maryborough Aeromodellers Club
Bundaberg MAC

RAAF Amberley M.A.C.
Townsville Radio Aero Control Society
Sth. Burnett Aeromodellers
Sky-lites MAAAC
Mt. Isa Aeromodellers Association
Maryborough M.A.C.C./L.
Cairns R/C Aeromodellers Club
Dalby Model Aero Club
Warwick M.F.C.
Toowoomba Amateur Radio Model
Aero Club

W. Mallet, 36 Merino Street, Toowoomba, 4350.
V. Bunter, Windsor Place, Deception Bay.
R.V. Gaeney, 12 Dorall Street, Kippa-Ring.

North Brisbane Aero Club
Redcliffe C/L M.A.C.
UNAFFILIATED CLUBS
Rockhampton
Murgon

J. Garvey, 136 Kerrigan St., North Rockhampton
D. Rickett, 17 Douglas St., Murgon.

SILVER ANNIVERSARY FLYING CALENDAR

June	22	Deception Bay	Public Day. R/C & C/L Fun. (See Club Sec.)
	29	Beaudesert	A.2 Sailplane, Junior C. Glider. F/F Championships.
July	27	Beaudesert	O/Power, C/Glider-Scramble F/F Championships.
August	10	Maryborough	Combat, A Rat, Invitation Event.
	31	Amberley	Junior All in Duration, O/Rubber F/F Championships.
Sept	13-14	Maryborough	R/C Fun Fly.
October	12	Amberley	Qtr. Midget, FAI., O/Pylon - Fun R/C.
	12	Ipswich	Combat, Scale Stunt, Rat. C/L.
	17	25th Anniversary Banquet.	Prize Presentation.
	20	Annual General Meeting.	
Novem.	8	Murgon	R/C Fly in.
	9	Murgon	R/C Fly in.
	10-15	City Hall	Brisbane Hobby Exhibition 1975.
	23	Club Fields	R/C Postal.

MAAQ NEWS

Points will be awarded for the Silver Anniversary Champion of Champions Trophy on the basis of 3:2:1 for all events Junior and Senior. Trophy donated by Gorries Hobbies will be a bust of King Arthur in metal with a digital clock at the base.

The MAAQ are having souvenir plastic folders for FAI licence and calendars with 25th Anniversary printed thereon. They are also having Parker pens made available with Model Aeronautical Assoc. of Qld. Silver Anniversary 1950-75 for the sum of \$3.95.

Arthur Gorrie, P.R.O., MAAQ and instigator of the meeting whereby the existing MAAQ was formed, proposed the above items and also investigating the idea of a banquet to celebrate the Anniversary in October. It is hoped that some 200 to 300 people will attend and visitors from interstate will be welcome.

The MAAQ will be represented at big displays arranged by the Brisbane Hobby Exhibition Committee (of which Arthur Gorrie is Publicity Officer). These will be held at Chermside from 6th to 10th May and Indooroopilly from 12th to 17th May. Many other hobbies will be on display.

There will be a mass public display for Radio and Control Line at Deception Bay on fabulous grass lawn on June 22. Vern Bunter is the organiser for the MAAQ.

GORRIE GIVES GOOD OIL TO ROTARY.

Arthur Gorrie has been moving around Rotary International Clubs in Brisbane as Guest Speaker and talking about his favorite religion - Aeromodelling. From the write-ups in Club booklets, the talks went over O.K. Arthur feels it is a good move to start influencing influential people. He has had invitations already to 3 branches in a month.

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SUB FORM ON PAGE 16.**

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MAAQ REPORT ON RADIO CONTROL CHAMPIONSHIPS 25/26/27th April, 1975.

Nine clubs participated in the Radio Control championships conducted by contest director, Mr. Len Carroll at B.A.R.C.S. Field Roghan Road, Zillmere.

The Silver Anniversary championships were an outstanding success and considered to be the most successful year for R/C events.

Approximately 2000 people crowded the small area to be entertained by the wide variety of models ranging from scale models to high speed pylon racers. The larger aerobatic models were there again in force and the demonstration flights by Cyril Langridge with his Schuco Bell Huey Cobra helicopter fascinated all ages.

All agree the success of the members of country clubs will do much to make 1976 a year to look forward to.

Dave Matthews-Frederick of the Sth. Burnett Club gained two first and a second in aerobatic events and Phil Pardon and Henry Johnson, both of Townsville, gained second and third respectively.

Mr Kevin Cairns, the Member for Lilley, arrived on the scene as a spectator and became the guest of honour, agreeing to present the trophies to the successful contestants. He was very eloquent in his praise of the activity he had observed and of the obvious value to the individual competitor and to the country that the experience in preparation and operation provided.

His presentation and comments made a most fitting climax to a remarkably successful week-end of championships.

- A. Gorrie, P.R.O.

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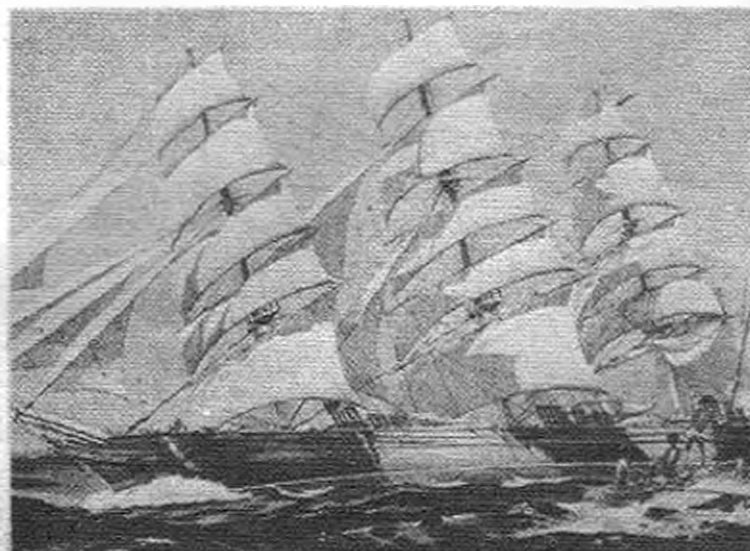


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MAAQ R/C CHAMPS RESULTS

25/26/27th April, 1975.

QUARTER MIDGET

1. Jim Smith, M.A.C.B.
2. Ron de Chastel, BARCS
3. B. de Chastel, SMAC.

FAI PYLON

1. P. Lee, BARCS
2. R. de Chastel, BARCS
3. Jim Smith, MACB

SPORTS PATTERN

1. D. Matthews-Frederick, Sth Burnett
2. J. Gackson, ILMAC
3. W. Langley, BARCS

FAI PATTERN

1. R. de Chastel, BARCS
2. D. Matthews-Frederick, Sth Burnett
3. H. Low, NMAA

SCALE

1. R. de Chastel, BARCS
2. R. Rudd, Gold Coast
3. M. Stevenson, BARCS

HELICOPTER

1. C. Langridge, BARCS
2. J. Willis, MACB
3. R. de Chastel, BARCS

OPEN PYLON

1. P. Lee, BARCS
2. B. de Chastel, SMAC
3. J. Smith, MACB

NOVICE

1. D. Matthews-Frederick, Sth Burnett
2. P. Pardon, B Townsville
3. Henry Johnson, Townsville

SEAPLANE R/C Championships to be held at Murgon, 17th May.

THERMAL R/C Championships to be held at Murgon, 18th May.

SOPWITH PUP (From Page 7)

This is a tiny model - a little jewel really, and care has to be taken on assembly. The fit of parts is quite good, and the wing assembly jigs do their work well. A word of warning though, we recommend pre-painting as many parts as possible, leaving areas to be cemented, clean. The decals for the rudder are terribly difficult to apply if left till after assembly. Do it before cementing the rudder on the model. If possible, use liquid solvent-type (Testors) cement for assembly. It is cleaner than polystyrene cement, but be sparing! Wipe the brush well before applying.

Pups served with the Royal Naval Air Service, and the RFC. By the end of 1916, Naval 8 Squadron was fully equipped with Pups.

Flight Sub-Lieut. Robert A. Little, an Australian serving with the RNAS, was posted to Naval 8, and performed extraordinarily well. His score of 47 air victories was the high score for an Australian pilot in World War I. Second, was Maj. R. S. Dallas with 39 victories, many scored while flying the 'Pup', and Capt. A. H. Cobby, who flew Camels and the Snipe.

Little was shot down and killed at the age of 22, hit by a bullet from an enemy observer's gun.

The accompanying three-view drawing is reproduced from 'The Aeromodeller', December 1948, which contained a specification on the Pup, and details of model plans.

Note the windshield supported on the rear of the Vickers gun, and the wind-driven generator on the left cabane strut. Both these are missing from the kit model, and can be made from a scrap of clear acetate and a piece of sprue.

Rigging the model needs the services of a trained spider, and the wires would have to be gossamer thin to be scale. We are experimenting with very thin nylon fishing line which looks good. It is very difficult to apply though. The alternative is fine steel wire, suitably rigid, to be cut oversize and forced into position. If the smallest size is unobtainable, omit altogether as thick rigging looks terrible!

To sum up, this is a very good kit, refined by comparison with older Airfix World War I offerings, and with a little extra care, can be made up into a little gem of a model, accurately representing the real thing. It takes small fingers or tweezers to assemble the parts, but the builder will be

Send Contributions, Articles, plans, gadgets to:

MODELLERS' MONTHLY,
P.O. BOX 117,
TERREY HILLS. 2084.

All contributions acknowledged.



Northern Mariners

We have pleasure in announcing the formation of a new club in Sydney, the Northern Mariners Club.

This group of radio control model boat-enthusiasts was formed in March 1975 to promote exchange of ideas, conduct races and to further the hobby in the northern suburbs.

Two main groups have emerged in the club, these being radio controlled sailing yachts and radio controlled scale craft.

RADIO CONTROLLED SAILING YACHTS

The model yachts represented in this club consist of three internationally recognised classes:

1. 'A' Class which most closely resembles full size 5.5 metre yachts and vary from approximately 5' to 7' overall length with displacements of approx 30-80 lbs and 100-1700 sq ins of sail area.
2. 10 Rater — 6' — 7' overall and 22-30 lbs displacements with 1000-1400 sq ins sail area.
3. Marblehead — 50" overall, 14-22 lbs and 800 sq ins sail area.

The radio units used for the control of boats are transistorised transmitters and receivers operating on 27 MHz and have a range on water of roughly ½ mile. Control of the rudder is worked through one channel and the sails are adjusted by an electric winch in the boat operated through a second channel.

Cost of radio units starts at \$130 for a 2-channel set and ends at some hundreds of dollars more for a multi channel set; however 2 channels are all that are necessary for controlling a yacht.

Yacht hulls may be purchased in fibreglass from \$25-\$50 and finished by oneself. Cost to complete the yacht would be a further \$20-\$50.

The model yachts race under the same rules as full size yachts.

RADIO CONTROLLED SCALE CRAFT

While the yacht is designed primarily for its sailing qualities, the scale powered boat or sailing craft is usually an exact replica of an actual vessel.

The challenge to the builder of this type of model lies in firstly making a true reproduction in exact proportion to the full size original. This in itself is an absorbing experience.

The next stage is to so construct the model that the distribution of its weight and balance is such that the vessel performs in

the water as does the original.

While many builders power their models with boilers and engines, (and it becomes difficult for some to realise they are actually watching a model) electric motors are the usual form of propulsion. These motors can easily be driven by rechargeable batteries and are more easily controlled by radio from the shore, as is the navigation of the model.

Any member of our group will be only too pleased to tell you more about our activities or direct you to those who can advise you about any specific matter. We do hope that you will become as interested as we are in this most unusual and rewarding sport and hobby and join us as an active member.

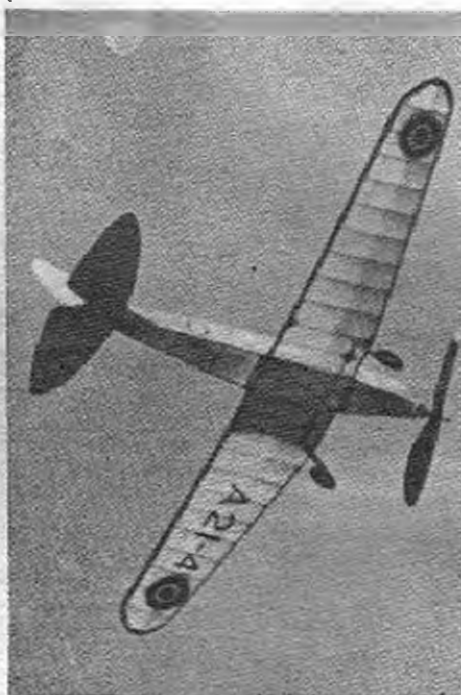
Ask about our next planned day in the water. We would like to see you there and any of your family and friends with you.

For information contact:

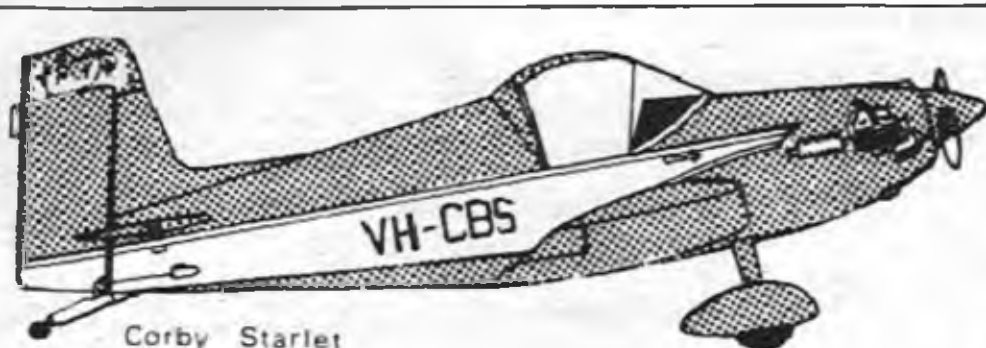
Ray Bennett - 449-3486

Don Cherry - 451-1470

Below: David Simons' Moth Minor — MM Plans Service plan.



Keith Murray with rubber powered Rearwin Speedster.
Photo: N. Shennan



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REPORT ON SCALE

THE NATS

By ERIC HOLLAND

Fiesler Storch .5 Dart flying nice while testing, then nothing but stall turns, same problem encountered by a beautiful Mills .75 powered Avro 504K, it just would not fly on the day.

One junior flew a Nieuport XI, the other a Piper J3.

The most spectacular flight was an SE 5A .35 powered, ROG, then three stall turns each higher, the last nearly doing a loop. The flight ended in a dive, hitting the ground and damaging the front end considerably.

L. Dippel's Blackburn monoplane just managed to qualify after much repair work. After landing the main plane collapsed onto the ground after the motor stopped, but at least it qualified and ended up taking 2nd place. He was followed by R. Summersby with his faithful Bird Dog which put up a realistic flight at high altitude, finally circling around to land back in front of the crowd.

Also seen to fly were a Luton Minor, Dart Kitten, Flying Flea and Fokker triplane.

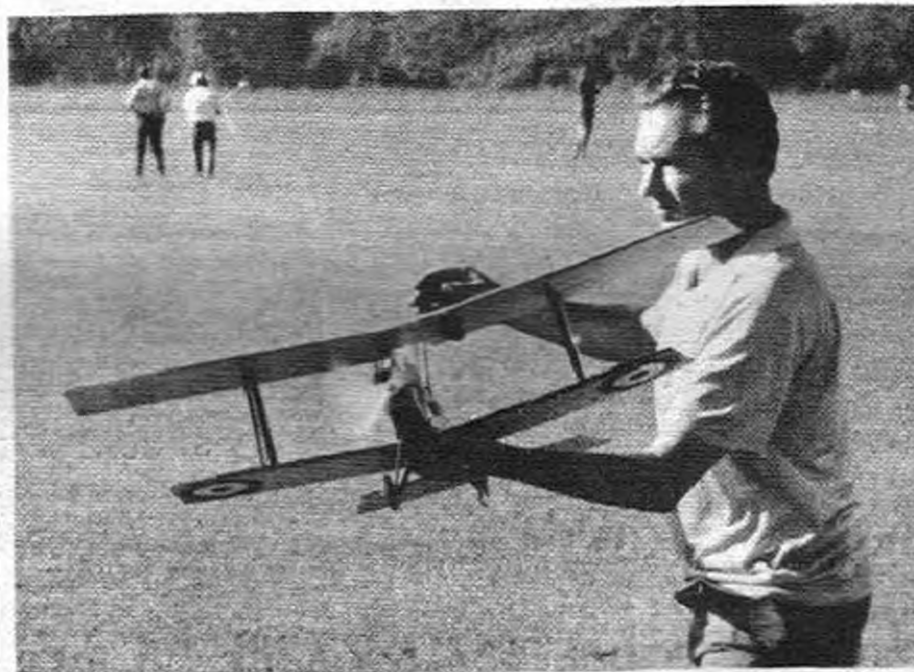
The weather was perfect and the early start proved that most contests are best run when started at sun up, as by 11 o'clock the breeze was up along with the thermals and it was a long walk over the creek and back.

Next to scale F/F, Peanut scale took some beating and the crowd who turned up in the thunderstorm and rain weren't disappointed to see K. Murray's Luton Minor flying in tight circles take first place in the event. Ivor F, flying proxy for Alex Pedashenko, flew a Nesmith Cougar and Allan Edwards and son Peter flew a low wing Farman.

Some long distance flights were made by Coombes flying a Piper Cub. On the whole an eye opening display of a growing side of F/F which can be run in any weather conditions. Final places were 1st: K. Murray, 2nd: Coombes, 3rd: A. Pedashenko.

In contrast to the usual scale contest with only two or three entries, the 28th Nats attracted approximately 14 contestants, including a sprinkling of juniors. The models flown ranged from early 1900 types to World War II models, most were diesel powered, but the heart stopping rubber scale were there to remind us of how it used to be.

Dave Simons' DH Minor did its usual effortless circuits. K. Murray's Rearwin Speedster also showed a fine style of flying, but the flight of R. Melton's Be 2a WWI left little to the imagination, ROG, landings, the lot. There being virtually no drift, the models were circling and landing practically where they took off. Most of the planes were well finished models and as usual some had more than their share of trouble trimming. My



Ron Melton and BE 2 E. Photo: N. Shennan.

Silverstone NEWS

By BOB YOUNG

(THIS WILL BE A REGULAR COLUMN)

During the last three years, there has been an enormous increase in the number of R/C modellers in Australia coupled with marked changes in attitudes and skills. The extremely high standard of multi pattern flying for example. Australia is now fielding a top class team in World championships in this class, and it is not inconceivable that the 1975 World championships may see an Australian place getter. We can only keep our fingers crossed and wish the Australian team all the best. All three flyers have worked hard during the past years to earn a place on the team and deserve a well earned pat on the back for the dedication shown to the sport of R/C modelling.

It does not hurt when discussing this aspect of R/C modelling to pause and consider, that whilst the expert pattern and pylon flyer lives in a world quite remote from the sport or Sunday flyer, it is largely through his demands that the development of all the modern R/C equipment, motors and accessories has been pushed along. He also provides the example and incentive for all who aspire to achieve some results in their corner of the R/C field. Eventually all of their skills filter down to the club flyer, and benefit all.

In 1955 if an R/C aircraft flew and came home in one piece it was a talking point for months. Nowadays if an R/C aircraft flies and does not come home in one piece, it is a talking point for months. Everywhere reliability and high performance are taken for granted and beginners learn to fly on aircraft which were considered for experts only ten years ago.

All of this of course has brought about vast changes in the average R/C enthusiast's approach to the Hobby.

In 1955 the average R/C modeller was a tinkerer who made everything and enjoyed it. Flying hardly mattered, it was overcoming the problems that counted.

Today's R/C flyer is just that. A flyer or sportsman who enjoys the sport of flying R/C aircraft miniature. "Instant everything" is his motto. A.R.F. - semi A.R.F. - second hand airframes, anything that will keep him in the air. Anyone who doubts this, need only pause to consider the number of Ugly

Sticks and offsprings (middle stick - liddle stick - mini stick etc.) flying. These aircraft reflect the changing face of R/C quite adequately.

Almost everyone has one of these airplanes to keep him flying. In case the latest masterpiece has been rekkited or delayed in finishing.

All of the foregoing does not mean to say however that the modern R/C enthusiast does not like elaborate aircraft. Quite the contrary, the swing to scale and stand off scale, as well as large and very elaborate sailplanes, has been tremendous during the last three years, and the point being made is that the hobby has now come of age in Australia, and it is attracting vast numbers of enjoyment to be had from operating a reliable miniature aircraft, rather than building it.

From our point of view, these changes are quite welcome as the hobby now supports and welcomes a strong Australian industry.

Sales of Australian hobby goods are climbing steadily and overseas acceptance of Australian goods and flyers is becoming widespread. Quite a change for a country completely dependent on imports fifteen years ago.

Let us hope that the sport continues to grow and flourish, as the next ten years will see some incredible developments, some which we cannot even guess at today, for the rate of growth of knowledge will open up fields completely unknown to all of us, at this time.



STRIKEMASTER



GOODYEAR VIEWPOINT

By Don Boughton

The basic layout of a Goodyear racer is unsuitable for best model performance and worst of all, for beginner's use. This will cause a stir among the Goodyear fans but all I can say is that if you like Goodyear, you have not flown FAI T/Race or even a reasonable rat racer.

To begin with, a diesel weighing 8.5 ozs in a long nose, the centre of gravity must be way ahead of the centre of lift of the wing, which means the model wants to nose down, and, up elevator is then applied to keep it airborne and so help me, that's how a Goodyear model flies.

The worst starting position for a loop scavenged engine is on its side, with the transfer passage up. And its supposed to be a beginner's class!!! Overseas, experience shows that the top Team Race flyers soon dominate the event. We (John Herron and I) have shunned this class for three years and only its inclusion in the National programme tempted us into building a model.

The VCLA decided, wisely I believe, not to promote Goodyear when it first reared its ugly head years ago. I hope Stu Thomson will still talk to me after this. No use crying

over spilt milk, so let's make the best of it. CHOOSING A SUITABLE DESIGN:

Find a short nose machine such as the 'Casuar', Mike Argender special, little Gem, etc., then use the 5% scale allowance to cut one inch off it. The reason for this is quite evident, when you realise that if the C.G. is ahead of the ballcrank pivot, the model will fly nose-out and with a deep slab-sided fuselage, that spells drag.

To overcome drag, use 1/4 inch less pitch and more blade area than normally required for FAI T/R and Rat Racing on that engine. This also explains the success of the Glow engines or high revving diesels which don't run out of breath on 7 x 6 and 7 x 5 props. The 'Taipan' grey 7 x 6 is good value and certainly goes well for Ian Liddicut.

When starting a side-mounted loop scavenged motor from cold, you need to port prime, because choking or forcing fuel only leaves the liquid fuel sitting on the lower side of the crank case, which is slow to move into the head at flicking speed but comes up and makes the cylinder too wet when the firing increases the pumping speed of the piston going down. The fix is to use an overflow primer to avoid having to lift the lines and model off the ground at pit-stops in order to prime with a squeeze bottle.

Increase the tail area of the design to the max. of 25% of wing area. A cheek cowl in combination with metal mount plates will help stiffen the engine mounts which tend to flex on profile bodies.

To be continued in later issue.

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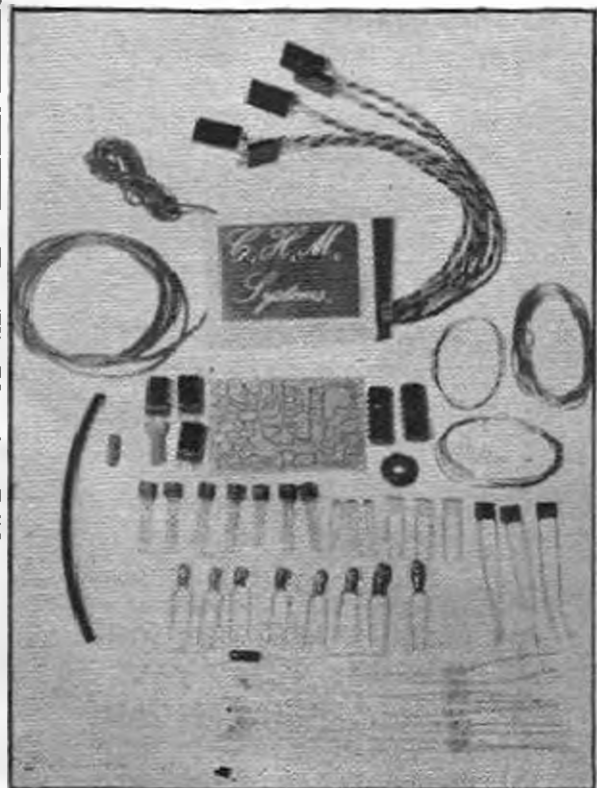
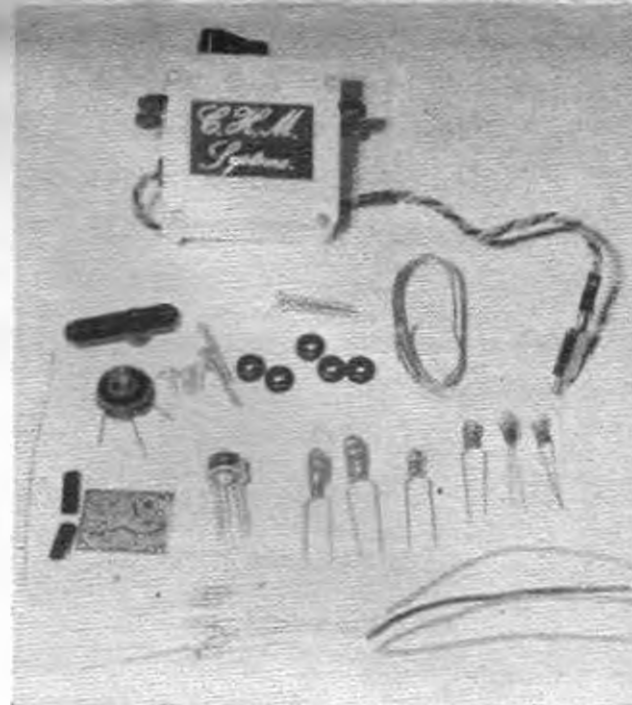
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DEALER ENQUIRIES INVITED

FLYING THE CAMBRIA H. S. "GNAT"

— J. Timmins

On arrival at Tamworth for the fun fly and trade fair we spent a few hours checking out the as-yet unfown Gnat.

Saturday morning saw us at the field, a very nervous pilot (Peter Hiscoe) and a confident builder and mechanic John Timmins.

We fuelled up the tank, checked all flying surfaces, fired up the Merco .61 and away it went. Pete flew it around a bit, sorting it out and brought it in, flaps up! Wow! — 120 mph landing. (Must remember to encourage the use of flaps!)

Sunday saw us back at the field preparing for another flight. On the spur of the moment it was entered in Stand-off Scale, but alas, we were turfed out! Wrong colours, USA does not have any — oh well!

Ready to go on the flight line again, fired up the Merco and let it go. Disappointment — after three attempts she would not lift; a little embarrassing as so many were watching. Back to the pits.

After some surgery a new engine was fitted, an HP61 (Many thanks Rex). Back to the flight line, fired up and away it went.

Opinion! We feel you could not over-power this ship. HP61, Weber Speed seems appropriate. Pilot's opinion is that the Gnat is very stable, however flaps must be used for a short take-off.

In closing both Peter and I feel that the H.S. Gnat has a lot of potential for the experienced builder. The kit is easy to assemble, but I would like to see Nyrods or rods and bellcranks in the wing for better aileron control as the cables supplied seem just too slack and quite a lot of movement is present.

Finally, after much brain washing I have convinced Peter that the flaps must be used on landing as I am sure there are shorter strips than Tamworth and the Gnat does not have brakes.

PS. Many thanks to all for their assistance at Tamworth, especially Ken Griffith, Barry Angus, Rex, and Helmut. Nothing was too much trouble to them.

Congrats Tamworth, on a fine show.

BERGS HOBBIES 1,000 LAP B TEAM RACE

This event was sponsored by Bergs' Hobbies of Church St., Parramatta, NSW and held at the Army Airfield, Moorebank, NSW on Sunday 20th April 1975. Models were flown over tarmac. The weather conditions were ideal, with a fine sunny day and a very light breeze.

Several incidents occurred on the day, with David Baird arguing with the tarmac, unfortunately bending his R.V. 29 Tiger, as well as his model. Later on, when using his spare model, that also came to grief when he broke the wing off, putting him out of the event.

The team of Miles/Hoffman had the misfortune to have their model catch alight at 527 laps, also putting them out of the action.

We had a total of nine entries for the event with the first three models recording times under the existing Class II T/R record of 52 minutes.

The prizes for the event were presented by Major Smith of the Army Recce Sqd, who commented that he enjoyed watching the event.

First prize was a S.T. 35, courtesy of Bergs Hobbies. Second prize was a Kosmic 15 piped, donated by the Organisers and third prize was a \$10.00 open order at Bergs Hobbies.

A good day was had by contestants and spectators alike, and I would like to thank all those who turned up for the day.

RESULTS	Time	Engine
1. A.Kerr/A.Shing:	49.16.5	ST 29 RV
2. P.Tilley/W. Shurmer:	49.25.1	ST 29 ABC RV
3. D.Wearne/R.Jenkins:	49.44.2	ST 29 FI
4. M.Bell/D.Curry:	59.33.1	ST 29
5. S.Pilgrim/I.Gapps:	62.34.1	ST 29 RV Diesel
6. G. & B. Millen:	63.11.2	ST 29 RV
7. G.Miles/B.Hoffman:	527 laps	ETA 29
8. D.Baird/G.Potter:	D.N.F.	ST 29 FI
9. H.Oddy/J.Reichardt:	D.N.F.	St 29 RV

Report by W. SHURMER.

RULES CHANGES

Comment by G. Neville (CLAMS)

CLASS 1/2A and 2T/R

Maximum area on wing should read minimum wing area.

All models must now carry a scale pilot. The flight circle may no longer be entered. These events are now flown to FAI rules with modified models.

NEW SOUTH WALES CONTROL LINE STATE CHAMPIONSHIPS 1975 RESULTS

FAI COMBAT

1. R. Hungerford
2. R. Hancock
3. M. Bell

OPEN COMBAT

1. L. Ross
2. G. Hungerford
3. G. Stokes

FAI TEAM RACE

- | | |
|-------------------|---------|
| 1. Oddy/Reichardt | 10.23.2 |
| 2. Noakes/Shurmer | 10.39.8 |
| 3. Bell/Curry | 11.39.7 |

1/2A TEAM RACE

- | | |
|-----------------|---------|
| 1. Camps/Wearne | 13.49.2 |
| 2. Bell/Stokes | 30 laps |
| 3. Astill/Evans | 30 laps |

FAI AEROBATICS

- | | |
|----------------|-------------|
| 1. R. Towell | 6239 points |
| 2. P. Turner | 6218 points |
| 3. W. Williams | 6125 points |

JUNIOR AEROBATICS

- | | |
|---------------|-------------|
| 1. B. Hoffman | 5604 points |
| 2. B. Karl | 4432 points |

B CLASS SPEED

- | | |
|-------------------|------------|
| 1. D. Baird | 257.37 kph |
| 2. A. Kerr | 256.91 kph |
| 3. Oddy/Reichardt | 256.00 kph |

SCALE RACING — GOODYEAR

- | | |
|-------------------|--------|
| 1. B. Lee | 8.57.8 |
| 2. Tilley/Shurmer | 9.26.0 |
| 3. G. Gough | 9.32.0 |

JUNIOR COMBAT

1. R. Hancock
2. P. Williams
3. G. Power

OPEN RAT RACE

1. Tilley/Shurmer
2. M. Bell
3. Millen/Millen

SCALE

- | | |
|----------------|-------------------|
| 1. E. Holden | —Stinson Reliant |
| 2. B. Franklin | —Hawker Hurricane |
| 3. R. Ogle | —Spartan Mk. IX |

CLASS 'B' TEAM RACE

- | | |
|-------------------|--------|
| 1. Kerr/Shing | 6.30.0 |
| 2. Tilley/Shurmer | 6.36.1 |
| 3. Bell/Curry | 7.28.5 |

JNR 2.5 RAT RACE

- | | |
|---------------|----------|
| 1. R. Hancock | 312 laps |
| 2. M. Owen | 258 laps |
| 3. G. Stokes | 145 laps |

FAI SPEED

- | | |
|-------------------|------------|
| 1. Shurmer/Noakes | 202.93 kph |
| 2. M. Bell | 186.53 kph |

C CLASS SPEED

- | | |
|-------------------|------------|
| 1. Oddy/Reichardt | 279.61 kph |
| 2. A. Kerr | 272.99 kph |
| 3. D. Baird | 242.01 kph |

2.5 RAT RACE

- | | |
|--------------------|----------|
| 1. M. Bell | 372 laps |
| 2. G. Burgess | 297 laps |
| 3. Gadsden/Hocking | 290 laps |

FAI COMBAT

Hot start method now in use. No cool down. Also a pilot may start his own models, but his intention must be announced to his opponent and he must wear a hard hat as soon as he leaves the centre circle.

RAT RACES

1. Engine spinners of any type shall not be permitted. Acorn nuts are not considered spinners.
2. Handles must be metal or wood. Plastic not accepted in open class.
3. Flight circle rules as for Team Racing will apply, but mechanics are allowed to enter flight circle to recover models.
4. All races shall be run with at least 2 but a maximum of no more than 3 flyers.
5. There shall be a 2 minute period to allow for engine warm-up and final safety checks. (i.e., no 90 second warm-up.)

6. A cold start system will be used.

7. All flying must be done between 2 metres and 6 metres altitude, except for passing. A 3 LAP PENALTY OR DISQUALIFICATION SHALL BE GIVEN FOR CONSISTENT VIOLATION.

8. Passing must be accomplished as quickly and as low as possible.

9. The sum of laps made of the two heat races shall be used as the contestant's score.

COMBINED SPEED

FAI Speed is no longer included in combined speed category.

The new rules book — 1974 Edition (brown cover) is now effective and rules will be in force at all future contests. Learn them. Obtain a copy of the rules book from D. Kidd, Tel. 798 1678 (\$2.00) (Victorians only).

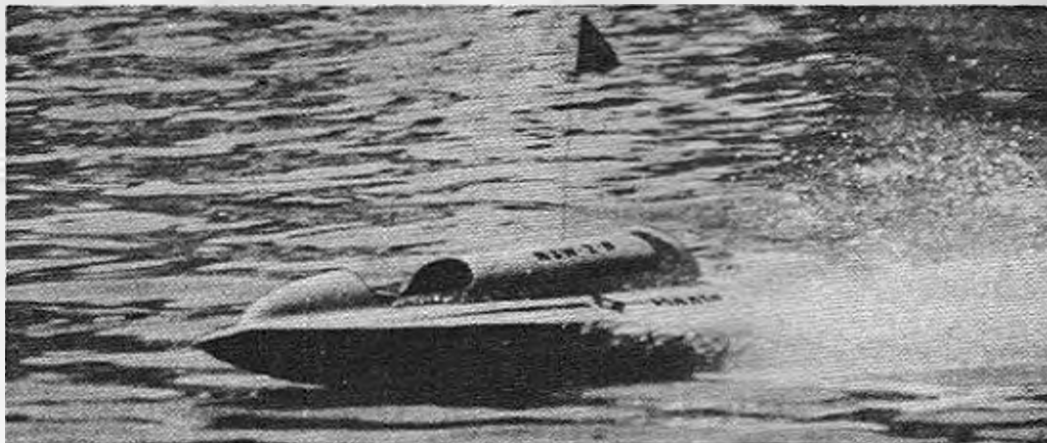


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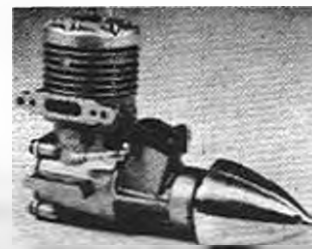
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KIT N° 218 PzKpfw IV (H)

ALL 1/35th SCALE

KIT N° 215 HORN Kfz 15



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

CLUB NEWS

BARRY CRAVEN, Hon. Sec.

Barry Craven's recent reports have been held from this issue due to space shortages. However we intend to compensate in our August issue by devoting considerable space to the Australian boating scene generally and listing as many clubs as possible. In addition we will provide a write-up on each of these clubs and included in Barry's report will be the results of the First NSW Model Boat Championships.

Barry's report was much too long to be included here and we were reluctant to cut it. We apologise for holding this report back and trust that you will enjoy our special boating section next month.

Latest stop-press news is that Andrew Young has broken the unofficial World Record in Naviga Triangle Class with a time of 17.2 seconds.

Also of interest to local modellers will be the report brought back from Europe from Sergio Taccoli. Giorgio Merlotti has been breaking records there with his boat 'Skua III' in Naviga Class F1-V15 he broke the Italian record at 13.9 seconds using FAI fuel. He also broke the official Naviga record with a time of 15.1 seconds using FAI fuel. (We expect Andrew Young to come mighty close to that time with his new Sequoia 'Manta'. Merlotti's time for official Naviga, using free choice fuel was 14.8 seconds. Merlotti also holds the Swedish record in Class F1-V5 at 17.2 secs.

Our Editing Editor, Barry Craven, is going to Europe this month and we will publish his reports when he returns.

MBC of NSW CLUB NEWS

News is very sparse this month. Competition was lacking in numbers.

The club has started a new format of racing days. Complaints were received to the effect that not enough free days are available, so the racing days will be the 1st and 3rd Sunday of each month.

Four members drove to Canberra to participate in a day's outing with the new club down there. The address to contact is: Mrs Gwen Maurer, PO Box 43, DEAKIN, ACT 2600.

They would welcome any new members. They meet every Sunday afternoon around 2 p.m. at Nerang pool, down near the water fountain in the Lake.

Another new club has formed in Wagga—so contact

Reg Makepeace,
4 Nilma Avenue,
Wagga Wagga 2650.

News also was received from Queensland model boaters who have up till now run under American offshore rules. Consequently they have been running offshore deep-Vees.

A letter was received from them asking me to send a letter enclosed in theirs, to the Secretary of the AMPBA requesting membership. I feel that this can only result in a more concrete relationship between the States and give us a better standing with the model aircraft community.

Those secretaries reading this should make available to me, articles and news of their own boat clubs in the form of finished articles. I will see that they are published, along with photos.

If they also add that they wish copies sent to their clubs this will be done also.

This also applies to contributions to the new AIRBORNE & R/C MODELS.

It appears that noise limitations have been made law in Victoria. The clubs down there are frantically adding silencers to their pipes.

We have also made it a club rule that silencers be added to existing boats before 1st August 1975. Any boat found not using one after that date will not be allowed to operate until they comply with the rules.

In the article on pipe silencers in the current AIRBORNE & R/C MODELS, I pro-

vided a photo of the needed items for making one. I hope you find this photo informative.

Philip Connelly has made an impression on the Electric scene here in Australia. The photos are of his new boat 'Mirage' Kroker Sea-Ram, 12 volt motor, running on around 18 volts minimum, nicas batteries.

Speed is around 20 mph, no kidding mates! It really shifts!

The only other piece of news is that a couple of our members went to Maitland some weeks ago and found some keen chaps with some good boats. The photos are of two of them.

So far I have received no official news from AMPBA for publication, so I'll report on that next month if any comes in.

Don't forget the news and photos, chaps. Cheerio for now —

Barry Craven,
Sec., MBC of NSW.



Murray Hunter, President of the Ringwood Marine Model Boat Club with A and B Class boats. Second in Multi at Ringwood.



Philip Connelly's K & B 6.5 cc Naviga boat in full flight.



Ian Darley's own design hull, with a 1.6 hp O & R engine. A NSW boat.



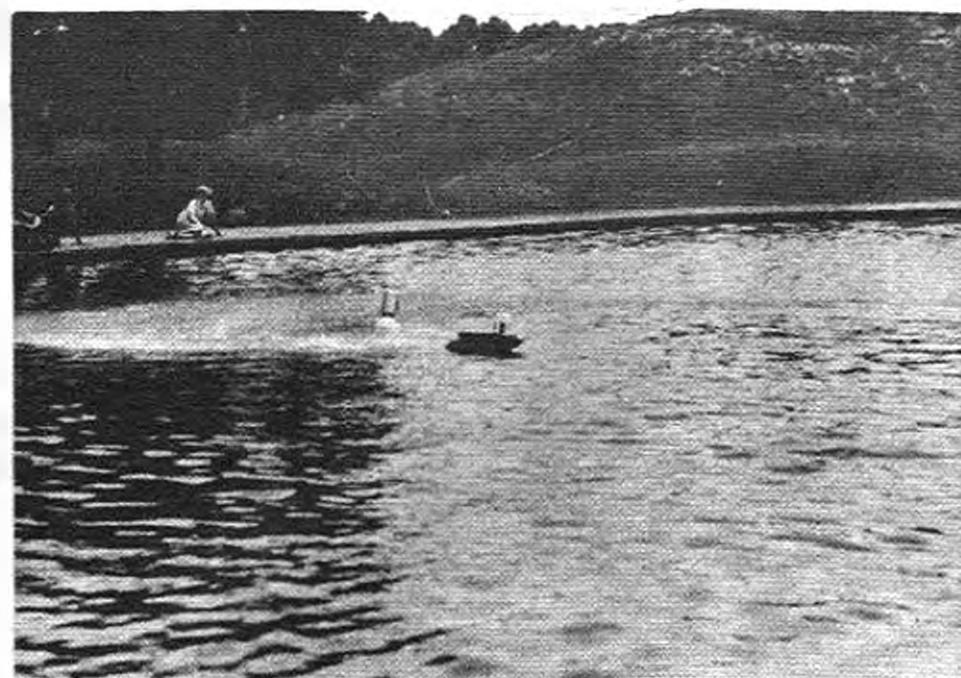
Andrew Young competing in steering, using a Craven hull, 3.5 Taipan.



Radio and radio box set-up as in Modellers' Monthly. Used with success in multi and naviga by Philip Connelly.



Decibel meter used to determine reading chart.



David Leigh's 10cc OPS powered screamer rounds a buoy at Ringwood, Victoria.

9' SPAN 1/4 AERONCA

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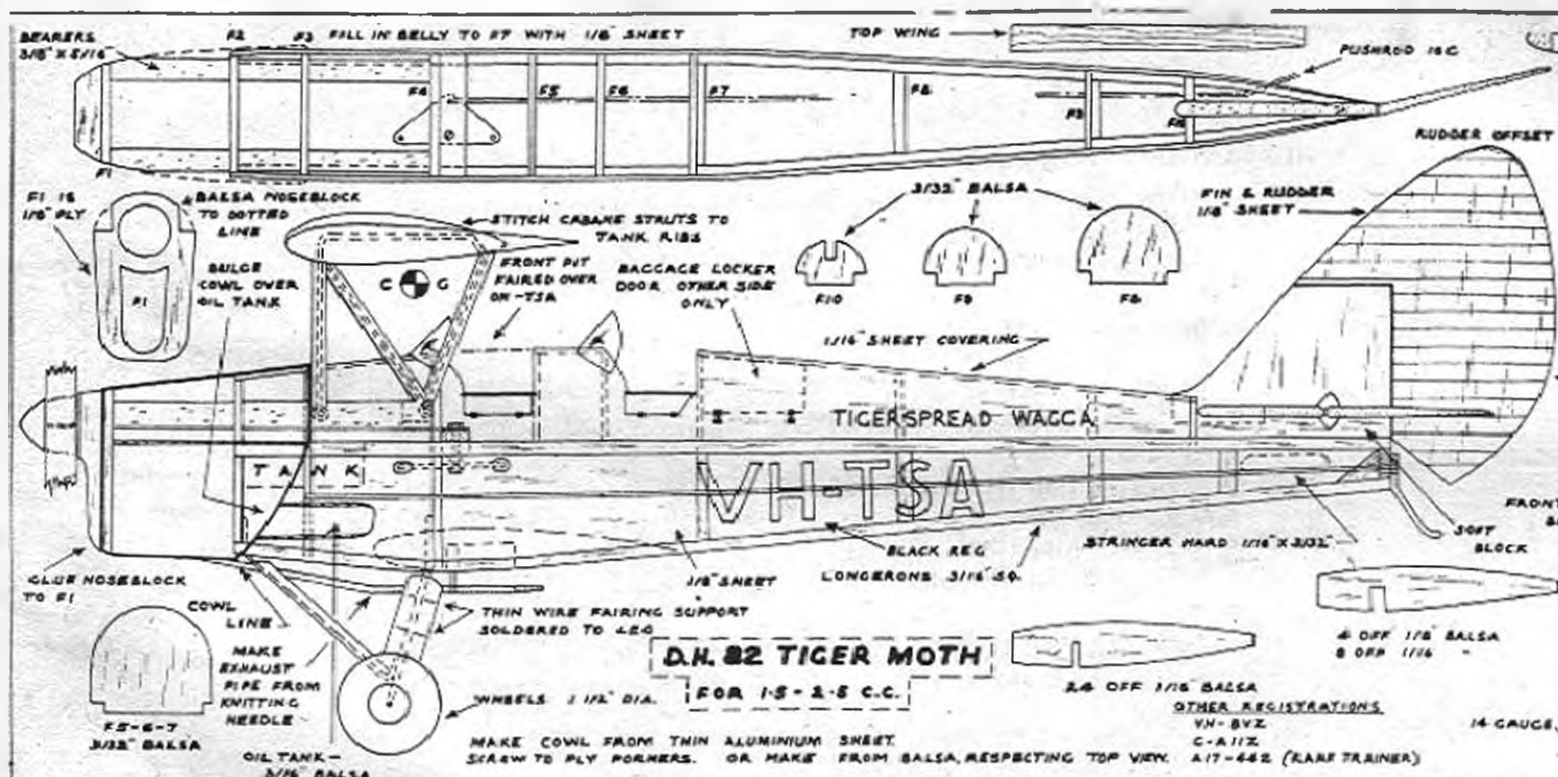
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