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# NEW!

## KP-3/5

### Five Channel Sports Series

WRITE FOR FREE CATALOG

The KP-3/5 is a companion radio to the famous KP-5 Sport, combining top quality and high performance with many new features. It offers the security of flying Kraft at modest cost.

Compact, lightweight transmitter has excellent balance for better control.

Expanded battery voltage meter eliminates guessing battery life.

"Click-stop" trim positioning minimizes accidental changes.

New stick design is a composite of the open and closed gimbal types, combining the best features of both.

Control potentiometers are conductive plastic and have virtually unlimited life with excellent resolution and accuracy.

Complete receiver-servo package mounts quickly and easily; has throttle reversing link.

Aileron or rudder selector permits either channel to be operated off of the right-hand control stick without transmitter modification.

External block plug provided for the addition of fourth and fifth servos.

Wired charge receptacle is built into the bottom of the transmitter to provide instant conversion from the dry battery to our new KB-4D rechargeable transmitter pack.

Heavy-duty KB-4E battery pack is standard. Charge receptacle is wired into the switch harness. Available now on 27 MHz.

**\$325.00**

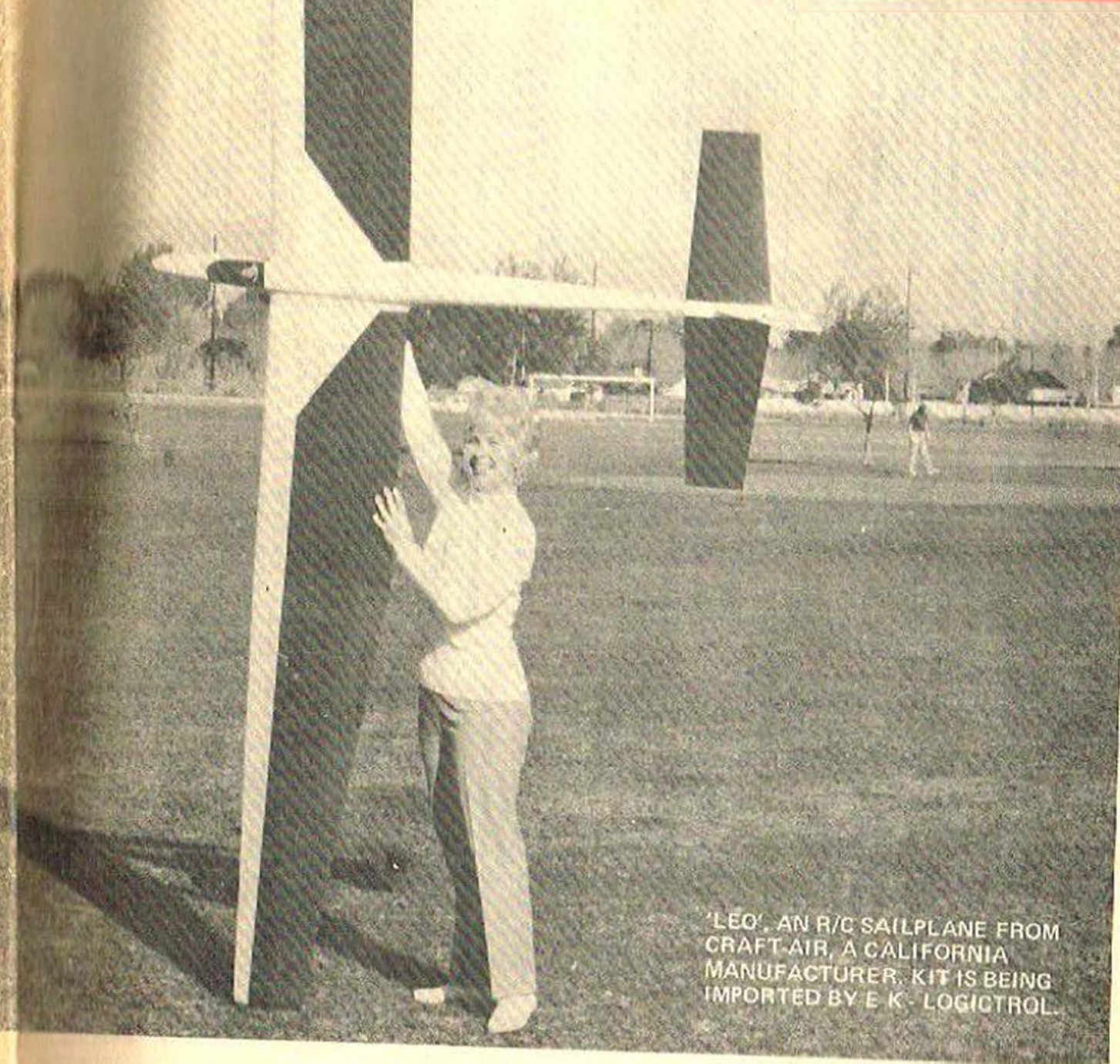


# AUSTRALIAN & NEW ZEALAND MODELLERS' MONTHLY

NEWSAGENTS! DISPLAY UNTIL  
NEXT ISSUE ARRIVES

**.50c**

RECOMMENDED RETAIL PRICE



'LEO', AN R/C SAILPLANE FROM CRAFT-AIR, A CALIFORNIA MANUFACTURER. KIT IS BEING IMPORTED BY E K- LOGICROL.



# MODELLERS' MONTHLY



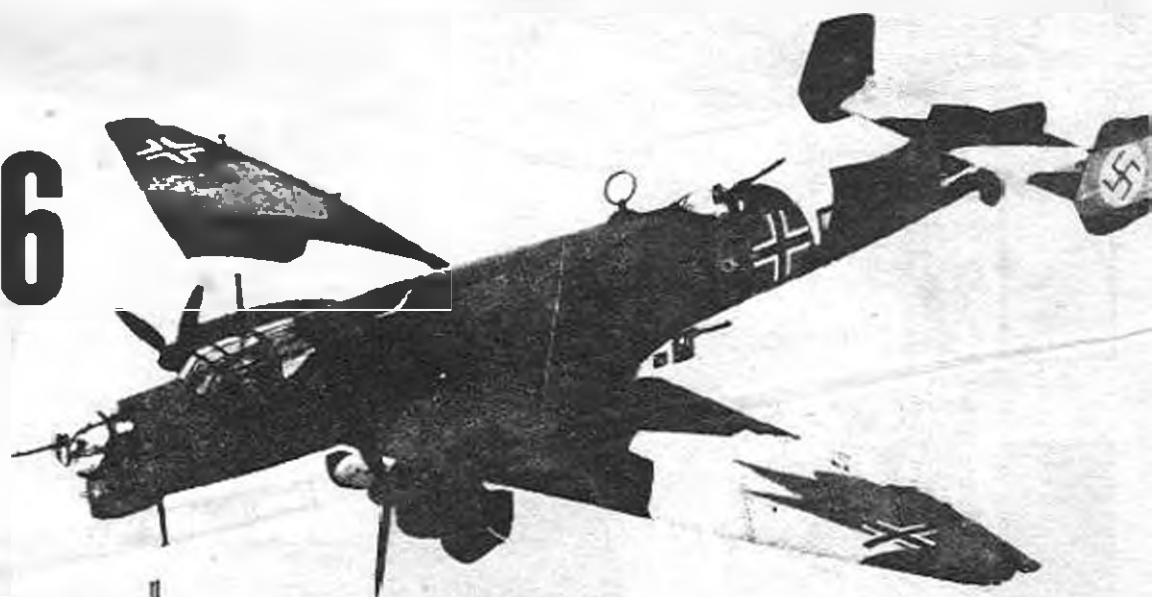
## AUSTRALIAN AND NEW ZEALAND MODELLING

VOL. 2, No. 11/12

AUSTRALIAN AND NEW ZEALAND MODELLERS' MONTHLY

NOVEMBER/DECEMBER 1975

### German Bomber JUNKERS JU 86



## Editorial

We are perturbed by an overseas news item where a young boy was struck by a model and killed. Accidents of this kind are few and far between, and over many years of model flying, your editor has never heard of anyone being killed by a flying model. But us remember that a power model is a missile, guided or otherwise, and care must be taken when flying or WATCHING models in action. Third party insurance is no consolation to YOU if you're dead. We approve and recommend safety helmets being worn by flyers and assistants when flying fast aerobatic or speed (team speed) models. These are safety precautions that anyone should see are common sense. A two-pound model with a needle pointed spinner, travelling at speeds up to 120mph CAN be lethal. FLY WITH CARE. OBSERVE ALL SAFETY RULES. KEEP OUT OF THE CIRCLE WHEN SOMEONE ELSE IS FLYING. Think of a spinner on a heavy model as a revolving bullet and you will get the idea.

Last anyone jump on this bandwagon, we re-iterate that model flying is SAFE if reasonable precautions are taken. If in doubt, join a group or club who can tell you what is safe or not. After all, one death in sixty years of modelling is not a bad record. There HAVE been other deaths by flying too close to power lines. That's another thing again — Steel control line wires conduct electricity. DON'T FLY NEAR POWER LINES! The life you save will be your own.

The 'silly season' is almost upon us, and the model shops are bulging with 'goodies' for expected Xmas sale. Most model shops rely on this period to make up for their slack periods at other times of the year. We hope you will patronise them well. You get personalised service from them; with after sales service that no impersonal store can give.

In our Trade News column we review useful and new products. Sometimes we are critical, others, we praise. We try to be honest and yet not offend the manufacturers, but sometimes the manufacturer needs to be told of deficiencies in his product. That way he can improve it. We invite comments from modellers about the products they use. If you disagree with a Trade Review we want to hear from you. That's not an invitation for gripes — but legitimate constructive criticism will be read and if valid, passed on to the suppliers and ultimately the manufacturers.



#### FLYING DEATH

Further news is to hand about the death of a 6-year old boy in UK. It appears that safety precautions were being taken, but the child was hit by an out-of-control R/C model. The child was struck in the body and fatal internal injury resulted. This does indicate that the accident was in the nature of a 'freak' accident that may never occur again. However, it does us all good to be reminded that safety is a prime responsibility of all model flyers. In particular, we urge that spectators and families of flyers be kept well away from flying areas, and if nearby, for them to be in protected areas.

The old adage: DON'T FLY OVER THE CROWD must be enforced. Perhaps total safety is not possible but every care MUST be taken.

MM Plans Service plan for the TOPSY Trainer shows the centre of gravity on the front line. Please note that with lighter engines, it will be necessary to weigh the nose under the engine bearers with lead to bring the CG forward. It is preferable for a trainer to be nose-heavy rather than tail heavy. The latter condition produces roller-coaster flights provided the model survives the first flight! Our test model with a Taifun 1.5cc engine had to have 2 oz of lead because the engines are very light.

An alternative solution is to lengthen the nose (and engine bearers) by one inch if it is known that a lighter engine is being used. Remember, most glider engines and some diesels are quite lightweight compared with, say a Taipan 1.6cc diesel.

Railway enthusiasts will be interested in our plans for a 1943 Queensland Garrett locomotive in this issue. The Garretts will stand for a long time as the most interesting of the heavy muscle engines used in Australia. A Garrett has been known to pull a broken down double headed train weighing 1200 tons without wheel slip.

On the model railway scene, we have been informed that a new Italian railway building company is modelling Australian railway engines and carriages for release in Australia in 1976.

When though, is someone going to produce Australian-type buildings, stations etc?

Well, that's enough Editorial guff for now — see you again next month — (true!) —

## ITALAEREI

1:72 SCALE KIT 114  
MADE IN ITALY KIT 114

### JUNKERS JU 86

This aircraft first appeared in 1934 and was produced from drawing board to prototype in less than six months. This twin-engined machine was planned to be used both for civil transport and also as a bomber, and the required variants used an unchanged base structure.

The result of this was that the plane, although constructed with materials and methods that were very advanced for the time, was a compromise between two completely different requirements and therefore was not entirely successful in either version. The JU 86 was twin-engined, with a profile not very aerodynamic. It had a low wing configuration with a very wide chord, and was made of metal. The wing covering was in thin metal sheet, and this was the first time that Junkers had used this construction method. It had twin tail fins, a retractable undercarriage and a small fixed tail wheel. On the trailing edge of the wing were typical Junkers slats in three parts: the two on the inside were used as wing flaps and the outside one as an aileron.

The defensive armament was rather insufficient and consisted of three 7.9 mm machine guns MG 17 placed as follows: one in the glass nose, one in the dorsal turret above the fuselage and the third under the fuselage in a ventral position. The last mentioned had a semi retractable turret.

The offensive armament consisted of 800 kgs of bombs. These were hung vertically inside the fuselage, nose uppermost.

The most interesting characteristic of this aircraft was that it was fitted with diesel engines. These were two Junkers Jumo 205 600 hp engines of the 'in line' two stroke type. These engines, compared with normal aircraft motors, produced much less power but offered the advantages of using diesel oil which was much less inflammable and also much cheaper, and of course, diesel engines have a much lower fuel consumption. The D-1 bomber version was fitted with these diesel engines, but were however, subject to frequent mechanical failure and it was decided to replace these engines with normal 4-stroke radial types. OSix other versions were built including the E-2. The D-1 type Bombers took part in the Spanish War, fighting with the Condor Legion. At the outbreak of World War II the aircraft, which was by then completely obsolete, was used by flying schools.

However, at the end of 1942 it was taken back into the Luftwaffe's service as a transport, when the German had to use all aircraft at their disposal in a desperate attempt to supply the troops who were besieged at Stalingrad.

#### TECHNICAL DATA:

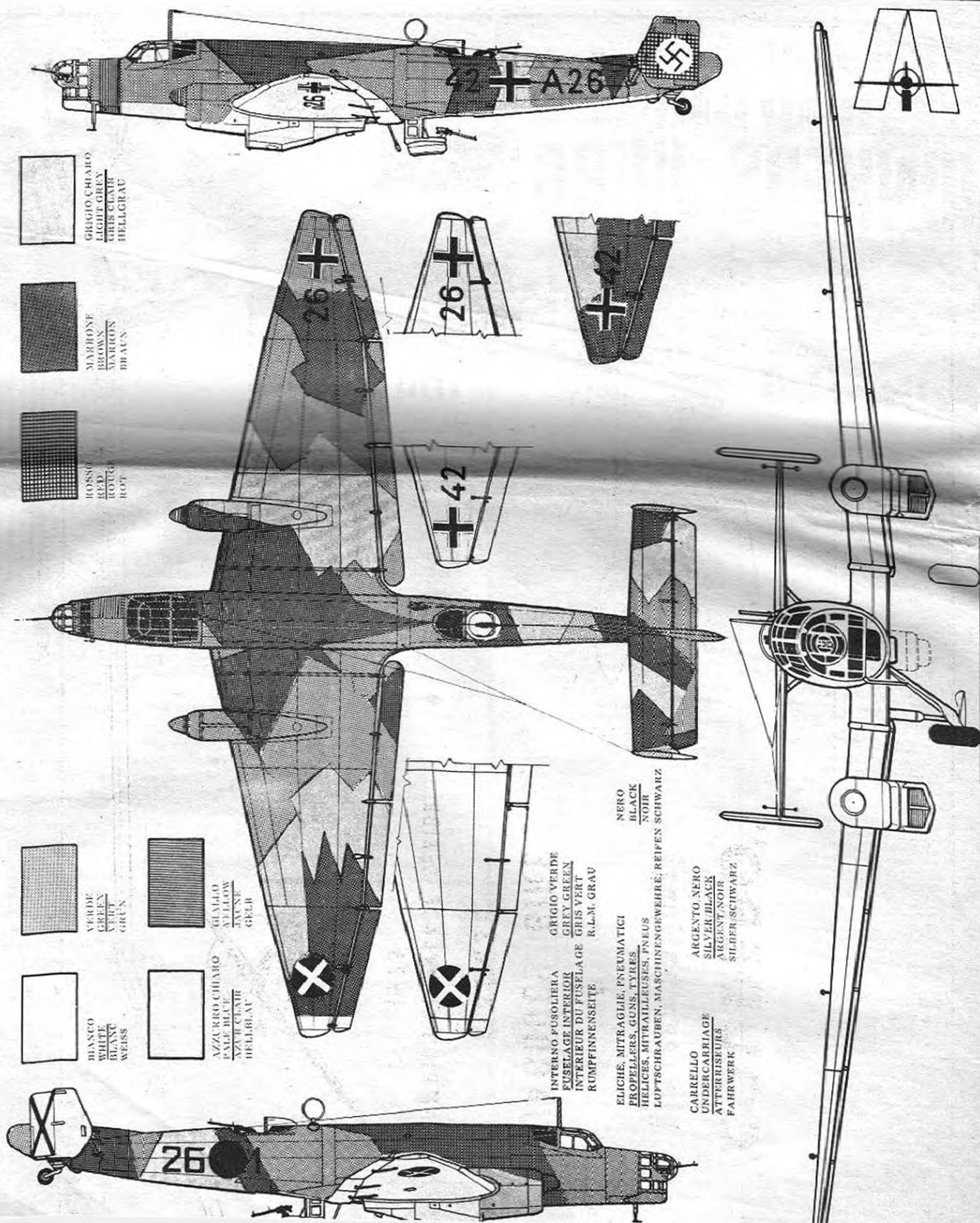
Span: 22.50m  
Length 17.86m  
Empty weight: 5800 kgs  
Max weight: 8000 kgs  
Max speed: 325 km/h at 3000m  
Range 1150km with 800 kgs bombs  
Max ceiling: 5800m  
Crew: 4 men  
Armament: 3 x 7.9 machine guns MG 17.  
Bombload: 800 kgs  
Engines: 2 Jumo 205 (diesel)  
600 hp 6 double cylinders.



KIT 114

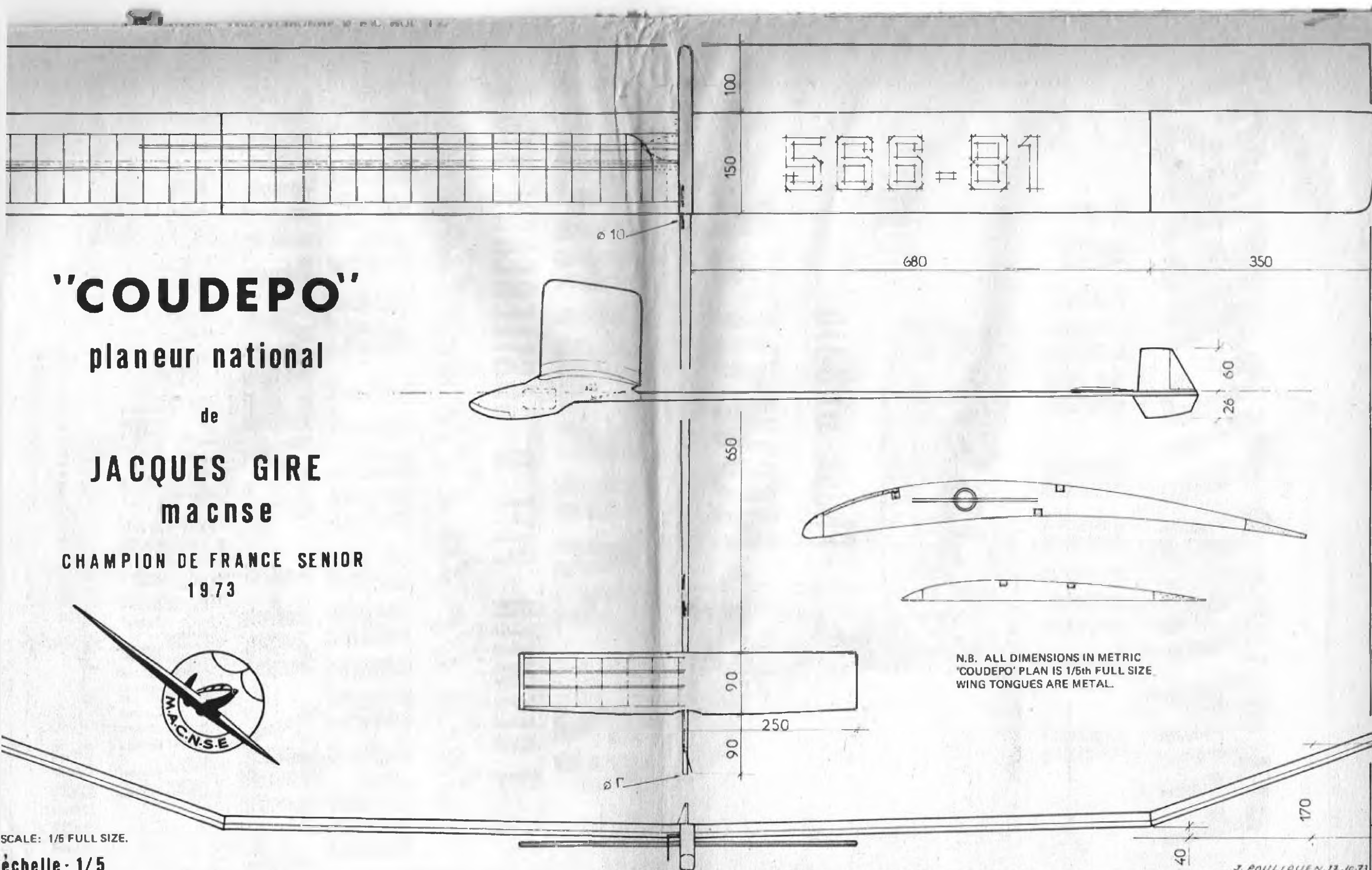
# ITALAEREI 1/72 JUNKERS JU 86

SPANISH WAR TRANSFERS ARE  
ALSO PROVIDED FOR THIS  
COLOURFUL MODEL FROM ITALAEREI





REPRODUCED BY COURTESY OF : LE MODELE REDUITE D'AVION



# FANTASTIC NEWS!

## ★ A THIRD GREAT ★



SYDNEY

Phone 61 3315

### NOW OPEN

AT

## 42 PARK STREET

(BETWEEN PITT & CASTLEREAGH STS.)

*Join Us In Celebrating Our*

## OPENING SALE AT PARK<sup>ST</sup>

# ★ 10% OFF EVERYTHING!

(PARK STREET SHOP ONLY)

### NOW TWO GREAT CITY SHOPS TO SERVE YOU AT EITHER END OF TOWN!

**LAYBYS**

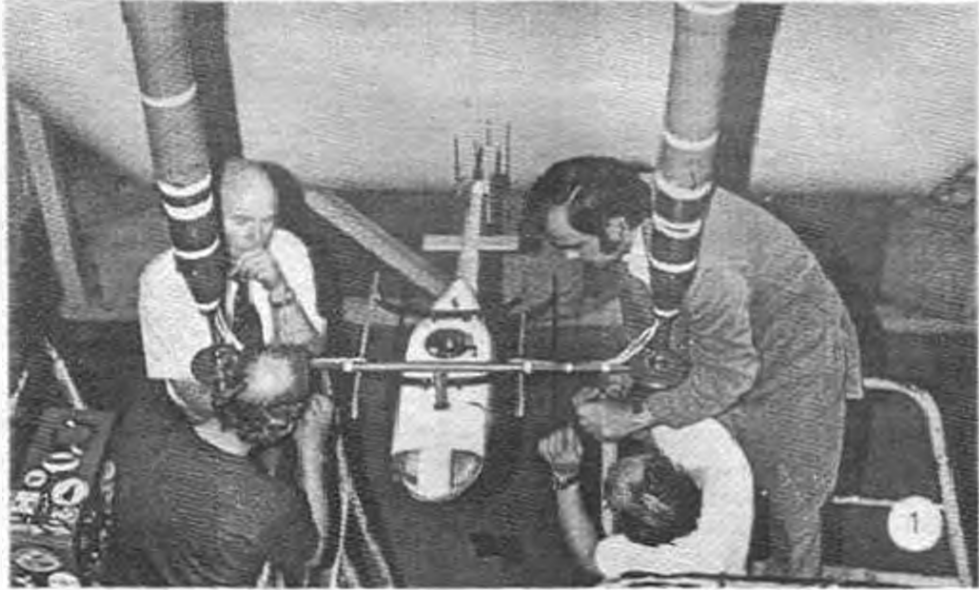
- \* 42 PARK STREET, SYDNEY
- \* 34 ANGEL ARCADE, ASH STREET, WYNYARD
- \* 18 WESTFIELD SHOPPING TOWN, LIVERPOOL





# KAVAN

## wind tunnel test



### KAVAN PUBLICITY RELEASE on KAVAN JET RANGER

The Kavan model of the Bell Jet Ranger helicopter took four years from design board to release date. The total cost of this project, including tooling cost, was approximately \$400,000. US. No other model (helicopter or fixed wing) produced anywhere in the world, has received such extensive testing, or cost so much to develop. No corners were cut, that would in any way lower the quality of this kit, or impair its flying ability.

After the last test flight was made, but before giving the go-ahead for production, Mr. Kavan made one last effort to assure himself that everything possible had been done. He contacted six companies that manufacture full size helicopters and explained his intent to produce the model and see it fly. As it would take too long for all the top engineers to visit his plant at Nurnberg, Mr. Kavan decided to take the model to the companies to be examined by their top engineers. The model was exhibited and flown before two manufacturers of full size helicopters in Europe, plus Bell, Sikorski, Lockheed and Hughes in the USA.

At this point Mr. Kavan felt that everything possible had been done to get the Jet Ranger ready for production, yet he still wanted an opinion from these top helicopter engineers. Their assurance that they could add nothing to improve the performance was indeed good news. At this point the design was finalised, and production began.

Our goal from the beginning was to produce the finest helicopter (model) in the entire world. We have received many letters (from modellers who have built other brands of helicopters) telling us that they feel that we have the finest model that they have built. These letters, along with the very impressive list of contests won by the Kavan Jet Ranger, indicates that we did reach our goal. (The Kavan Jet Ranger won first place at the 1973 USA National Model Airplane Championship; first to ninth places at the 1973 European Championships; first, second and third place, and also first place in scale at the 1974 USA National Model Airplane Championships.)

Despite these impressive 'wins', research goes on continuously in an effort to further improve this excellent model.

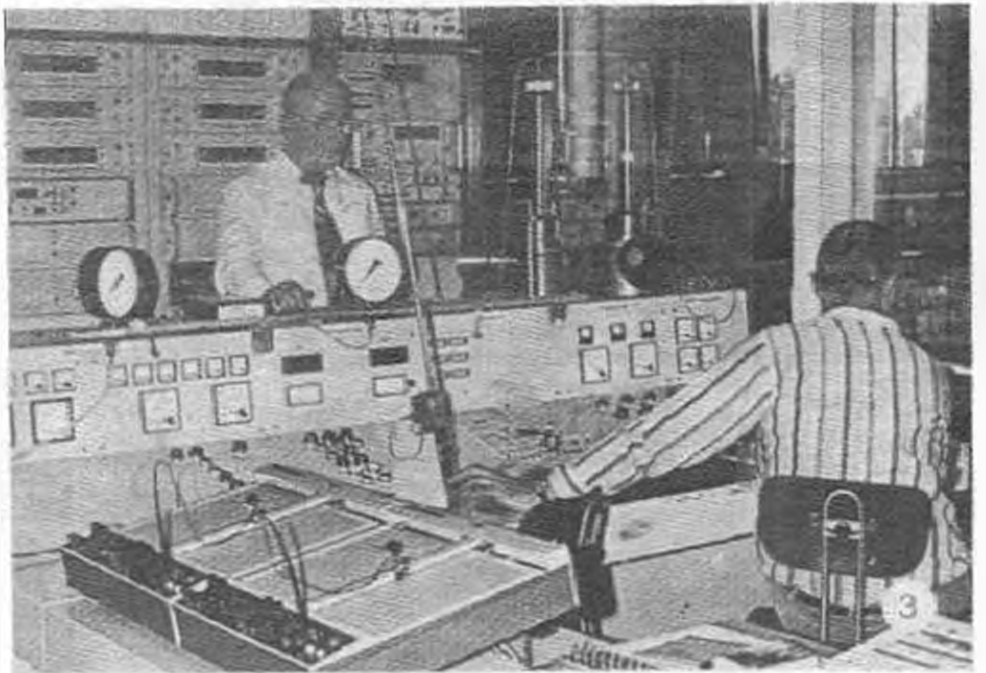
Late in 1973 a completely new type of control for the main rotor blades was developed by Mr. Kavan. This new innovation was recognised by the engineers at the Bell Co. of Texas, who make the full size Jet Ranger, as being a new approach, and advised Mr. Kavan to apply for a patent immediately. (Patent now pending).

The new innovation (referred to in our advertising as a 'head modification') makes the Jet Ranger the first 'aerobatic' model helicopter in the world. Early in 1974 at the largest model flying demonstration in Europe, Mike Bosch, flying the Kavan Jet Ranger, demonstrated this aerobatic ability.

Before an estimated 25,000 people he put the Jet Ranger through a series of thrilling manoeuvres that had the crowd literally cheering. When it seemed impossible to add anything else to this already spectacular performance, Mike climaxed the flight with perfect loops.

To our knowledge this was the first time that a model helicopter looped at a public flight demonstration. In September 1974 in Tokyo, Mike Bosch performed the same manoeuvres. At the 1974 National Model Airplane Championships held at Lake Charles, Louisiana, Jet Ranger models flown by Mike Bosch and Ernie Huber, again demonstrated their ability to loop. The 1974 International Tournament of Champions, held at Las Vegas, Nevada, was the scene of another display for the Jet Ranger. Although this was a contest for fixed wing models, there were a number of helicopter kit manufacturers making demonstration flights. During the entire three days, the only helicopter that performed loops, was the Kavan Jet Ranger. In fact, no other manufacturer ever attempted to do loops.

The high point of the helicopter demonstration came on Sunday afternoon. On his last flight, Aubrey Radford, the Kavan Service Representative from Jacksonville, Florida, stole the show by doing a 'barrel roll' with his Jet Ranger. Please note that the aerobatics we have mentioned were done at large contests, that were well covered by the



modelling press. Our claims of aerobatics ability are backed with magazine articles and photos.

At Kavan, our goal is to provide the modeller with the finest line of models, accessory items and service available anywhere in the entire world. We have spared no effort or expense to attain this goal.

In addition to producing the largest selling helicopter model in the entire world, Mr. Kavan also set up a unique service for the Jet Ranger owners.

When you send in the registration card, enclosed in each kit your name is entered on the list to receive, free of charge, the 'head modification' that retails for \$30.00. This free gift is received for registering your

first Jet Ranger model, it is not given because you purchased the kit. This added service will keep your Jet Ranger just as up-to-date as the latest kits available.

The Kavan Jet Ranger story started in 1971, and additional chapters will be written at contest and sport flying events for many years.

### JET RANGER SPECIFICATIONS

- Collective pitch
- Main rotor diameter 63"
- Fuselage length 57"
- scale 1 : 6.4.
- Engine 60
- Controls 4 channel proportional
- Flight weight 10-11 lbs.
- Payload 50%

Recently, the low speed wind tunnel at the German Research Institute, in Braunschweig, Germany was the scene of some most unusual activities. The usual tests being conducted on full size aircraft were suspended for one full week. Mr. Franz Kavan, world renown manufacturer of top quality model accessories and helicopter kits, leased the test facility for the entire week, at a cost of approximately \$ 30,000.00. He planned to run a series of tests on a radio controlled scale model of the Bell Jet Ranger helicopter that he produces in his Nurnberg factory. Mr. Walter Sonneborn, of The Bell Company in Texas, was brought in to supervise the tests. Mr. Sonneborn was born and reared near Bremen, Germany, and often is working at Research Institutes. He was chosen to conduct the tests because of his intimate knowledge of the test facility, plus being one of Bells' top engineers, and completely familiar with the full size Jet Ranger. The purpose of these tests were twofold, first to compare the relationship of the scale model and the full size helicopter. The second purpose of the test was to gather information that will enable him to make improvements on current models as well as future releases.

KAVAN HELICOPTERS - Release from R. de Chastel, Model Airports & Hobbies, 38 Station St., Nundah, Q.



# TRADE NEWS

## NEW TAMIYA KITS

From H.W. Rice Pty Ltd, Sydney we have news of the impending arrival of the following kits:  
KVH Russian Heavy Tank, KVII 'Gigant' to 1/35th Scale.  
PZK-IV Ausf. H., 1/35th scale.  
SGLH Enheits Personan Kraftwagen Horsch 4 x 4 Type 1A, 1/35th Scale.  
Pzkw VI 'King Tiger', 1/35th scale.  
Kampfanzer 'Leopard', 1/35th scale.  
T34/76 1943, Russian Tank, 1/35th scale.  
Boeing B-52 to 100th scale! (It's still a BIG aeroplane!)

Now IN STOCK at Superscale Models, 356A Pacific Hwy, Lindfield 2070, and available to hobbyshops from H.W. Rice Pty Ltd: TAMIYA

Avro 'Lancaster' BI/BIII in 1/48th scale.  
Jagd Panzer PZ Jg. VI 'Tiger' (Sd. Kfz 186S) 1/35th scale.  
KV-I (Type C) US Tank Destroyer M10 1/35th scale.  
Pzkwf. V 'Marder II' German Tank Destroyer.

Sd Kfz 223 Leichter Panzerspahwagen (Fu).

## MILITARY MINIATURES (TAMIYA)

Road sign sets to 1/35th scale (European) Includes telegraph poles, lamp poles, etc. Also from H. W. Rice are the 1/100th scale aircraft series - including the  
Skyhawk A-4E,  
Phantom II (British F4K/M)  
F-104 Starfighter  
LTV A-7A Corsair II  
F4U Corsair  
P-51 Mustang  
P-47 Thunderbolt  
P-38 Lightning  
P-63 Kingcobra  
P-40 Warhawk  
P-46 Defiant  
P-50 Mustang  
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## SUPER MODELS

Modellers' Monthly paid a visit to another Sydney wholesaler recently. Super Models are at rear, 21 Whiting Street, Artamon, 2064 NSW and have good stocks of what most flying modellers need most - balsa, Aeroflyte kits, Keil Kraft kits, Cox engines, spares, Sanwa Radio control, OS engines, and in stock, the well-known ENya range of glo engines. The Enya has been much maligned in the past, but one would have to look far to find a sturdier and robust engine. Enyas wear well, and last longer. In performance there is little to choose between them and other high performance glo engines. Pricewise, they are pretty good too.

Super Models also have a number of railway accessory items, and we hear that we can expect that they will be a source of good rail track in OO gauge, rivaling Peco for quality and price. Should sell well, George!

Most pleasing is the prompt service of Super Models, delivery within a few days, not weeks. Representative will call at your request.

## KRAFT

Barry Angus of Kraft is in the States visiting the Kraft factory and catching up on the latest from the other side of our 'Big Pond'. Expect more 'goodies' from Kraft after this trip.

## CHM SYSTEMS

Brian Hodge of CHM Systems informs us that they are still preparing their kit set transmitter for release soon. The kit receivers and servos are already in steady production.

## BURFORD & CO

We're still awaiting the Burford .40 R/C engine. This will be Australia's only (and first) R/C .40 engine. Production is under way, but the job of tooling up for a new engine is quite a daunting one.

## SUPERSCALE MODELS

Superscale apologises for the incorrect address in last Modellers' Monthly. Leasing arrangements fell through and new premises were obtained at 356A Pacific Highway, Lindfield NSW. A retail shop selling most hobby needs is upstairs in Suite 1, entrance from side street (Bent St). Parking at the Council car park to the rear of the block as well as street parking.

## MODELLERS' MONTHLY ADVERTISERS

Please note that no proof of insertion is required for advertisers to be included in this issue.

profit margin is so slight. (We know of no newspapers who do send such proof). It is a different matter where display advertising is concerned, and complimentary copies of the magazine will be sent with the invoice.

Modellers' Monthly readership is growing rapidly. We print over 8000 copies for distribution but of course, not all of these are sold. Nevertheless, our sales increase several hundred per issue.

## AIRBORNE & R/C MODELS

A new issue of the above magazine will be out early in December. This issue is in preparation now and includes some fine flying scale control line plans, radio aircraft, construction articles and regular features. Price will be the regular .75c each and all subscribers will receive the first copies of the press. New or intending subscribers may fill in the sub. form elsewhere in this issue.

We apologise to some subscribers who apparently missed out on Vol 2, No. 2. A number of copies were lost.

We shall extend such subscribers' subscriptions by one issue (we have them listed). In the event that we can obtain extra copies of that issue, we shall replace those copies.

## POWER BOATS

### MELOTTI BOATS BREAK EUROPEAN RECORDS

The Melotti boats, SKUA I III (pronounced 'Squaw') and SILAK are continuing to break European records. The latest news to hand from Skua III a number of fast times.

### ITALIAN RECORDS

Class: Naviga class  
F1-V15.  
Italian record: 13.9 secs using FAI fuel  
Official Naviga Class:  
Italian record: 15.1 secs with FAI fuel.  
Free fuel: 14.8 secs.

### SWEDISH RECORD

Class: F1-V5  
Swedish class record: 17.28 secs.

Sergio Taccoli, Sequoia Models, is now kitting SILAK boats in Australia. The new kits are complete with fibreglass hulls and all hardware including new metal engine mounts. A low retail price is a drawback for this fine kit available from Sequoia Models, 221A Wentworth Avenue, Pendle Hill, NSW

## SILAK BOAT KITS

Sergio Taccoli of Sequoia Distributors has the new SILAK boat kits available. At time of writing the kits were awaiting the new colour labels but will no doubt be ready for delivery by the date of publication of this issue of Modellers' Monthly.

## TANKS

A number of standard size tanks for control-line flying are available from hobby retailers. Among these, the Aeroflyte tanks are good value. Made from solid tinplate sheet, with brass tubes, they range from a No. 1 to a very large stunt tank on which the average model will fly for an endurance record!

## OS ENGINES

OS engines are available to hobby shops from a number of distributors. At last count, they can be obtained from at least four dealers that we know of. - Gordon Burford & Co, Aeroflyte, and sub-dealers, Competition Engines, Bondi Model Centre and Super Models. There are probably other dealers in other States.

## WHOLESALE

Wholesalers and importers wishing to have new items included in Trade News may submit information to us. We will try and include most interesting data.

## E K LOGICROL AUSTRALIA

E K Logicrol are now importing a new range of gliders put out by Craft-Air, a comparatively new company owned by Tom Williams, who has been flying model aeroplanes longer than he cares to remember, by profession an aeronautical engineer. Hope to do a live evaluation later.

## Ronald G. de Chastel ANNOUNCES



SANWA ELECTRIC CO., LTD.



6 CHANNEL 4 SERVO

5 CHANNEL 4 SERVO

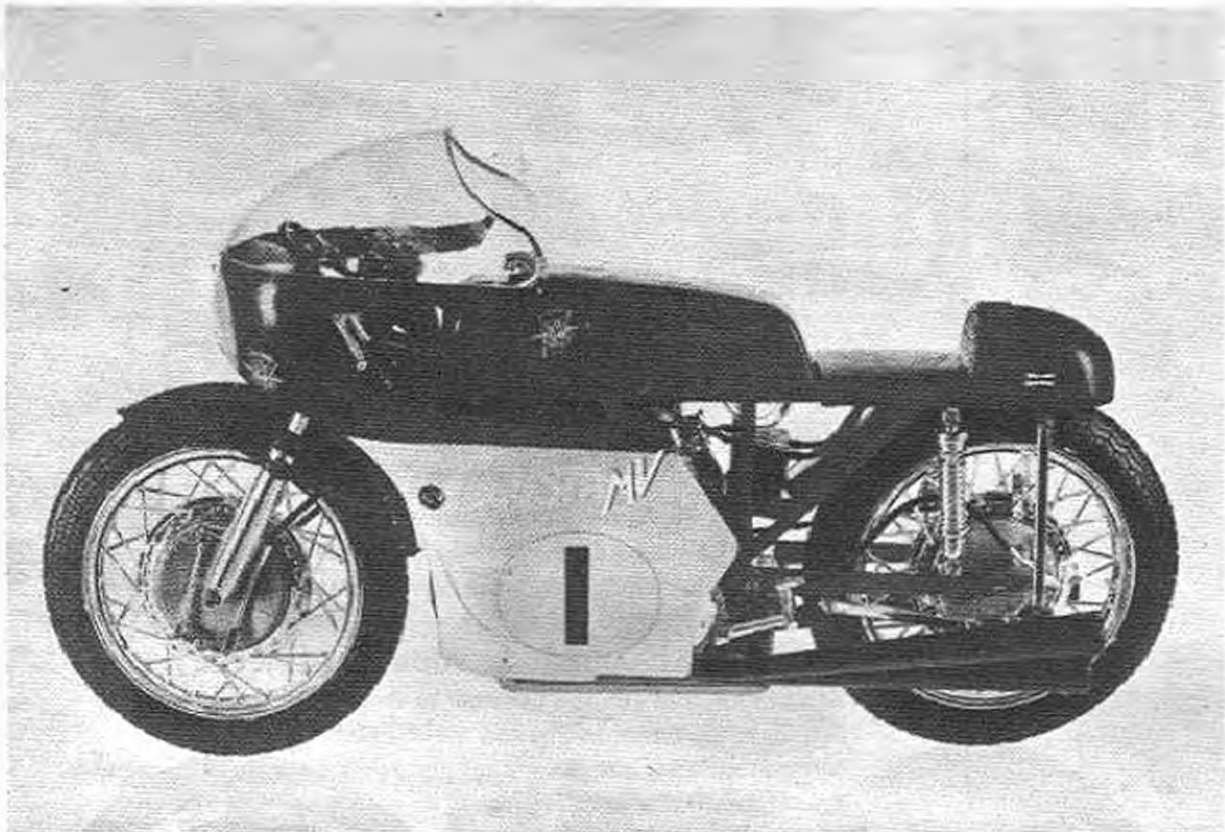
4 CHANNEL 4 SERVO

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at

Model Airports & Hobbies





#### PROTAR BIKE & CAR KITS

Available again from the whole-sale distributors, Sequoia Distributors and retail from most good hobbyshops, the PROTAR series of motor bikes and cars are regarded highly.

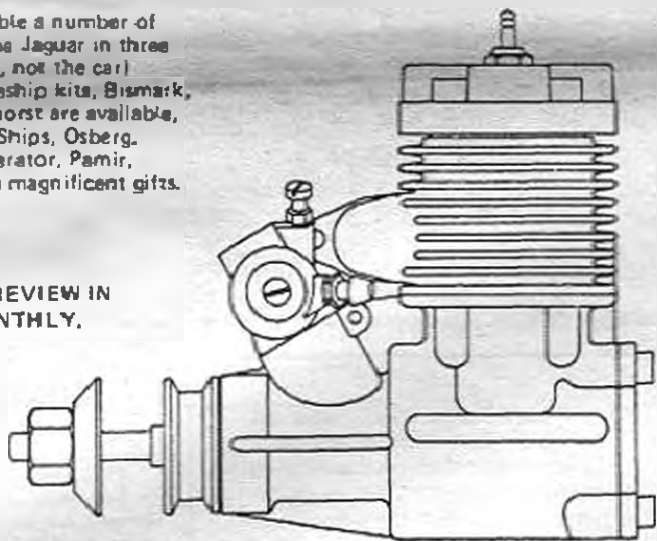
We have examined a kit of the Ferrari 312 B/2 (Formula 1) available retail from hobbyshops — four example from Superscale Models, 356A Pacific Highway, Lindfield 2070. At \$33.00 postpaid, this is not a cheap kit. Neither is it 'cheap' and 'nasty'. We class this as the finest 1/12 scale model of a Ferrari B/2 we have seen. It is magnificent and although nearly twice the price of its nearest Japanese rival in this scale, it is superb and worth the money. As far as we know, there is no competitive kit of the Ferrari B/2 in this scale.

#### BIKE KITS / PROTAR

Stocks of kits from Sequoia Distributors available again. Superscale are retailing them and other retailers can obtain these better quality motor bike kits from Sequoia Distributors at 221A Wentworth Ave., Pendle Hill NSW.

Sequoia also have available a number of new Heller plastic kits — The Jaguar in three versions (the attack aircraft, not the car) (BAC Jaguar) The big battleship kits, Bismark, Tirpitz, Gneisenau, Schamhorst are available, as are the beautiful Viking Ships, Osberg, Reine Matilde, Birme Imperator, Pamir, Passat etc. These kits make magnificent gifts.

PHOTOGRAPHS and REVIEW IN  
NEXT MODELLERS' MONTHLY.



Jackie Ickx's Ferrari 312 B/2 Formula 1 by Protar — a magnificent 1/12th scale kit, superbly accurate and well moulded.

# LOOK!

We are pleased to be able to present the first published drawing of the outlines of the new TAI PAN .40 R/C ENGINE.

The engine resembles the Taipan 2.5cc Twin ball-bearing glo engine only as a family resemblance.

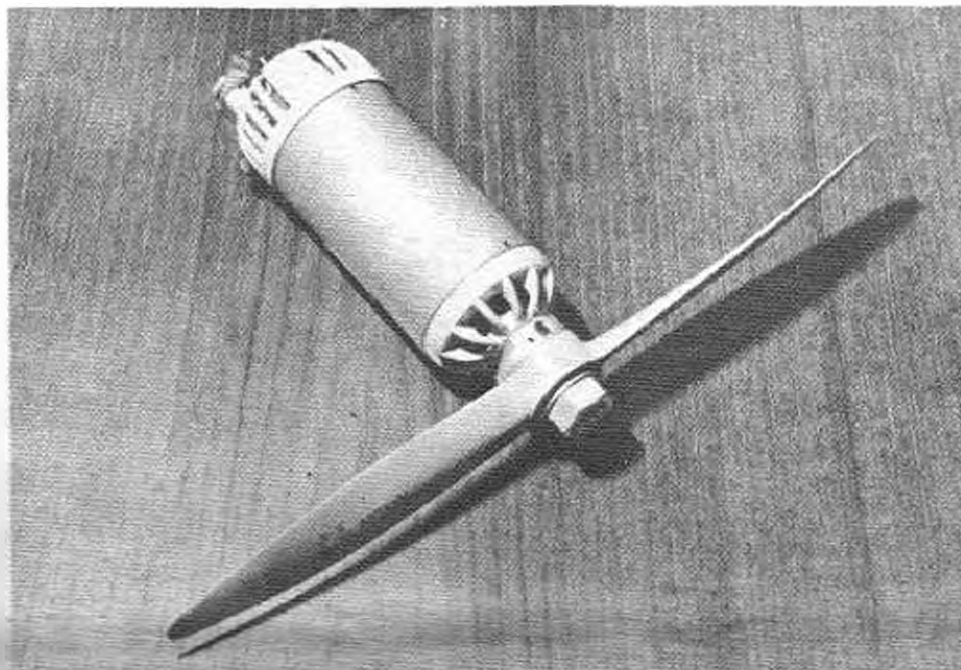
The radical difference lies in the porting, and immediately evident is the fact that the engine exhausts at the front, with the gases carried around to the side.

**ELECTRIC POWER IS HERE!  
NEW MOTORS ARE EFFICIENT.**

#### SILENT FLIGHT

The well known German electrical firm of Marx-Luder are now entering the electric flight field with special purpose-designed motors. Their long experience with electric boats should ensure the reliability of the new products. They will be marketed in Australia by Silent Flight. This firm already handles the Multiplex twin motor glider sets (reviewed in June 1975 Model Airplane News). The new Marx-Luder motors are designed to be more suitable for sport trainer type models.

Early production samples have been received of two differing types. An interesting feature is a small cooling fan rotating inside the casing of the motor behind the propeller bearing. Radio interference suppression is fitted. Very careful matching of the motor/propeller/battery voltage combination is required with any electric flight system to avoid battery and/or motor overload. A well instrumented test bench is needed for this work, and Silent Flight will release the Marx-Luder motors in sets with suitable batteries and soundly tested recommendations as to compatible locally available propellers.



The Marx-Luder 96 watt aircraft motor. Note the open bearing cages to allow proper air cooling.

**SPECIAL!**

**LIMITED STOCKS — ONLY A FEW LEFT.**

**MVVS BALL BEARING HIGH PERFORMANCE**

**2.5cc GLO MOTORS**

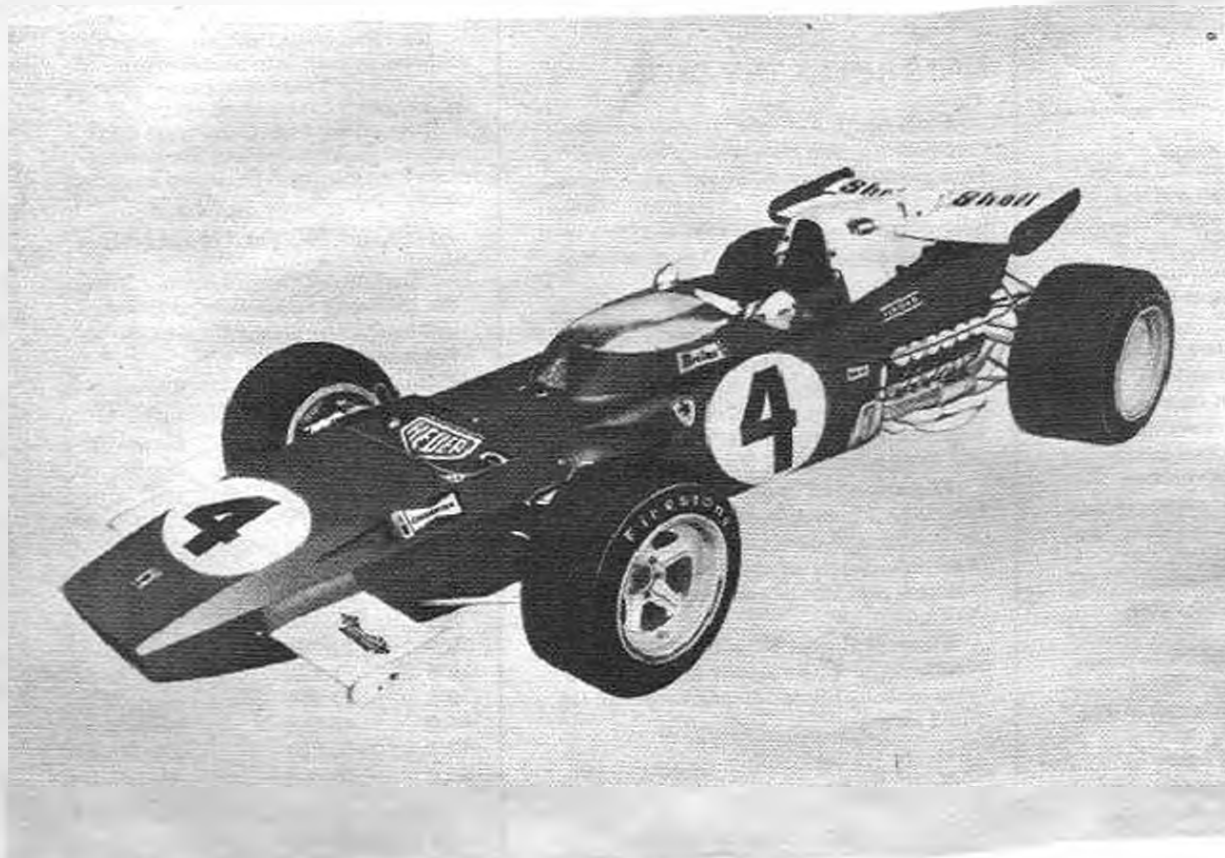
**with Glo Plugs**

**CZECHOSLOVAKIAN ENGINES**

**COLLECTORS' ITEMS!**

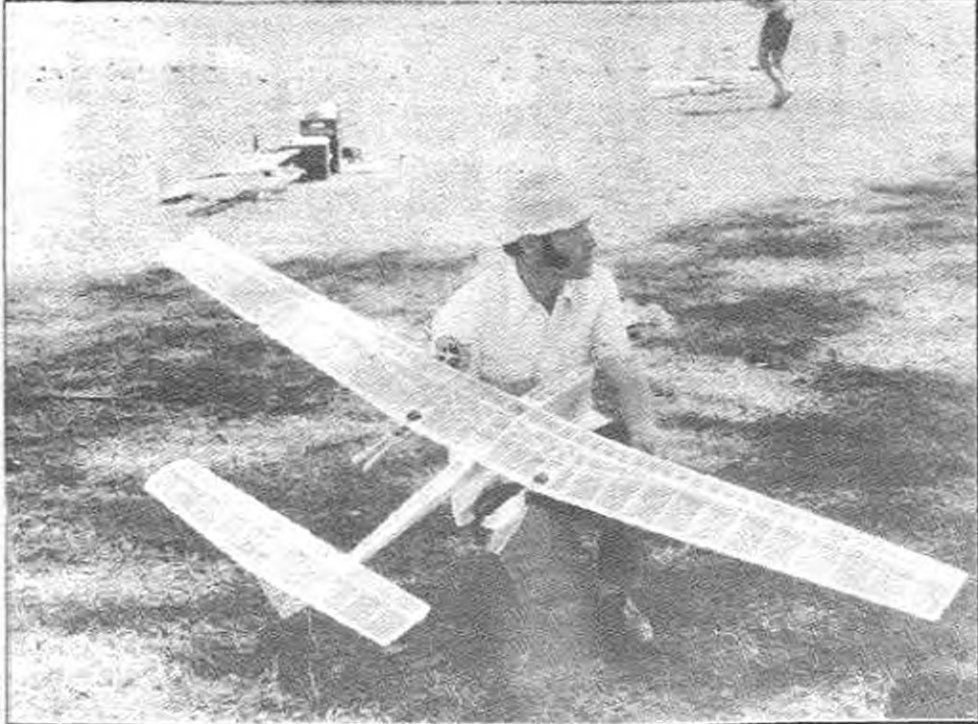
**AUTHENTIKITS  
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**\$28.00 (Postpaid)**

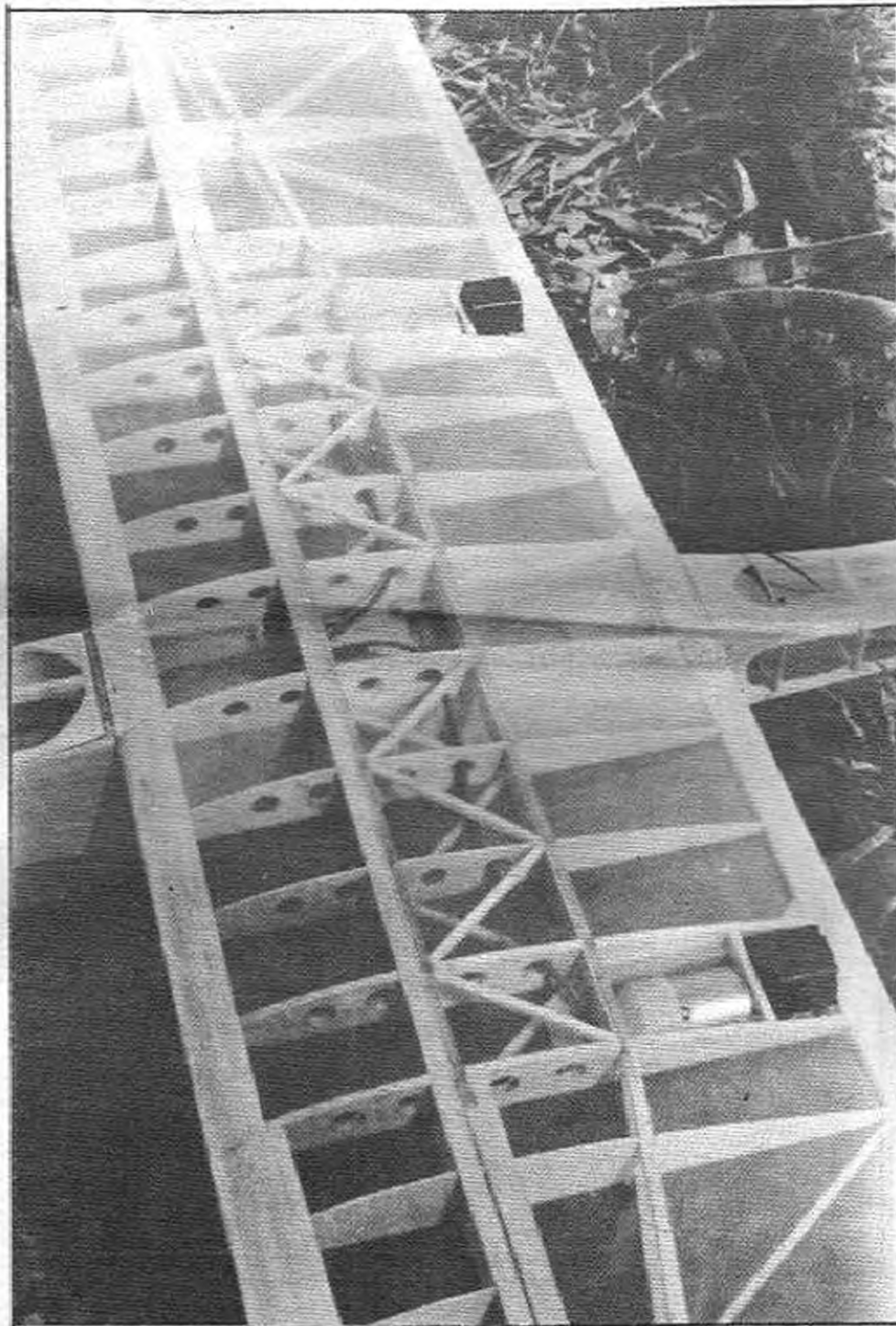


Bob Myer, Sydney Radio Control Society, has built this superb delicate-looking but strong electric model for two Multiplex motors. (Details elsewhere in this issue).





Jack Black holds magnificent transparent film-covered R/C electric design built by Bob Myer, Sydney Radio Controlled Models Club.



Inwards of Bob Myer's own design electric R/C shows electric Multiplex engines 'buried' in wing. Fragile looking model is really quite strong.

## BRISBANE HOBBY EXHIBITION

The Brisbane Hobby Exhibition must surely be one of the most distinctive exhibitions of its type in the world.

In what other exhibition would one expect to see Finches, Fish — Gold and Tropical, a Scout display, stamps, a military modelling display, active lapidary groups, photography, model boats, railways, aircraft, experimental engineers, a hovercraft, a full size man carrying home built aircraft, a display by the Aviation Historical Society the Queensland Air Museum, Grow your own Herbs, Wood carving with Greek mythological figures, Maritime History, Art, Spinning and Weaving, Woodwork and Bark pictures and wooden toy making on the spot.

The Department of Education Adult Education Metropolitan Director, energetic Keith Goodwin, was most enthusiastic about participating.

Toastmasters International (with headquarters in Santa Ana, California) were

pleased that metropolitan clubs will be displaying banners around the hall and the Lt. Governor Educational Greville East — Director of Veneer Products, donated a quantity of their beautiful laminated trays as prizes for the Primary Schools Essay Competition.

While the Essay Competition, which is nationwide, is part and parcel of the Brisbane Hobby Exhibition, it has developed to such a gigantic proportion that we are sure that it must be the world's richest Essay competition for Primary School children.

The Committee graciously acknowledges the generosity of the donors who appreciate the benefit to the whole of society that such a hobby exhibition must provide.

Every aspect of the exhibition does someone some good.

— School children may win fabulous prizes for essay writing.

Some school will win 26 volumes of The World Book Encyclopedia.

Hobbyists enjoy the opportunity to display their respective hobbies and The Children's Hospitals Appeal is the beneficiary.



## ELECTRIC FLIGHT

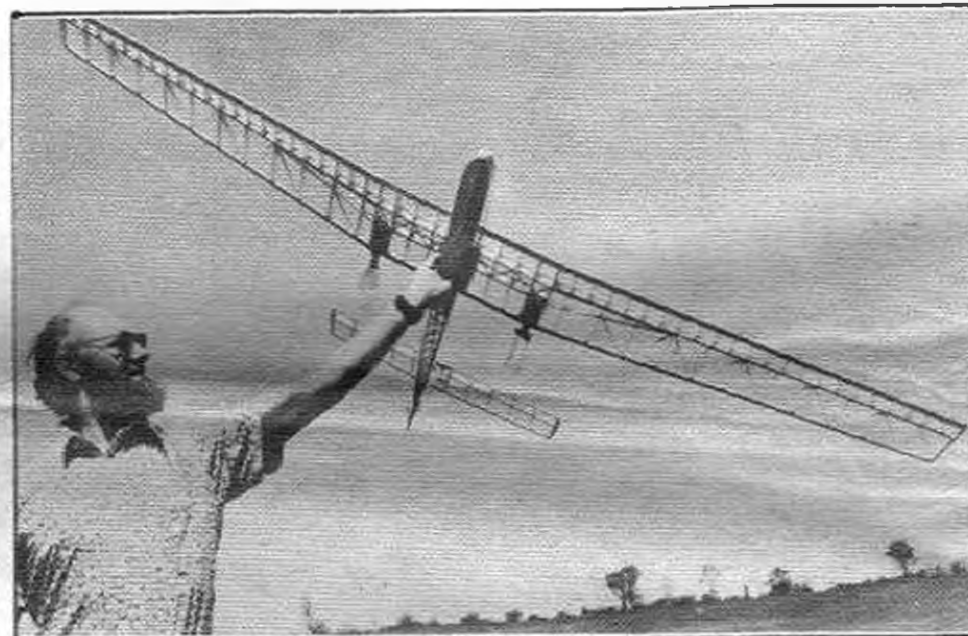
For the long summer evenings what could be more relaxing than silent electric flight from a nearby ground. Better than the long drive in weekend traffic to the faraway flying field.

From Germany, home of the electric glider, Silent Flight imports the MULTIPLEX power units. The high performance geared motors and special unbreakable folding propellers are ideally suited to a medium sized radio controlled glider.

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

Write for details to: **SILENT FLIGHT,  
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**SILENT FLIGHT — THE ELECTRIC FLIGHT  
SPECIALISTS**



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

Two years ago Arthur Gorrie instigated the \$1,500 Queensland Primary Schools Hobby Competition which received a great deal of publicity throughout the world. It was certainly popular with the primary schools in Queensland.

Admission charges to the Hobby Exhibition are deliberately kept low to enable whole families to attend for a reasonable outlay. A good, wholesome, enjoyable night out for the whole family.

There will be a full report in the next issue of Modellers' Monthly.

— Arthur Gorrie.

## NATS RULES TRY-OUTS

From South Australia V. Steel informs that a control line Nats practice was held some weeks back and that some rules were still not familiar to local contestants. The following points have been set-out for a refresher and shall be enforced at the coming Nats:

### RAT RACING

Flown to Brown Rules Book. Flight circle rules as per Team Racing, i.e. segment rules, no whipping, T/R flying height. Model must be on ground during all pit-stops. Warning as per team racing.

### GOODYEAR (SCALE RACING)

Flight conduct as per T/Racing except 4 in circle. Running-in rule will not be enforced due to grass circle. Proof of scale to be provided by all contestants. Genuine magazine plan will be acceptable.

### COMBAT

Flown to Brown Rules Book. 50 point penalty for un-intentionally leaving centre circle without helmet. Repercharge for 1st round losers.

## ORIGINAL DESIGN ELECTRIC-POWERED GLIDER

This superb electric powered glider, built by Bob Myer of the Sydney Radio Control Society, has an excellent rate of climb due to its clean design and light weight. Slightly smaller than the popular 'Hi-Fly', the weight complete is 1085 grams (38½ ozs). The very slim and partly buried power units by Multiplex have very little drag when the propellers are folded, and the glide is absolutely comparable with any non-powered R/C glider.

Note the diagonal bracing to give rigidity to the centre section. Three channel Futaba radio is used and the interference suppression built into the motors by the manufacturer has proven completely effective on both 27 Hz and 40 Hz.

Over eighty flights have been made to date and the same motors and battery made more than 40 flights powering an earlier glider.

## FREQUENCY COLOURS

The MAAA Council has resolved that the following frequencies and colour coding will be used by all members of the MAAA.

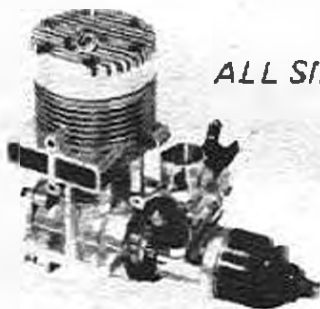
Band	Frequencies	Colour Code
0.5	26.975	black
1.0	26.995	brown
1.5	27.025	brown/red
2.0	27.045	red
2.5	27.075	red/orange
3.0	27.095	orange
3.5	27.125	orange/yellow
4.0	27.145	yellow
4.5	27.175	yellow/green
5.0	27.195	green
5.5	27.225	green/blue
6.0	27.255	blue
41.0	40.665	white/brown
42.0	40.680	white/red
43.0	40.695	white/orange

This is the official MAA APPROVED list and supersedes all others!



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ALL SIZES AND SPARE PARTS



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FP-T5EN  
(for FP-5EN)  
5 CHANNEL  
SYSTEM



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FUTABA RADIO CONTROL

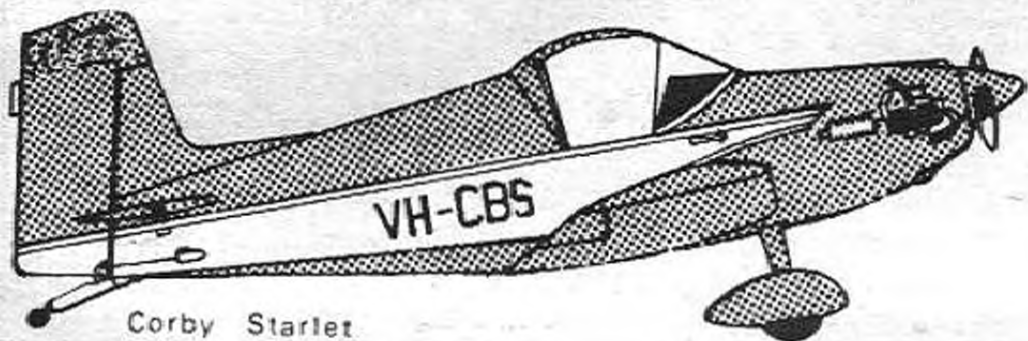
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### RADIO CONTROL

Dennis Bryant's	Hawker Fury 1	60"	\$7.50
	Avro Tutor	68"	\$7.50
Bob Holman's	Sea Fury	57"	\$6.00
	FW 190A3	51"	\$6.50
M.A.N.	Yak 18P	72"	\$5.00

### CONTROL LINE

Ernie Holden's	Stinson Reliant	52"	\$5.00
	Norduyn Norseman	50"	\$4.00
Harold Towner's	P-51D Mustang	37"	\$2.50

### SCALE DRAWINGS

Bob Holman's	SE 5a	1/8th	\$2.75
	P-40	1/8th	\$4.00
	Ryan P.T. 22	1/6th	\$6.50
Aeromodeller	Spitfire 1	1/16th	\$2.50
	Pitts S2A	1/12th	\$2.75
	Wanderer Hart	1/32th	\$2.00

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12



# COMPETITION SCENE

## MAAQ NEWS

Arthur Gorrie, Ian Gorrie and Peter Mornadini attended Redlands Bay Football club day on 12 October. Despite big programme elsewhere on the same day it was felt that the MAAQ should be represented in other areas — especially in association with football clubs.

— A long story, but interesting. Through Hobby Exhibition association with the Junior Stamp Collecting club, Arthur Gorrie became involved in a promise to provide a talk on aeromodelling and a flying display for the Orthopedically Handicapped at the National Fitness Camp on the Gold Coast. With a very active club on the Gold Coast, Arthur recommended that this club would be ideally suited to the task if they were prepared to take it on. The success of the venture is now history. With some very good models to back up their discussion and various models to demonstrate, the Gold Coast club carried the day with flying colours. What makes it even nicer, Bob Rudd wrote Arthur Gorrie and thanks MAAQ for asking them. Certainly a case of — All's well that ends well. Everyone along the time was happy.

## TRUCK SHOW

The 1975 Truck Show was an outstanding success and many country people were spoken to. It is reasonable to assume that a great deal of country people would be interested in trucks. MAAQ was pleased to be there. Ken Douglas, a staunch boat man, looked after the boat display at the Truck show.

## SUBSTANTIAL AIR PAGEANT FOR FISHER'S GHOST FESTIVAL

By Ross Woodcock.

The Fisher's Ghost Festival Air Pageant was held on Sunday 9 November, at Minto. This event is run by the MARS Club as a finale to the Fisher's Ghost Festival held annually at Campbelltown. The weather god played

this year played his part and provided brilliant sunshine and a little wind — just enough wind to create turbulence either side of the landing and take-off area, causing in many cases, frantic course correction close to the ground. However, this only served to make the proceedings that much more interesting for the participants and for the most part went unnoticed by the spectators.

Many events, perhaps displays is a better word, were organised to provide non-stop (except for a brief lunch break) entertainment from 11 o'clock until 4 pm. The displays included flypast, simultaneous aerobatics, open pylon, streamer cutting, electric flight, aerodrome bombing and a flying saucer demonstration. Each of these events were run twice — once during the morning and again after lunch. During lunch general flying took place, plus glider and quarter mid-get demonstration. I can firmly say that until you have seen two flying saucers of approximately 4 ft span and one delta flying togeth-

er — you, as the saying goes — 'ain't seen nothing'. Why they fly, how they fly, escapes me, but fly they do and whereas they have limited aerobatic capability, they sure excite the imagination of the crowd.

The aerodrome bombing was given a new twist this year with the tape recorded cannon and machine gun fire, one must admit that the majority of the attackers are a most unlikely looking bunch which is amply made up for by their aggression and resultant exploding flurry of building, etc. This is a most spectacular demonstration which leaves the spectators stunned for a while.

Perhaps the Mintie bombers were the most popular event though, or at least as far as the children were concerned, the most important event. Numerous times during the day a series of aircraft were sent up and dropped Minties attached to short lengths of streamers over the car park crowd dispersal area — the resultant scramble could, if you were sufficiently enterprising, be used to clear an area of underbrush, which is a useful thought for Clubs starting out at a new flying site in future. So popular were these inter-ludes that many parents were seen trying to beat the kids to the falling cargo!!

Peter Mikkelsen spent more time delving into the interior of his model than flying, for he suffered no end of problems all day, but dogged persistence prevailed, which allowed him to have a ball during the streamer cutting and aerodrome bombing. During Peter's trials we had a graphic demonstration of the stick-ability of these Hot Stuff type glues. A minute drop of Hot Stuff somehow got onto the top of his elevator servo and presto — immediately the case and final drive became one. All efforts to free this bond resulted in the complete destruction of both components, the upper servo case and the final drive gear.

The one thing you would expect to see these days — model helicopters — were noticeable by their absence. (In fact, one did turn up but was sheltered in the First Aid Tent and not even on display). I believe the organisers made personal requests to the chopper fliers but they stayed away in droves — as usual.

This entire event takes an incredible amount of organising. Banners for the gate (perhaps a little dated); toilets; food supplies (Apex); trade shows: P.A. systems; First Aid (St. Johns); plus media coverage, both magazines and newspapers.

Finally the flying display itself — which can't be finalised until the last minute because they don't know who is going to turn up. A pity, but that's aeromodelling. The most surprising aspect I noted was that we are supposed to be more pollution conscious today than in recent times — in fact pollution almost overshadows politics in the media on occasions — but despite the 44 type drum garbage tins placed around the crowd control areas, the mess on the ground at the end of the day was unbelievable (even worse than our field on occasions!!)

All joking aside, this is R/C modelling's only public showing in the Sydney area each year and conducted properly as these MARS

fellow do and have done these last four years, can only help our cause. All it needs in the future is a few more outside club helpers instead of knockers. One gets a little sick of statements starting with — 'what this hobby/sport needs . . . ' from those who really don't care what the hobby/sport needs, or at least don't show when they are needed. Enough bitterness for now.

All me to say 'Well done MARS — you've done it again!'

Ross Woodcock, RCMC.

## 1975 CONTEST CIRCUIT POINTS SCORE

### Progressive Results as at 19.10.75

J. Allison, RCMC	89
R. Artiss, SRCS	197
A. Bird, CRCMC	88
M. Bluett, WRCS	184
B. Bowerman (MARS)	1461
K. Breitz, IMAC	177
K. Burke, MARS	1206
B. Burns, NACA	82
D. Burns, WRCS	155
J. Borrill, SRCS	348
V. Bien, MARS	170
W. Conlon, HSL	625
F. Curtis, MARS	998
M. Coates, RCMC	330
B. Collyer, MARS	191
T. Collinge, UMAC	84
L. Cantrell, UMAC	194
I. Dolby, WRCS	90
D. Everett, MARS	285
H. Field, CRCMC	189
J. Firth, HSL	709
T. Golden	94
R. Goldsworthy, UMAC	93
M. Billett, IMAC	176
K. Hartley, WRCS	84
J. Howes, SRCS	383
J. Heeley, CRCMC	336
D. Hanna, HDMFC	92
K. Haydon, HSL	352
B. Healey, UMAC	363
D. Hennessy, CRCMC	93
L. Hough, CRCMC	87
K. Jack, RCMC	287
A. James, NACA	89
B. James, CRCMC	94
B. Jennings, RCMC	85
B. Knight, NACA	78
J. Lysaght, SRCS	287
K. Lindsay, HSL	278
E. Manall, UMAC	853
D. Maslowicz, MARS	450
B. Mooney, NACA	192
R. Mordon, MARS	406
E. Meester, HSL	697
J. Marquette Jr, RCMC	169
B. McFarlane, IMAC	292
K. McNeill, UMAC	183
I. Marks, CRCMC	738
G. Mackenzie, HSL	510
H. Maston, RCMC	189
M. Mariner, HSL	253
B. Myer, SRCS	88
I. McKinnon, RCMC	89
G. Nutt, HSL	554
R. Ohine, NACA	179
W. Olsen, Central coast	88
C. Parkes	80
T. Prosser, SX	488

J. Quigley, UMAC	78
A. Swift, CRCMC	334
H. Swartzler, NACA	72
A. Stinson, RCMC	88
N. Sinnott, CRCMC	727
A. Samuels, HSL	367
J. Tiddy, NACA	278
C. Tonks, Central Coast	86
J. Torony, UMAC	271
B. Townsend, CRCMC	99
D. Trewin	95
S. Vranj, RCMC	163
R. Woodcock, RCMC	868
R. Wallace, RCMC	90
T. Willard, CRCMC	97
C. Wiley	85
L. Winley, CRCMC	195
M. Young, MARS	247

## PROGRESSIVE CLUB SCORES AS AT 19.10.75

UMAC:	2197
HSL	4345
CRCMC	3077
MARS	4972
SX	488
RCMC	2447
WRCS	1026
IMAC	822
HDMFC	92
SRCS	1303
NACA	1223
Central C.	174

## SOUTH AUSTRALIAN STATE CONTROL-LINE CHAMPS

Report by Ken House.....

The South Australian State C/L Champs were held on the High School oval at Balaklava, 57 miles north of Adelaide during the Anzac long weekend.

Weather conditions were perfect with warm sunny days and light breezes. Good organisation and well run competitions made for friendly and relaxed competition and entries were generally up on previous years. A number of competitors took advantage of the accommodation in classrooms at the school and the barbeque at Trev Harden's helped to make a happy mini Nats atmosphere.

## RESULTS

EVENT	CLUB
MOUSE RACE	
1. Osley/Lines	Lockleys
2. O'Reilly/Tapp	Noarlunga/Woodville
3. M. Dislers/I. Dislers	Lockleys
1.9cc RAT RACE	
1. M. Dislers/L. Peiltschmidt — 495 laps	Lockleys
2. Seigman/Burke — 470 laps	Woodville
3. Warner/Tapp	356 laps Woodville
2.5cc RAT RACE	
1. Burke/B. Armstrong — 344 laps	Woodville
2. Webb/Coombs — 338 laps	Holdfast/Woodville
3. House/Gangell — 54 laps	Woodville
1.9cc COMBAT	
1. J. McCulloch	Elizabeth
2. S. Bayaziti	Lockleys
3. K. Osley	Lockleys
FAI TEAM RACE	
1. House/Gangell	Woodville
2. Hanley/James	WREI
3. Squire/Hurst	Skyliners
OPEN COMBAT	
1. L. Peiltschmidt	Lockleys
2. J. McCulloch	Elizabeth
3. A. Webb	Holdfast

## GOODYEAR

1. House/Gangell	Woodville
2. Warner/K. Armstrong	Woodville
3. Eatts/Link	Woodville/NE Dist.

## SCALE II

1. M. Dislers (SE 5A)	Lockleys
2. I. Dislers (Great Lakes Trainer)	Lockleys
3. R. Tassel (Messerschmitt 109E)	Woodville

## FAI COMBAT

1. G. Warner	Woodville
2. S. Peiltschmidt	Woodville
3. S. Bayaziti	Lockleys

## SNR FAI COMBAT

1. M. Dislers	Lockleys
2. A. Webb	Holdfast
3. S. Peiltschmidt	Woodville

## JNR 1.9 COMBAT

1. J. Jansee	Balaklava
2. G. Warner	Woodville
3. S. Bayaziti	Lockleys

## SNR STUNT

1. J. McDougall	Whyalla
2. M. Scott	Southern Soaring League
3. R. Templar	Whyalla

## JNR STUNT

1. G. Warner	Woodville
2. K. Osley	Lockleys

## BUTCHERS PICNIC

1. R. Templar	Whyalla
2. B. Armstrong	Woodville
3. R. Butler	Woodville

## COMBINED SPEED

1. J. Dabrowski	Elizabeth
-----------------	-----------

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2.5 CC BALL-BEARING GLO ENGINE  
(Without Pipe or Propeller)  
8" X 4" Propeller..... >80c each

MANY DOLLARS  
BELOW REGULAR PRICE

STANDARD (No pipe) \$29.50  
R/C (No pipe) \$33.95

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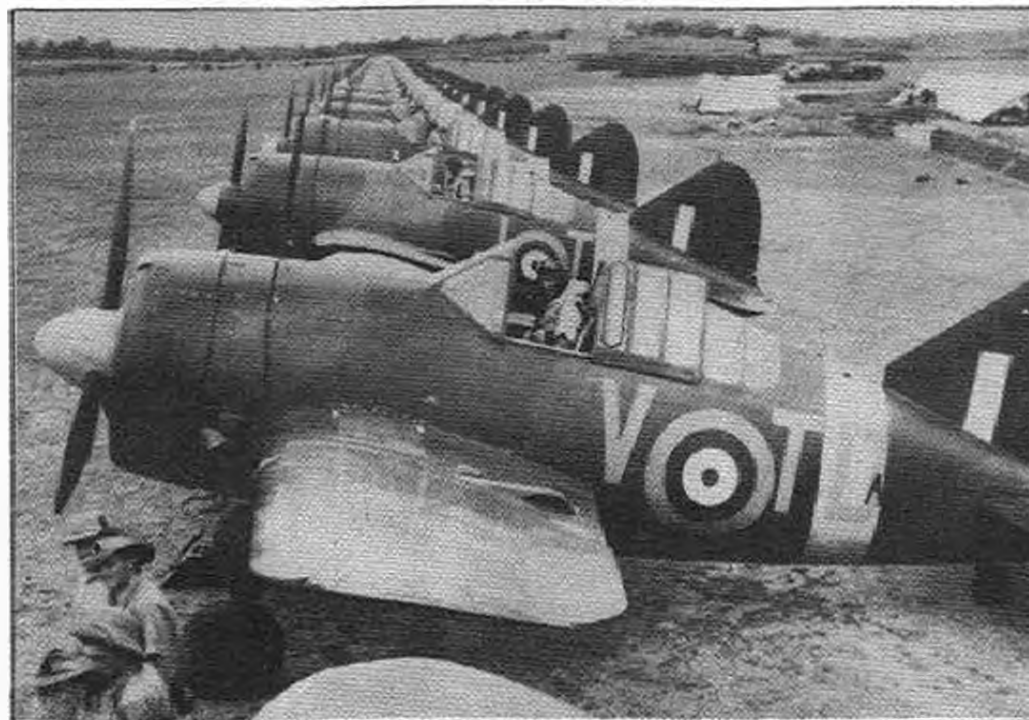




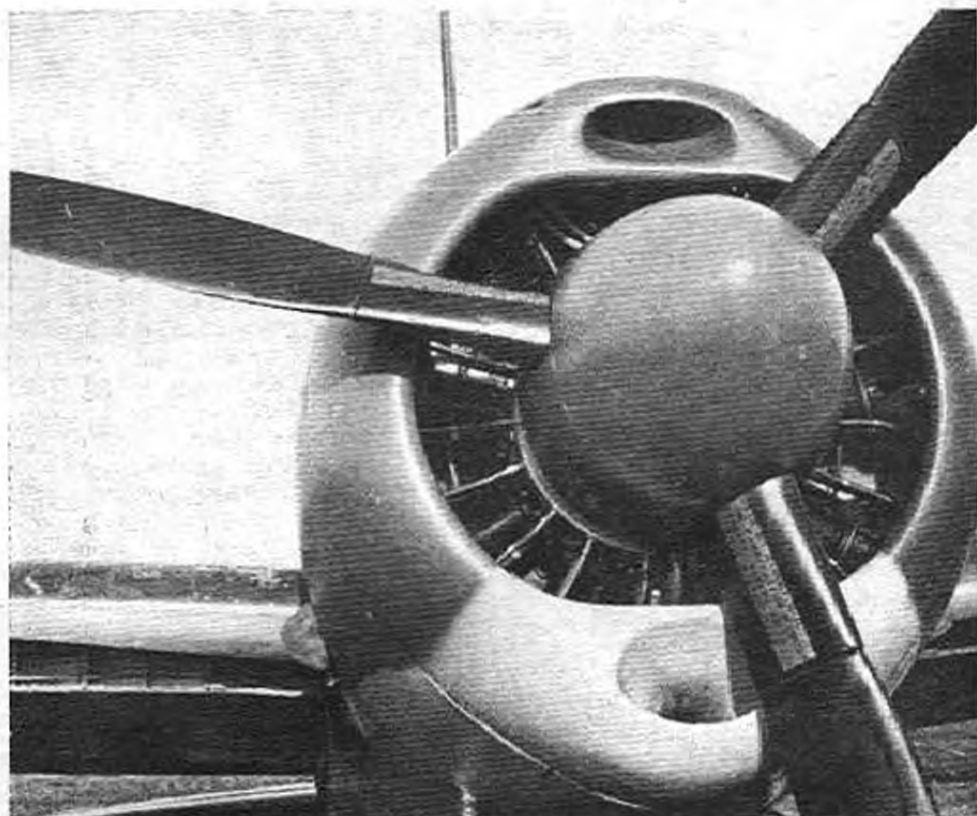
# The Brewster Buffalo

## PLASTICS

## MODELLING...



Squadron line-up shows 453 Squadron RAAF Buffalos at Sembawang, Singapore, Dec. 1941. TD-V has black undersurfaces, under port wing and fuselage, as has TD-J. (Photo: Australian War Memorial)



Close-up of propeller and engine cowling on an ex-Belgian contract Brewster 339. (Photo: Flight It)

In October 1941, 67 Squadron handed its aircraft to 488 Squadron, R.N.Z.A.F., and moved to Burma. It was some months before the squadron code letters were changed however, and this picture taken in December 1941 shows aircraft of 488 Squadron still carrying the RD code of 67. Pilots walking in front of W8148 are l. to r. P.O. P. D. Gifford, P.O. J. Burton, P.O. F. S. Johnstone, Sgt. E. E. G. Kuhn and Sgt. C. D. Charters. 488 Squadron was based at Kallang on Singapore Island. (Photo: Newark Air Museum Ltd.)



### KIT REVIEWS BREWSTER BUFFALO MATCHBOX/REVELL

New from Matchbox is the little Brewster F2A Buffalo. Obvious comparison that comes to mind is the Revell 1/72nd Buffalo which is for the F2A-2 version for the US Navy. Matchbox's offering is shown in the markings of 488 Squadron RNZAF (after take-over from 67 Squadron RAF Malaya, 1941) or in the markings of Group V of the Militaire Luchtwacht, Netherlands East Indies, Dec 1941. The transfers are of reasonable quality although the leading edge numerals for the Dutch aircraft are too large.

An interesting point is that the wingtips are not correct when viewed from the front. Even the Profile view is wrong in Profile No. 217, a much-to-be-recommended detailed history of the Brewster Buffalo, nevertheless, in fact, the tip is almost flat on top, and the lower surface curves upwards to meet it at the rounded tip. Any attempt to correct this may end in disaster so we don't recommend it. The Revell model is also at fault in this point.

The Matchbox Buffalo has the panel lines marked as lines and no rivet lines. The Revell model has both panels and rivets. Take your pick! In the Matchbox model, the

The Revell canopy is in three pieces, and is 'too blunt' at the top. The Matchbox one is one piece (simpler) and is too 'sharp' at the top! The right shape is somewhere in between with the Matchbox one being the closer of the two. Interestingly, the Revell canopy parts can be made to fit the Matchbox model!

Of the two kits, the Revell model seems the most accurate. We found the cowl intakes on the Matchbox model to be too small, needing opening out. Strangely enough, BOTH kits omit the cowl gun troughs! To put them in, drill two holes in the cowl in the position shown in our drawing (via Profile). The intakes on the Matchbox model can be opened out with a small round jewellers' file. Gunports are also missing from the wings of both kits! Drill with 3/64th drill.

No shell ejection chutes are visible and should be cut out or painted on — both kits again. In this, the shape of the blisters is incorrect. See the accurate illustration on the box of the Matchbox model for an accurate representation. Build up blister with Squadron brand 'Green Stuff' putty.

The Revell kit does not detail the wheel wells. The Matchbox kit does, providing a special unit for this. Interior detailing is limited to seat and pilot, and a dummy engine is provided in both (reasonable). The landing

covers are raised instead of being flush — Revell kit also at fault.

(If we seem nit-picking, we are! Both kits have faults, but each in its own way has many good points. We just want you to know where you can improve each model.

The dingy tube behind the pilot's head is the right size but should only be used with US Navy markings. It was not present on export Buffalo is.

We strongly recommend inspection/purchase of the Profile No. 217 for reference if you intend detailing your kit.

If not, then the models can both be improved using the notes above, and following the colour notes for each.

These kits are still excellent value at \$1.00 and .98c (Revell) recommended suggestion retail price.

### NEW RELEASES

#### MONOGRAM Auf Panzer IV Flak 43

Increasing Allied air activity during World War II caused anxiety in the German guard forces. This anxiety manifested itself in the moves to create effective anti-aircraft tracked vehicles. Hitler showed marked reluctance to authorise such a machine, but 150 were built in Prague as *Flakpanzer IV Mabelwagens* during 1943.

was from a Panzerkampfwagen IV chassis. In combat, the shields had to be lowered.

The next version was the Flakpanzer (2 cm) with Panzerfahrge-stell IV/3 (*Wirbelwind*) (*Whirlwind*) built in Silesia by Ostbau. A quadruple 20mm was mounted in a 360° turret.

These went into combat in Dec 1941, replaced over a year later with the Flak 43 with Panzerkampfwagen IV A (*Ostwind*) ('East Wind'). Only forty units reached AA units before the end of WW II were used on the Western Front by 1944-1945.

H.W. Rice Pty Ltd, Sydney have the Monogram 1/32nd scale kit for the 37mm *Ostwind*. Our sample arrived a Superscale Models, 356A Pacific High Lindfield, NSW 2070, this week.

(Why do the Americans insist on 1/32nd scale when most of the world is 1/35th? The American habit of work 1/32 and 3/8" scale is annoying. They with aircraft drawings too.

Fortunately, 1/32nd scale is not too far from 1/35th, so the models don't look out of place beside Tamiya's 1/35th scale models.)

This kit is beautiful. The gun is superbly detailed and has full elevation with gun and comes with three 37mm clips with rounds each.

The gunbarrel is one piece. Bravo! needs drilling vent holes to complete assembly.

Three new figures are included in it — well moulded, casual dress and selection of uniforms.

#### ANOTHER MONOGRAM BEAUTY NORTHROP P-61 BLACK WIDOW

Your reviewer has long been an admirer of the big black twin known as the *Black Widow*. Australians are more familiar with the *Black Widow's* twin brother in Australia, the *Red Back Spider* — they look-alikes and just as deadly.

The Northrop P-61 Black Widow incorporated many lessons learned by the F in night-fighting against the *Luftwaffe*.

The P-61 made its first flight on 26 May 1942 in the hands of veteran test pilot, Vance Breese. The P-61 was powered by two 2000 hp Pratt & Whitney R2800 radial engines and had four 20mm cannons and four 0.50-in machine guns.

The initial orders were for 520 production P-61s. Two hundred were ordered P-61As and deliveries began in October 1943.

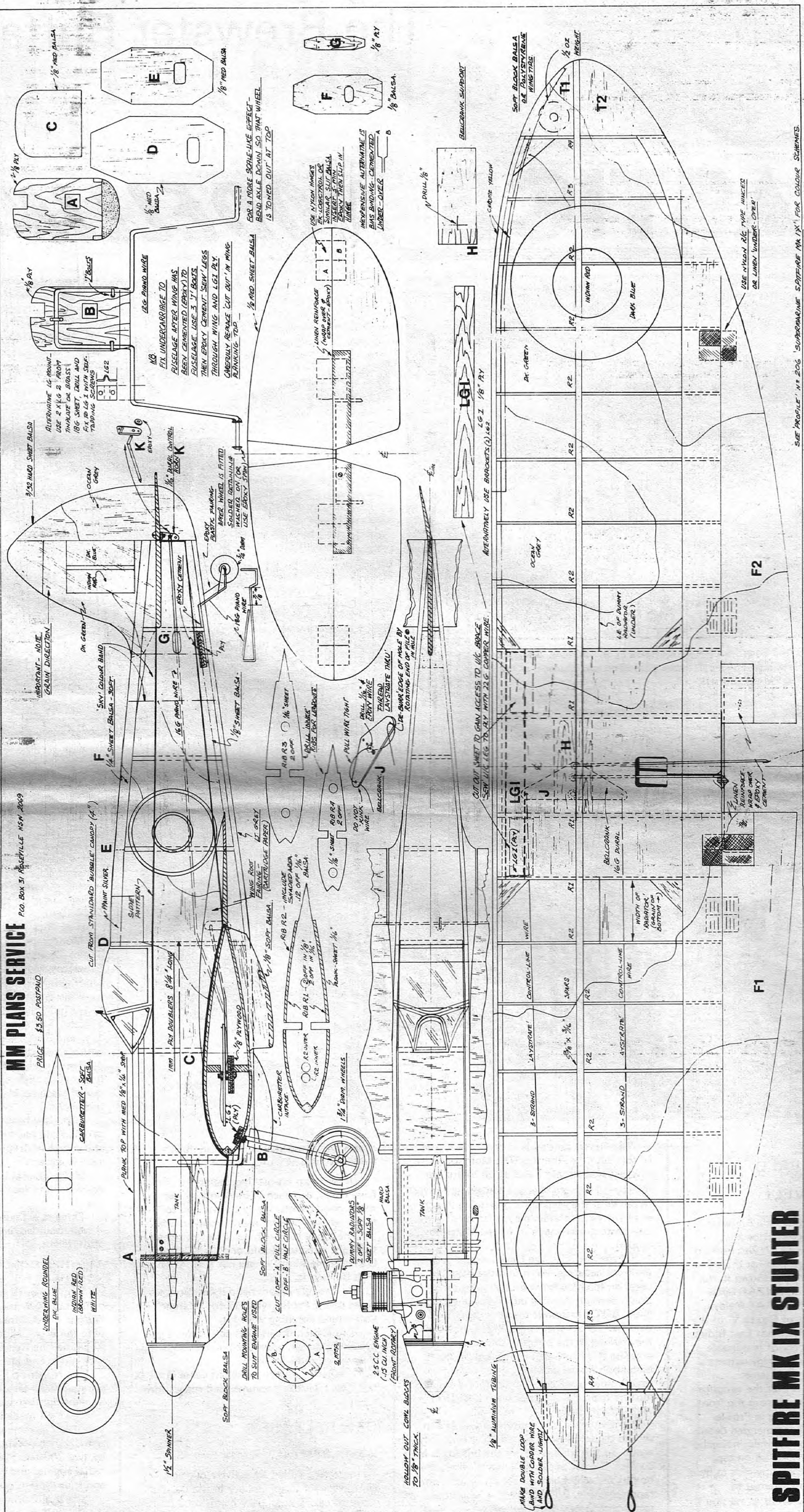
The original camouflage of Olive Drab and Neutral Grey was soon changed to



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SEE 'PROFILE' N 206 'SUPERMARINE SPITFIRE MK IX' FOR COLOUR SCHEMES.

# SPITFIRE MK IX STUNTER







known for their freedom with ready cash when collecting rare machines from our 'neck of the woods.'

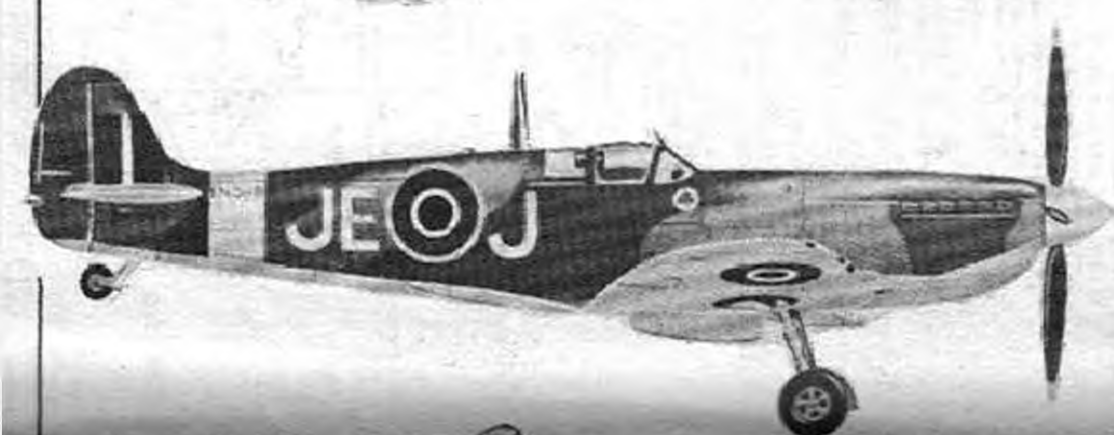
The fuselage is vermillion-orange-red, with light green trim, and silver striping. It bears the markings of 'Air Travel N.Z. Ltd, Hokitika, and has silver wings and tail surfaces. The rego is in red above and below wings. Undercarriage, struts and wheel holes are vermillion.

This machine features an enclosed cockpit and the builder of the model may well decide to copy it. The canopy is built from flat acetate sheet and can be made to slide. A turtle deck head rest is needed also. (See photo).

No building instructions are given with this plan. Construction is quite straightforward, and the only thing to watch is that the tank centre is mounted level with the engine needle valve, and that the cabane struts and top wing centre section is firmly mounted.

Full size plans for the FOX MOTH can be obtained by mail from MM Plans Service, PO Box 31, Roseville 2069. Price \$3.95 Postpaid.

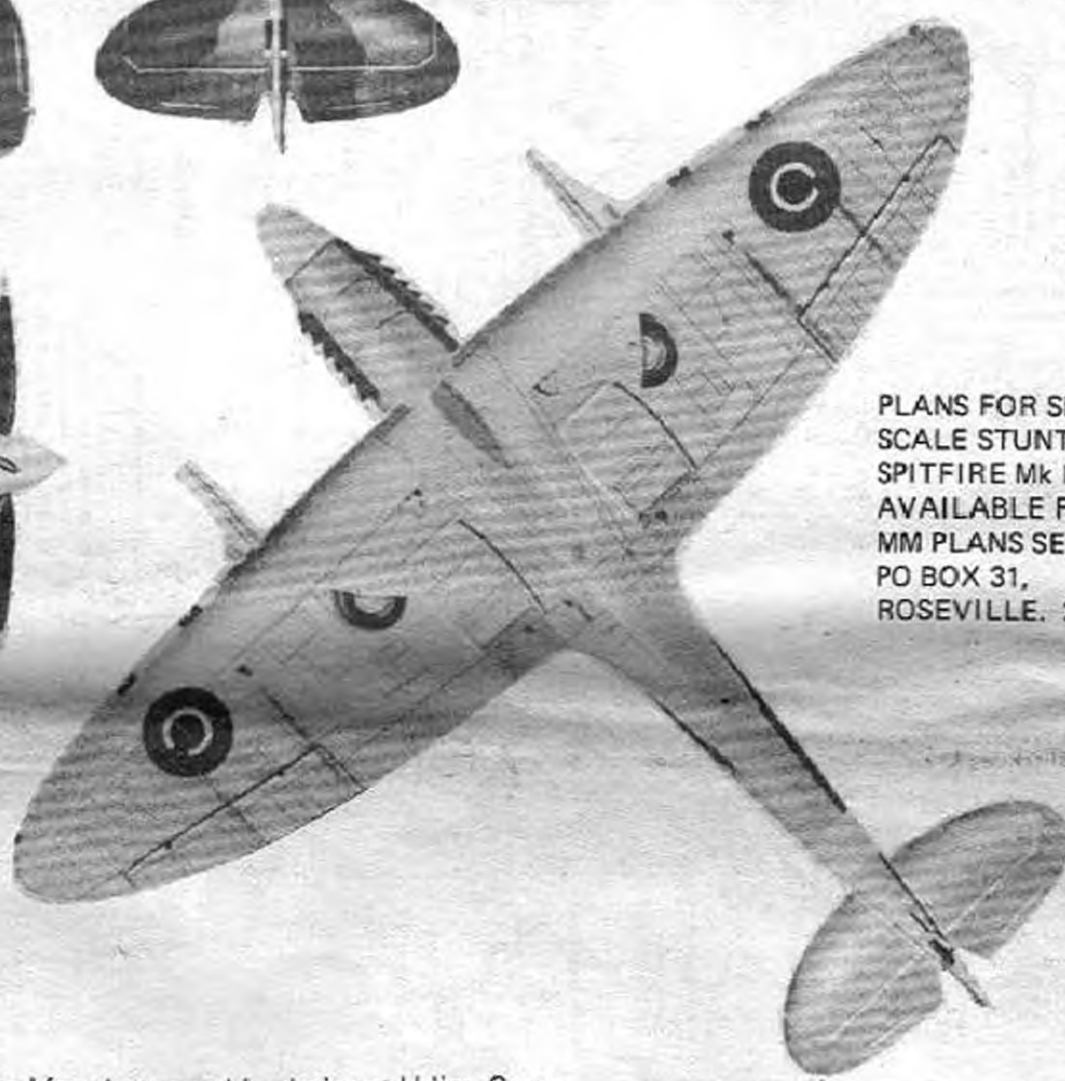
Four-view drawing depicts the Mark IX E of Wing Commander J.E. Johnson, EN398 carried his initials in place of unit codes. Some Wing Commanders had their initials painted in conspicuous colours; others preferred to use standard 'Sky' painted letters. This aircraft was painted in the standard European Theatre colours of ocean grey/dark green, with medium sea grey undersurfaces, sky spinner and fuselage band.



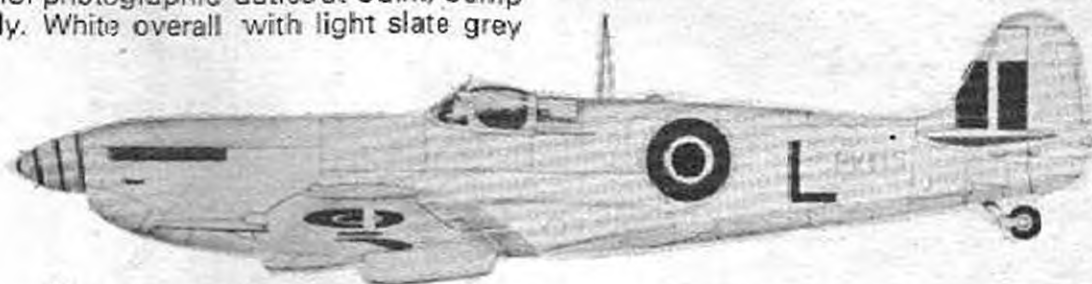
This photograph of July 1942 shows an example of an F. Mk. IX C of No. 64 Squadron—the first unit to receive Mk. IXs. Along each outboard wing leading-edge is the yellow strip which was adopted (like the yellow-tipped propeller blades) to assist ground crews when working around Spitfires in the pre-dawn darkness. Note also the larger cannon blisters in place of the more familiar narrow-chord, tear-drop blisters. (Photo: via M. Garbutt)

Mark IX, PU115, used for photographic duties at Udine, Camp Forno, or Laveno, Italy. White overall with light slate grey serials.

(Yellow spinner with red spiral)



PLANS FOR SEMI-SCALE STUNTER SPITFIRE Mk IX AVAILABLE FROM MM PLANS SERVICE PO BOX 31, ROSEVILLE. 2069.



## SPITFIRE Mk IX

As this issue of Modellers' Monthly goes to production, we are pleased to announce the inclusion of a plan for a 2.5 cc control-line semi-scale stunt Spitfire.

Our new Mk IX Spit plan is engineered to give smooth sharp manoeuvres and should be a good trainer for sportsmen wanting to go in for stunt in the senior class later on.

We have designed it to look as much like a Mk IX Spit as possible, and the undercarriage is mounted in a scale-like position. A simpler landing gear can be built by using straight legs from former 'B'. The appearance will suffer, however.

Our Spitfire is about one inch longer than an older, earlier rival plan, and the additional length will improve the 'corner' turning. Short-coupled stunts are highly sensitive and this longer coupling will help smooth out manoeuvres.

The basic design is strong, and we advocate the use of styrofoam instead of block balsa for some of the fuselage shapes. However, note that balsa cement is no good on foam — use a contact adhesive and test it out on a piece of scrap first.

Also, the foam blocks can be 'carved' or sanded with coarse sandpaper then fine. Prime with Latex paint (flat) and sand smooth. Cover with tissue using thick starch paste, or use Kwikcote. If the latter, then spray paint the camouflage on. Test your paint on scrap Kwikcote — we prefer tissue, double weight for strength,

This detailed drawing is available from MM Plans Service, P.O. Box 31, Roseville, NSW 2069 for \$3.50 post paid.

## SPITFIRE Mk IX BUILDING INSTRUCTIONS

This model of the Spitfire Mk IX is designed for aerobatics, and yet, to resemble a real Spitfire Mk IX of World War II.

A glance at the material list at the top of article will show what is needed to build the model. If you do not have all the items listed, ask your retailer to supply them. He will be glad to supply you and advise on what else is needed.

Perhaps you have some of the items in your scrapbox at home. Then you will only have to buy the extras you need.

Before building READ INSTRUCTIONS CAREFULLY and STUDY PLAN. Make sure you know what you are doing. Using a softwood flat board, pin the plan down flat. Cover with waxed paper or rub a candle over places where cement might stick.

### BUILDING THE MODEL WING:

The heart of any good stunt model is the wing. Begin by cutting out the wing ribs from 1/16" medium sheet balsa. Trace the outlines onto tracing paper. Cut sufficient rectangular pieces of 1/8" and 1/16" balsa to make the ribs that are all the same size. Pin them together in a block. Trace the

rasp, then sandpaper smooth. Using a hacksaw or Exacto razor saw, cut the spar slots top and bottom. Make these slightly undersize — (they can be trimmed out with a knife later to the exact size). Remove the pins and separate the ribs. Number them with a ball point pen and mark the slots in the left wing ribs — cut out the wholes with an Exacto knife (No. 1 knife with No. 11 blade).

Cut the extra ribs at the top by tracing them individually onto 1/16" sheet balsa. Pin 2 sheets of 1/16" down to the building board and cut through both sheets at a time. This will give a rib for each wing.

Cut the Bellcrank support (H) and landing support (LG1) from 1/8" plywood. Drill an 1/8" hole for bellcrank pivot in (H) as drawn. Mount the bellcrank in position on H.

Pin 3/8" x 3/16" spar to plan using pins on either side of spar (not through the wood!) Cement 1/8" ribs R2 to spar. Using epoxy cement, fix bellcrank support H in place. Cement 1/16" thick ribs R1 in position with balsa cement, then R2 to R4. Note that R4 will not go right to bottom of spar. This spar tip will be trimmed to give taper in front elevation later.

Fit top spar in position and allow to dry. (Align ribs and ensure that trailing edges line up before cement is fully set).

Remove pins holding spar to plan. Pin 1/16" x 1" trailing edge lower half to ribs, cementing with balsa cement as you go. Pin from rib top so that trailing edge can

plan and block up leading edge with suitable blocks to keep the trailing edge flat. Allow to dry.

Remove from plan, remove pins and take wing off plan. If R/C type hinges are to be fitted for the flaps, cement them in place now. If not, then cap top of trailing edge with 1/16" sheet and allow to dry.

Fit undercarriage to former B with 'J' bolts and then cement wing to fuselage sides. A certain amount of threading and juggling will have to be done to thread forers along pushrod for elevators. Reconnect up flap pushrod.

### STABILIZER AND ELEVATORS

Cut tail parts from 1/8" med. sheet balsa, taking care to ensure that the grain is running in the right direction. Sandpaper all parts smooth. Clear dope and sand with 00 sandpaper. Fit hinges. Epoxy fin and stabilizer in place. Join saddle of 16g wire across elevators, re-inforce with cloth. Fit elevator horn. Join elevators to stabilizer and ensure freedom of controls. Cement rudder in place, offsetting it approx. 1/4" towards the 'outside' of the circle (toward weighted wingtip.)

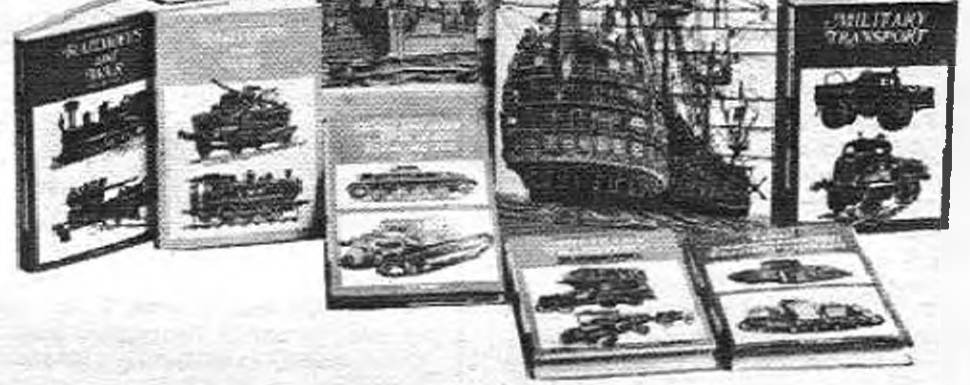
Cement cowling blocks in place and cut to shape. Sand smooth. Add sheet top to fuselage. Build dummy radiators if desired and cement in place AFTER covering tissue has been applied.

WIRE undercarriage to LG1 and replace sheet access panels. Epoxy in place.



# SUPERSCALE

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### Spitfire



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## BUILDING INSTRUCTIONS

(Continued from Page 14)

Pin 1/4" x 1/4" leading edge in place and if necessary, steam the tips to attain the curve. Fill the tips in with soft block (T1 and T2) balsa, or use expanded polystyrene as is used for packing fragile objects. Cement with a contact adhesive, not balsa cement. (The latter will dissolve the polystyrene!) Cement a 1/2oz washer in the outer tip. Drill the left tip with a 1/8" drill and fit two aluminium tubes.

Set up bellcrank leads using laystrate. Drill an extra hole in bellcrank and thread it through. If extra safety is desired, wire can be doubled and we do recommend this. (Don't forget to epoxy the wire to the centre hole). Fix the flap control rod (bent from 16g wire) and solder or epoxy washer to exposed end of wire above bellcrank. Make sure the wire moves freely.

Fit fuselage pushrod and allow to dangle out of wing for now. If bellcrank fouls spar cut wood away carefully. (Do not weaken too much).

Fit bridging tip pieces between trailing edge and T2 top and bottom. Trim and shape tips. Sandpaper with No. 1 grade and then No. 0 grade sandpaper.

Make flaps F1 from medium 1/8" balsa. Sand to shape. Fix to trailing edge with either R/C hinges (slot with a knife, cement and insert) or using linen strips, cement under and over as shown on plan. FIX BOTH FLAPS. Cement a 'saddle' in place, using linen reinforcement and epoxy cement. Connect up flap rod to control horn (in place or brass) which is soldered or epoxied well to centre of wire.

Epoxy LG1 in position between 1/16" R1 to 1/16" R1. Slot 1/8" ribs to take plywood. Cover centre section with sheet 1/16" balsa. (Note that the R1 ribs have 1/16" taken off them to allow for 1/16" sheeting to be cemented flush with spar).

Drill holes for copper wire 'sewing' or drill four brackets LG2 (made from tinplate or brass sheet). Do not fit undercarriage yet.

### FUSELAGE

Cut two fuselage sides from 1/8" medium sheet balsa. Cut formers A and B from 1/8" plywood, drill B for 'J' bolts. Cut formers C, D, E, F from 1/8" balsa. Cut former G from 1/8" plywood. Cut tailwheel support (L) from 1/8" plywood. Cut two engine bearers from 3/8" x 3/8" Basswood, maple, or other hardwood (compared with balsa). Cut a 2mm ply full circle cowl ring 'A' and a half circle 2mm ply 'B'.

### MOTOR MOUNTS

Cement A and B fuselage formers to bearers with epoxy cement. Fit tank and mount engine in position. Epoxy nuts of mounting bolts to bearers or solder a 1/16" steel wire 'keeper' to the side of each pair of nuts. When nuts are secured to bearers, remove engine.

### FUSELAGE ASSEMBLY

Epoxy fuselage ends to plywood nose section. When dry, fit all other formers in position.

Sheet cover the top of the wing centre section and cut out two access slots above LG1 (this is to allow access to undercarriage wiring). Mount undercarriage (bent from 12g steel wire using heavy pliers and a vice). Obtain dimensions from front view and side view. Remember to bend the wire back to bring undercarriage under wing.

### FINISHING

Cut away cowl to gain access engine. Cement ply 1/2 ring 'B' to cowl. Make removable by epoxying dress snap fasteners to cowl and engine section. Cut out hole for engine. Make and fit dummy exhausts.

ROUND OFF all corners of fuselage to section shown, removing sharp corners completely until a more oval section has been achieved.

Epoxy canopy in place (cut from front section of 4" bubble canopy).

Cut two fairings (M) from 1/16" sheet balsa. Cement in place. Curl cartridge paper into hollow between wing and fuselage and cut to shape (make 2). Cement in place with balsa cement.

Add landing gear fairings from 1mm ply epoxied in place, and fix wheels in position.

Cover wings with double weight tissue, dope and sandpaper.

### PAINTING

Brush paint or spray on one coat of grey or white auto primer undercoat. Sandpaper smooth. (If spraying, mask off canopy with tape).

Finish with several coats of a good fuel-proof paint — Dulux, Testors, Humbrol, etc. Apply markings to choice.

We recommend purchase of Profile No. 208 which gives details of the Spitfire

spinner and test-run engine.

Loop laystrate wires from wing back on themselves. Wind joint with copper wire (22g) and solder joint. Epoxy cement will do.

Test lines by pulling completed assembly up to three times expected pull on lines. Pull tests to extremes can be dangerous, weakening an otherwise strong structure. FLYING

Fly on 50' to 60' laystrate lines, and test on a calm day. Tune engine to run slightly 'rich' on the ground as it will 'lean out' in the air.

## SCALE MODEL AIRCRAFT SOCIETY

The Scale Model Aircraft Society plans, to hold their annual Metropolitan Scale Championships at the Society's field at Luddenham on the Australia Day weekend in January 1976.

Standoff scale rules will be used for the following categories, Free Flight, Control Line and Radio.

Sunday 25th January will be R/C Stand-off Scale and Monday 26th January will be Control-Line and Free Flight Standoff Scale.

This year's event had a fair turnout, but we want next year's competition to be even better, so dust off those old scale models and come and have a go.

— C. Bruce.

DO YOU HAVE THESE ITEMS?

IF NOT, ASK YOUR RETAILER FOR THEM

2 X SPARS	3/8" x 3/16" x 36" LONG	GRADE (MED-HARD)
1 X LEAD. EDGE	1/4" x 1/4" x 36" LONG	(MED-HARD)
3 X SHEETS	1/8" x 3" x 36" LONG	(MED)
3 X SHEETS	1/16" x 3" x 36" LONG	(MED)
1 X SHEET	1/8" x 2" x 6" PLYWOOD	(MED-SOFT)
1 X SHEET	3/8" x 3" x 18" BALSA	(MED-SOFT)
1 X SHEET	1/4" x 3" x 18" BALSA	(MED-SOFT)
1 X BLOCK	1" x 2" x 6" BALSA	(MED-SOFT)
1 X AEROFLYTE BELLCRANK (SMALL)		
1 X LENGTH SPRING STEEL WIRE	30" x 12g (UNDERCARRIAGE)	
1 X LENGTH SPRING STEEL WIRE	30" x 16g (PUSHROD)	
PKT of 4 ENGINE BOLTS	— 6 or 8 BA (ACCORDING TO ENGINE MOUNTING LUG HOLES) (WITH NUTS & WASHERS)	
PKT of 4 'J' BOLTS		
1 X PKT 3mm FUEL TUBING		
1 X SPINNER, 1 1/2" DIAMETER		
1 X PROPELLER — TAIWAN, AEROFLYTE ETC.	8" x 6" or 8" x 4"	
1 PAIR 1 1/2" LOW-BOUNCE WHEELS		
2 X SHEETS WHITE DOUBLE-WEIGHT COVERING TISSUE		
1 X 4oz CAN 'AEROFLYTE' CLEAR DOPE		
1 LGE BRITFIX CEMENT (TUBE)		
1 PKT (2 TUBES) 5 MINUTE EPOXY CEMENT		
1 AEROFLYTE No. 3 FUEL TANK		
1 x 2.5cc GLO or DIESEL ENGINE		
(TAIWAN, OS, ENYA, FUJI, SUPER TIGRE ETC).		
1 X 4" CANOPY (AEROFLYTE or WHICHEVER FITS SHAPE ON PLAN)		



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



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- 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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## AUSTRALIA

### LRB-3



#### Receiver

Size: LRB-3 (2+1) — 1.69" x 2.75" x 1.45"  
 Current Drain: LRB-3 (2+1) — 45mA (53mA with 3 servos)  
 Weight: LRB-3 (2+1) — 4 1/2 oz (including batteries and 2 servos)  
 all have one-cell-out capability

## IKUTA

IKUTA — The most complete range of scale kits available. All kits have every part machine cut (no die cut parts) and numbered to match the plan for easy, accurate building. Comprehensive accessories pack included. Each kit is available in 2 or 3 sizes.

MODEL	MOTOR SIZES	MODEL	MOTOR SIZES
<b>TWIN ENGINE MODELS</b>		<b>TRAINERS</b>	
Cessna 310 Twin	2 x 20 or 2 x 40	Sky Line 15	15
Sky Line Twin	2 x 60	Super Sky Line	20-40
Sea Hawk Twin	2 x 20	Sky Line 60	60
		Sky Trainer	15-19 or 40
		Stunt Trainer	20-40
<b>SCALE KITS</b>		<b>FAI PATTERN</b>	
Bonanza 33E	20 or 40	New Jack Racer 102	20-40-60
Mustang P61D	20-40 or 60		
Aero Cobra	20-40 or 60	<b>POWER GLIDER</b>	
Kawasaki Tony	20-40 or 60	Pheonix-High Wing	15-40
Zero	20-40 or 60	Pheonix-Low Wing	20-40
Oscar	20 or 40		
George	20-40-60	<b>SEAPLANE</b>	
Spitfire	20-40	Sea Hawk	20-40-60
Corsair	20-40-60		
Messerschmitt ME109	20-40-60	<b>1/4 MIDGET</b>	
JU87	20-40-60	Mustang	15
Cessna Sky Hawk	20-40		
Aerosubaru FA200	20-40-60		

These kits are also available made up, silked, doped and painted ready to install an O.S. motor and radio.

AVAILABLE FROM ALL GOOD HOBBY SHOPS. DEALER ENQUIRIES INVITED.

#### specifications — LRB-3 (2+1),

Transmitter (single- or dual-stick available)

Size 7" x 6 1/2" x 2"

Weight: 2 lb 3 oz (including antenna and batteries)

Current Drain: 90 to 110mA (depends on frequency)

Battery: 9v dry cell Burgess D6 or equivalent

Controls:

LRB-3 (2+1) — three controls, one EK 2-axis stick with exclusive monoball and adjustable tension, and one single-axis stick, non-centering

LRB-4 (2+2 & 3+1) — four controls, two EK 2-axis sticks with exclusive monoball and adjustable tension, or one 3-axis stick with monoball plus one non-centering control

Meter: LRB-4 (2+2 & 3+1) — reads battery voltage

Frequency Tolerance: less than .003% over temperature and voltage range

Modulation: PPM (Pulse Position Modulation) on-off carrier, control pulse width 1.38mSec, frame time approx 10mSec for LRB-3 (2+1) and 16mSec for LRB-4 (2+2 & 3+1)

Operating Voltage Range: 6.5 to 10.5 volts

Operating Temperature Range: 0 to 140°F

Operating Time: dry cell, 10 to 15 hrs intermittent duty cycle (50 flights min)

Optional: Ni-Cad batteries available

Battery:  
 LRB-3 (2+1) — four AA alkaline energiz dry cells, weight 4 oz (with batteries)  
 LRB-4 (2+2 & 3+1) — four 450mAh cell: 4.8 volts nominal, weight 4 oz.

Crystal Controlled Superhetrodyne: with double-tuned front end, one tuned RF stage, mixer 455KHz IF frequency followed by 2 IF stages (3 tunable IF car Zener regulated for minimum change of sensitivity over operating voltage range

Sensitivity: 1uV for full control

Selectivity: bandwidth 40KC at -3dB

AGC: diode overload protected, dynamic range over 60dB, controls 2 amplifier stages

Operating Temperature Range: 0 to 140°F

Antenna: 39" wire

Mounting: UM-9

Charger: LRB-4 (2+2 & 3+1) — single function, 35mA rate

Servo (Super-Mini)

Size: 1.41" x 1.38" x .71" (world's smallest servo)

Weight: 1.2 oz with plug cable and amplifier

Output: rotary, 4 lbs. from standing start (torque 1.25 in-lbs), three arms provided (long, short and wheel also adjustable output arm ASA-1 available at extra cost)

Current Drain: 8.5mA at idle, 420mA stalled

Input Pulse: positive, 1.38mSec at neutral, ±.48mSec at extreme positions

Response Time: approx 16mSec (depends on frame rate of information)

Control Accuracy: better than 1%

Slew Time: stop-to-stop 6 sec

Travel: ±45° (90° total)

Operating Voltage Range: 3.3 to 6.0 volts (one-cell-out capability)

Operating Temperature Range: 0 to 140°F

Amplifier: three-wire, bridge output with EK integrated circuit, output PNP stage external for full power

Motor: 11ohm, 16mm with silver alloy brushes

Mounting: shock mounted on EK Uni-mount UM-9, with EK UM-10 for two servos or AM-3 or AM-4 Air-ron mount for single servo

## NEW KIT from Dave Platt



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

### WACO UMF-3

#### IKUTA SCALE KITS



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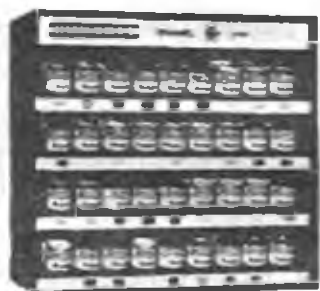
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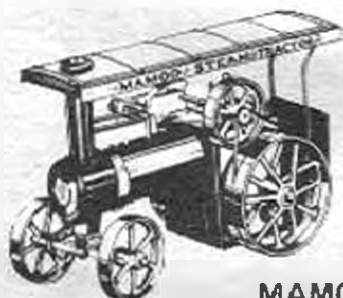
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CLOTH KITES

SUPERMODELS

The Fox Moth was constructed from spruce and plywood with fabric covering. The craft carries four passengers in an enclosed cabin while the pilot sits in the middle of the fuselage.

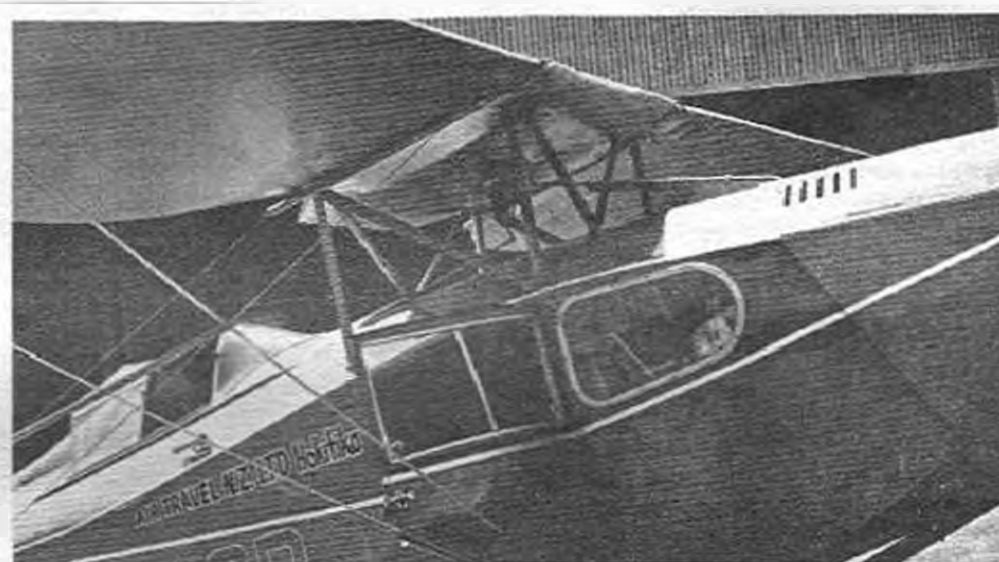
This rear view of the D.H. 83 gives a good view of how the front bulged outward to accommodate the passenger compartment. The fact that the Fox Moth can carry five adults on 120 hp is quite amazing.

Instruments in the Fox Moth are kept to an absolute minimum which was standard operating procedure during the 1930s.



# DH

CONTROL-LINE SCALE (See reduced scale  
(STAND-OFF) PLANS or plan, Page 13)  
FREE FLIGHT. FULL SIZE PLAN 34" x 26"  
\$3.95 POSTPAID, MM PLANS SERVICE,  
P.O. BOX 31, ROSEVILLE, NSW 2069



# FOX MOTH

Our stand-off scale control-liner is a model of one of the few Fox Moths flying in Australia during World War II. The camouflage scheme on a civil registered aircraft attracted me, and the Red Cross markings are unusual.

Plans for a control-liner were not available so I resolved to redesign an old plan for control-line work. Little did I know that this was almost like designing a new aircraft! Most balsa sizes needed to be 'beefed up' and plywood has been judiciously used on major strain points.

of 1/8" ones, and the tailplane should be mounted with rubber hold-down bands until the model is trimmed out.

One alternative colour scheme can be found in 'Air Classics' Vol 10, No. 9, Sept. 1974. This is Fox Moth ZK-ASP, lovingly restored in New Zealand by Myles Robertson, a 27-year-old New Zealander. Mr. Robertson took ZK-ASP to the USA, visiting airshows and giving displays.

At last report, ZK-ASP has been brought back to New Zealand! No doubt our New Zealand cousins are breathing a sigh of relief that this rare aircraft has been saved.



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Complete with metal fittings... \$43.75

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Cruiser. Contents details same as for  
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Power boat designed for R/C. Length  
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twin electric motor or gas engine. Complete  
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**United States Lines American Scout — C2**  
Type cargo ship. For R/C, electric motor  
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beam. Internotched & self-aligning consti-  
tution. Complete with fittings.....\$84.25

**USS Missouri — 'Pride of the Fleet'**  
Specially designed for power/ R/C opera-  
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Shaped & carved parts. 55 1/2" length, 6"  
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Caltex Lumba Lumba : Model of a Caltex  
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for radio control. Includes specially carved  
parts, smokestack, decals, die cut parts,  
drawings & instructions. Complete with  
fittings ..... \$57.75

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wingspan, easy conversion to C/L  
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24" wingspan, easy conversion  
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glider, slope soarer, thermal,  
F/F, engine powered, non-flying  
scale, Span 87-5/16"..... \$17.25

**Schweizer SGS-1-26D R/C sailplane**  
kit, span 70" area 500 sq in. weight  
1 1/2lb (less R/C) Scale 1 1/2 : 1 ft. Die-  
cut top quality balsa, birch ply, R/C  
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decals, detach. wing panels, easy  
instructions .....\$51.25

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for beginner or expert ..... \$8.95

**Albatross sailplane, 58" towline,**  
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**Lockheed Lightning P-38L:** One of  
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3/4" : 1" scale, 40" span. Model has  
retractable landing gear, interior de-  
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chargers, droppable bombs, rocket

**Douglas Dauntless SBD-3 US Navy Dive**  
bomber. Rubber, .049 FF or .09 C/L  
Ideal for single ch R/C Scale 3/4" : 1",  
31 1/4" span. Operating bomb trapeze,  
retractable L. gear, moveable dive  
brakes, sliding canopy, pilot & gunner,  
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**P-47 Thunderbolt: 30 1/2" span, rubber,**  
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radio. Retractable landing gear, slid-  
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**Messerschmitt BF 109**

**Spitfire** \$4.95 Each

**Hurricane :**

These three kits are all 16 1/2" wingspan,  
rubber powered or tether control with  
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### EEZEBILT

**Hurricane**  
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**Mustang** \$3.10 Each  
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**Mc109**

These kits come complete with wheels,  
canopy, prop, die cut parts, decals, rubber,  
instructions etc. Good fun for the kids.

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### MORE GUILLOWS

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**Spitfire.** Designed for rubber, powered  
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## COMPETITION SCENE

(Continued from Page 10)

### NEW SOUTH WALES CONTROL LINE STUNT NEWS

By Warren Williams

Control line Aerobatics in NSW have seen a quiet year. This has probably been due mainly to only one contest approximately every two months, with the only major event being the State Championship with 16 entries. The results on that occasion was 1st Reg Towell, 2nd Paul Turner, 3rd Warren Williams. Junior: 1st Bruce Hoffman, 2nd Bruce Kerl.

Some of the top flyers have been missed from competition, the most notable being Paul Turner who has only flown once in the State Champs with his four year old 'Windwagon', after wiping out the 'Windwedge' at the 1974 Nats. We have two more competitions left this season and hope to see Paul in attendance, preparing for this year's Nats. Ricky White has also missed most of the contests this year and the last occasion was flying his two year old modified SIG Chipmunk sporting a new ST46 engine purring very nicely.

It is good to see the Cronulla club becoming active again in the competition scene. Both Dick and Allan Jacobsen have been flying competitively this year and in the Junior ranks Bruce Kerl has made his presence felt placing 2nd at the State Champs. Cronulla have added a Stunt event to the Calendar for Sunday 7th December 1975 to be held at their Taren Point field.

With this event being just prior to the '75 Nats, it should make a good warm-up for all concerned. The club also plans to hold competitive events next year on their ground, which is ideal for C/L flying.

Denver and David Harvison have again been very active in competition this year, with Denver flying his unusual 'high' wing stunter and David a SIG Chipmunk. Denver has the blueprints in his head for a new special, but unfortunately will not be able to make this year's Nats at South Australia. Warren Grey made a recent appearance at the Bankstown competition with a very nicely finished, modified jet-style Windwagon, being a new model with only a few flights logged. Warren needs to put in some more practice with it.

Also seen after many years absence was Grahame Gough who flew competitively at the State Champs with his usual immaculate semi-scale type stunter. Grahame has since finished another semi-scale model which looks really super. Flying performance is unknown as yet.

Most flyers are now working towards the 1975 Nationals to be held at Loxton, South Australia and there should be a good attendance from NSW. The following lists most of the flyers who should be attending and competing.

REG TOWELL has a new Fox 40 powered model which resembles a giant-size Nobler. Painted powder blue, the model looks good and flies very smoothly, although Reg says he is still trimming it out. Managed 2nd spot in our last competition.

HERB HANNA also has a new model, again a larger type own design with Fox 56 for power. This model looks like Herb's best for some time and is very competitive, with a first placing in our last competition. MICK CAVAN is still flying his Merco 35 powered 'Supermaster' but has a new model under wraps for the Nats which will have a Fox 40 up front. Mick is very deadly with the Supermaster and flies a very impressive pattern. I have always admired his style but apparently Mick has a hard time convincing the judges. However, Mick gained a 3rd spot in our last competition and is always competitive.

RON NYBERG has started the rumour of the year that he will definitely fly in this year's Nats. To back up his words, Ron has built two modified Noblers, both with Merco 35s.

PAUL TURNER has almost resurrected his 'Windwedge' which was extensively damaged last year at the Nats. Although Paul has missed most of the competitions this year, it's my guess he will be competing in the next two comps with his 'Wedge' and will be a definite contender for the Crown this year.

RAY OGLE is full of beans after his recent trip to the U.S. Nats with Theo Georgiadis and has his Merco 35 powered 'Supermaster' really turning snappy corners. Ray has been putting in a lot of practice and with the experience gained from the U.S. Nats, should also be very competitive.

NEVILLE CARLOS has flown his competitive ve SIG Chipmunk (Super) most of the year but also has a repaired Windwagon on standby, plus a new 'Mustang'. Neville will choose the best of the three for this year's Nats.

RICKY WHITE, when last seen was still flying his old modified SIG Chipmunk which was still holding, but had a new model under way. At that stage Ricky hoped to be able to make South Australia this year.

WARREN WILLIAMS has a new model on the go, but looks like flying his 8 months old 'Omega I' which is a modified 'Windwagon'. Powered by a Merco 35 the Omega has placed in some competitions this year, but this all depends on the PILOT!

JOHN TIDEY was last seen at our State Championships flying a Merco 35 powered 'Starliner'. Very nice looking model which was brand new and John was still sorting out

the bugs. Has since been recovered and painted, reducing the weight by 5 ozs. John has since sold his Windwagon and will be at the Nats with his 'Starliner'.

IAN JAMIESON also last seen at our State Champs with a 'Supermaster', has now left our shores and is a resident of New Zealand. One never knows, Ian could pop-up for the next Trans Tasman Challenge.

BRUCE HOFFMAN now a senior flyer. Will be flying his well used red and white 'Windwagon' with Merco 35 power. This model had its first official flight when it became airborne while still in its model box on the way to the 1974 Nats at Amberley, Queensland.

Nineteen Hundred and Seventy Six should see a brighter year for Aerobatics with an Australian team to fly against New Zealand in Queensland for the 2nd Trans Tasman Challenge. Also Australia will be sending a team to compete in the World Championship in Holland with Government Sponsorship for half the air fares.

These two events should attract much competition and encourage flying in the 1976 season.

### WESTERN DISTRICTS CHAMPIONSHIPS

Annual Western Districts Championships held at Dubbo, NSW on the 4th, 5th

CLASS B TEAM RACE (6 entries)	Heat
1. Kerr/Oddy (ST 29RV)	6.03.6
2. Schurmer/Millen (ST 29RV)	6.59.4
3. Bell/Curry (ST 29RV)	8.2.5

FAI TEAM RACE (7 Entries)	
1. Oddy/Reichardt (Bugl)	10.16.4
2. Munro/Schurmer (Rossi)	11.18.5
3. Noakes/Hoffman (Bugl)	D.N.F.

1/2A TEAM RACE (7 Entries)	
1. Patsky/Patsky (Oliver Cub)	8.57.2
2. Shurmer/Millen (Oliver Cub)	10.18.6
3. Bell/Curry (Oliver Cub)	10.30.0

GOODYEAR 500 LAPS (17 Entries)	
1. Newborn/Cummins	35 min 38 sec.
2. Shurmer/Noakes	38 min 4.6 sec.
3. Millen/Millen	470 laps.

2.5 RAT RACE (16 Entries)	Heat
1. Bell/Curry	206 laps
2. Astill/Evans	176 laps
3. Millen/Millen	186 laps

OPEN COMBAT (12 Entries)	
1. P. Dewhurst	
2. R. Garroway	
3. P. Waterbeemd	

FAI COMBAT (14 Entries)	
1. R. Wilson	
2. P. Waterbeemd	
3. P. Williams	

MOUSE RACING (5 ENTRIES)	
1. Houstien/Waterbeemd	156 laps
2. B. Smith	148 laps
3. Astill/Evans	120 laps

OPEN RAT RACE (10 Entries)	
1. M. Bell	
2. S. Geelan	
3. G. Evans	

and 6th October 1975, attracted a very large number of entries — possibly the largest since the NSW State Champs.

Entrants came from Sydney, Canberra, Newcastle, Albury/Wodonga, Moree, Brewarrina, Peak Hill, Parkes and Wellington.

It was good to see the renewed interest in 1/2A Team racing with no less than seven entries. Class B Team Race was also well supported with Andy Kerr setting a new 'B' Team Race time of 5 min 58.2 secs for the final, after a heat time of 6.03.3. Andy used a Super Tigre 29RV with steel piston and chromed liner.

The FAI Team race was also well supported with the final being a fight between 2 Bugls and a Rossi, with a Bugl emerging the winner. This was also the first run for the Rossi so it should prove interesting in the future. The Goodyear was won by a Taipan Schneurle Glo which managed to chew out seven glow-plugs in the 500 laps.

There was also some very fast and spectacular mid-air collisions in both FAI and Open Combat, with young Gary Stokes of Dubbo nearly eliminating the cooks in the Canteen. There was also some very good flying in the other events as the results show below.

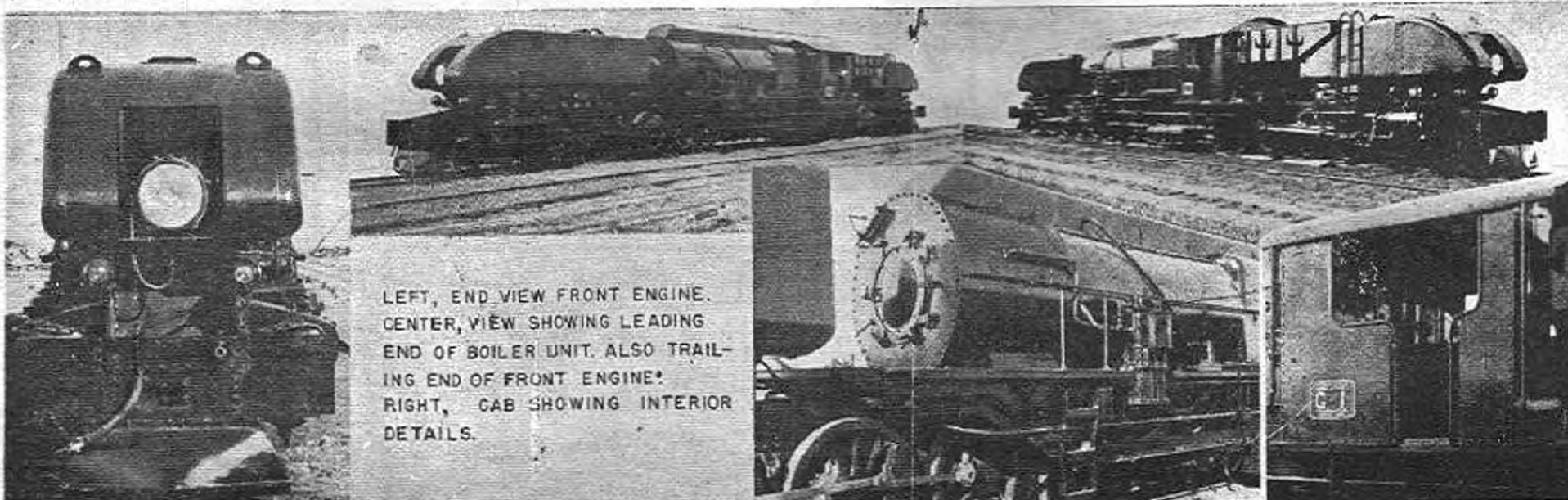
Final
5.58.2 (record)
7.16.4
8.04.0

Final
425 laps
299 laps
270 laps

1049 COMBAT (6 Entries)
1. G. Evans
2. N. Stogadinovic
3. G. Stokes

## GARRATT LOCOMOTIVE

(Continued from Page 18)



LEFT, END VIEW FRONT ENGINE. CENTER, VIEW SHOWING LEADING END OF BOILER UNIT. ALSO TRAILING END OF FRONT ENGINE. RIGHT, CAB SHOWING INTERIOR DETAILS.

pipng, eliminating one extra stop at the watering stations for filling both boilers. When first put into service, the engines were permitted to run until the tanks were practically empty. As a result, excessive weight was placed on the trailing wheels resulting in hot boxes. The policy was then revised and the tanks kept filled by watering about every fifty miles.

The boiler was domeless and steam passed through a double beat valve regulator, mounted on the smokebox end of the barrel. After passing through the superheater and out through the bottom of the smokebox, one live steam pipe enters a spherical ball joint vertically below the leading pivot center and thence to the

and ashpan via a ball joint to the hind engine cylinders. Similar arrangements are made for the return of the exhaust steam to pass out the blast pipe and stove pipe funnel in conventional manner. This large amount of piping required automatic draining valves fitted to ensure the removal of condensation.

Each engine unit is of plate frame construction, having a horizontal diaphragm plate running the entire length to which the pivot center is attached. Axle boxes of the coupled wheels are fitted between horn blocks, bolted to the frames, the load carried on underslung reverse camber springs. No equalization of any description is provided between either coupled or bogie wheels. To ensure sufficient

travel were the bogies. This is said to have been the cause of many derailments occurring during operation.

Cylinder castings are bolted to the frames and the piston valves operated by the reliable Walschaert valve gear. The choice of the Laird crosshead was made to protect the wearing surfaces from sand storm effects. The cab is the largest yet provided on the 3'6" lines, the roof being lined with wood to insulate the cab from the direct heat of the sun. Allowing for sudden tropical downpours, the cab can be closed with roller storm curtains.

These engines were originally intended to run equally well in either direction, but the crews refused to run bunker first. It

also impossible to see beyond the coal hunker. This resulted in reversing loops being constructed at every terminal likely to be used by these engines.

Each engine unit is braked as a separate vehicle with its own brake cylinder, auxiliary reservoir and triple valve of the Westinghouse system. Locos for use on the Tasmania and West Australia Government Railways were not so fitted but the vacuum ejector for the train brakes was placed in the cab, the engine itself provided with a steam brake.

Much criticism has been leveled at these engines, covering practically every feature. Firemen had difficulty in keeping up pressure, and many derailments on curves took place. Out of the projected 65 lo-



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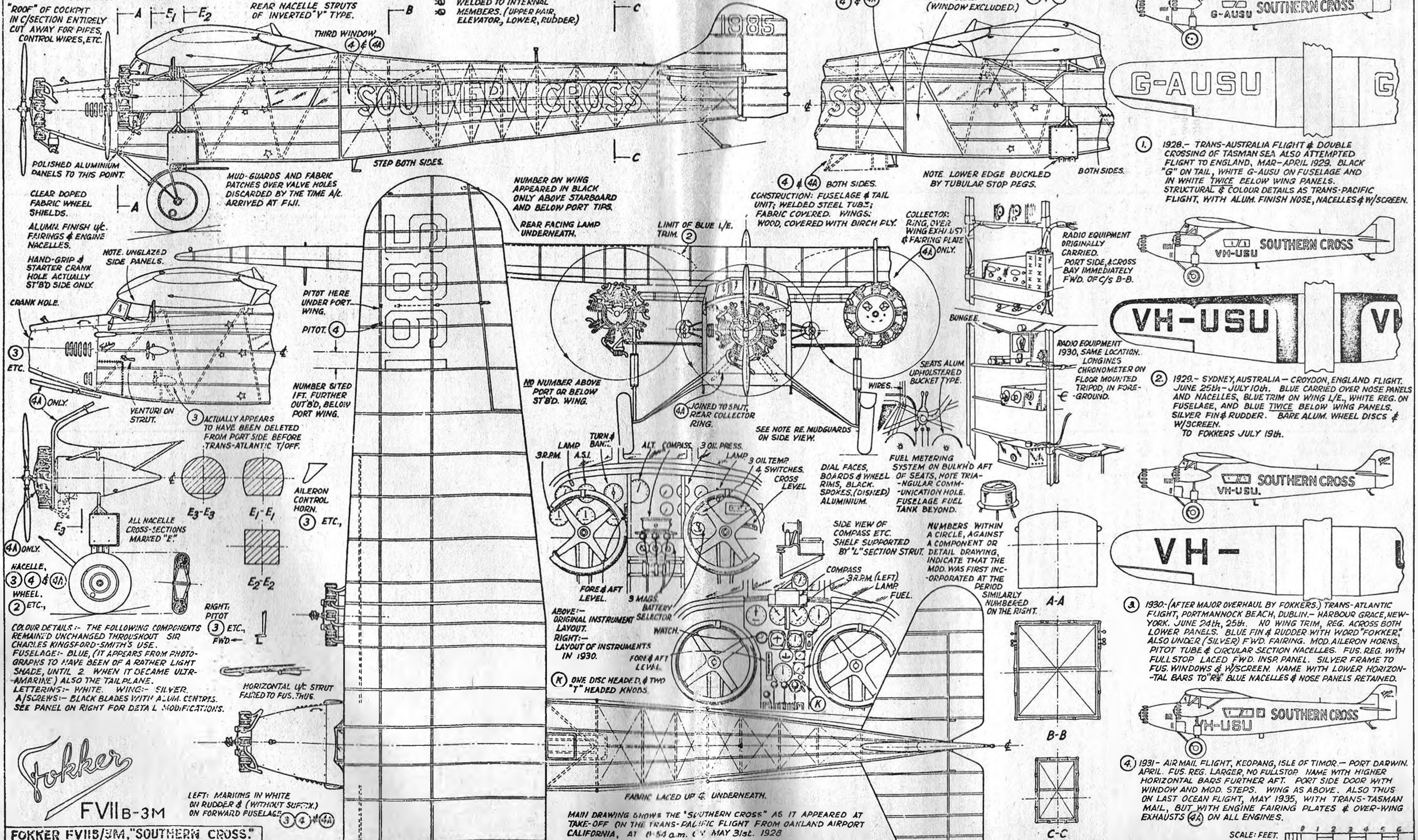
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