

KRAFT
SYSTEMS, AUST.

20 GLYN STREET, BELMONT, 3216 VICTORIA AUSTRALIA PH. (052) 43 4800
An affiliate of KRAFT SYSTEMS INC. U.S.A. World leaders in Radio Control Technology

NEW!

KP-3/5

Five Channel Sports Series

WRITE FOR FREE CATALOG

The KP-3/5 is a companion radio to the famous KP-6 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-8D 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

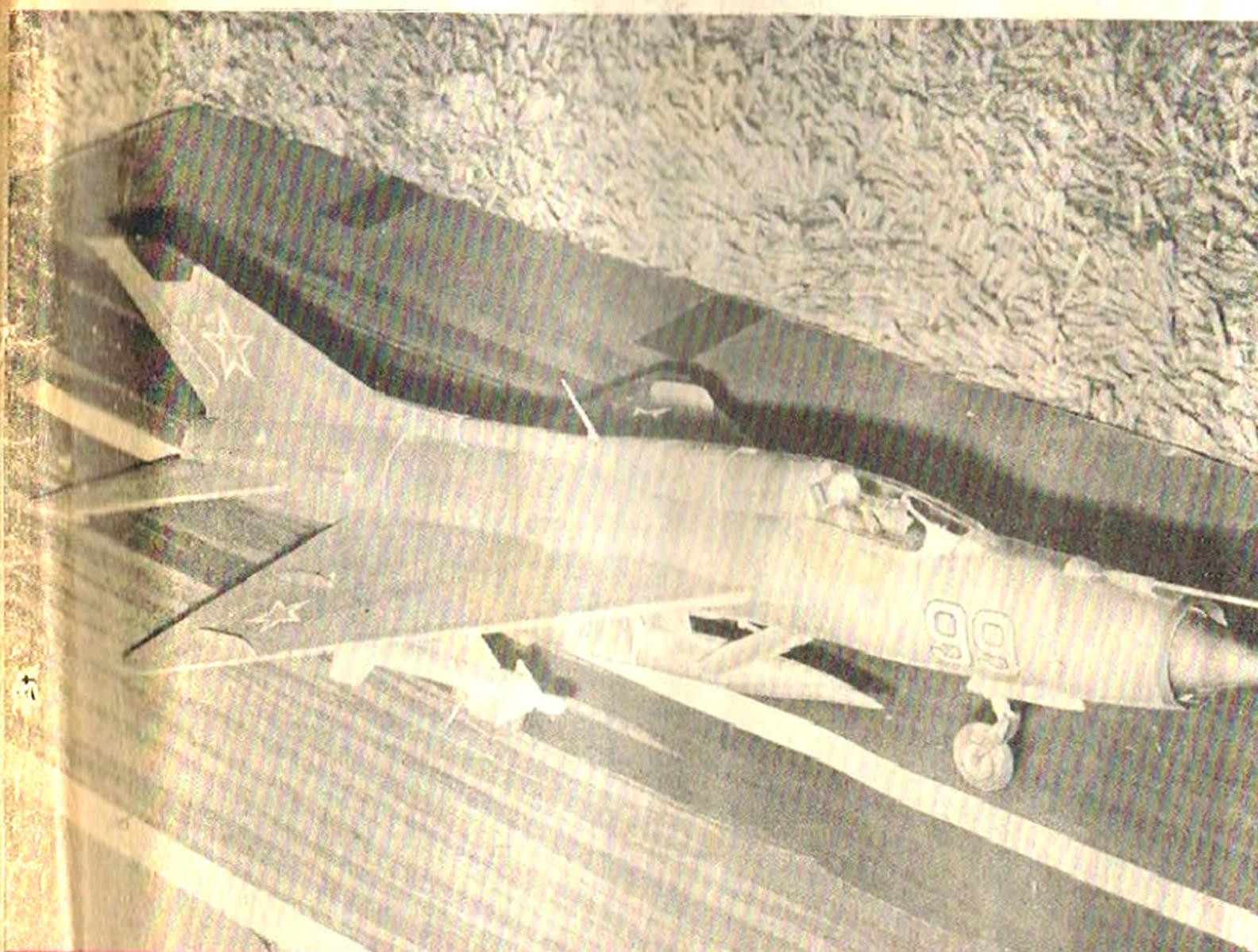
NEWSAGENTS! DISPLAY UNTIL
NEXT ISSUE! ARRIVES

.50c

RECOMMENDED RETAIL PRICE

VOL 2 NO 10

OCTOBER 1975



REVELL MiG 21 KIT REVIEW
ELFIN 600 CARS

28 PAGES

MODELLERS MONTHLY

AUSTRALIAN AND NEW ZEALAND MODELLING

VOL. 2, No. 10

OCTOBER 1975

MIG 21

Soviet Interceptor Fighter

Fuselage: 16 1/4" (425mm) Wingspan: 8 1/4" (222mm)

Revell 1/32 Scale



KIT REVIEW

REVELL MiG-21 (1/32nd Scale)

This is not a new kit, but it is one that bears attention. Revell have produced a good representation of a MiG 21 PF. The kit is erroneously labelled MiG 21 PF/PFM, but the kit components are not for a PFM. Instead, we have parts to build an early and late series PF. The differences include a different opening canopy.

We chose to build the standard PF early series and in doing so, used the standard canopy supplied in the kit. This caused problems, but more about that later.

The sheer size of the MiG 21 in 1/32nd scale is impressive. One is impressed by the small frontal area, and the seemingly small wings in relation to the fuselage. MiG-21.

Artem Mikoyan designed the impressive range of fighters such as the MiG-17, MiG-19, MiG-21, MiG-23 and 25 fighters that have been a thorn in the side of Nato Nations for many years.

The MiG is synonymous with Soviet air-power and was both feared and respected in two wars, the Korean War and the Vietnam War.

Mikoyan was schooled at the Zhukovsky Military Academy, graduating in 1936. He went to the Soviet design bureau led by Ing. N. Polikarpov, who designed the Polikarpov I-15 and I-16 stubby little fighters that found fame in China and Spain before World War II.

He then assisted M. Gurevitch, chief deputy designer. Mikoyan and Gurevitch designed the MiG-1, (initials of Mi and G come from their names), and this was the first MiG to be accepted for service. Many of them were built as MiG-3s.

Post-war, Mikoyan studied German jets and in 1946, the first MiG jet, the MiG-9, flew on a Soviet-built BMW 003. A year later, the MiG-15, most famous of the line, flew for the first time.

The MiG-15 caused consternation in the Allied ranks when it was first sighted over Korea.

Development came rapidly - the MiG-17 appeared and then the supersonic MiG-19.

The need for a short range interceptor to cover specific areas in the defence of Russia, brought the first MiG-21 designated YE-5. A parallel design, the YE-2 had a delta wing. After flight testing, the delta version was chosen for production, resulting in the machine we know today.

Development went through numerous production series, including PF, PF(PS), PFS, PFM, PMMS, R, MF, RF and the U, US, UM two seaters.

Versions have been sold to Algeria, Cuba, Red China, Czechoslovakia, East Germany, Finland, Hungary, Indonesia, Iraq, North Korea, Rumania, Syria, UAR, Yugoslavia and North Vietnam.

Photographs are few and far between, but it is believed that the USAF has tested at least one captured MiG-21 against the nation's best.

THE MODEL

Our Revell kit is English-made so the instruction sheet says we can build either a PF or PFM version. Actually, the kit will build either an early or late series PF and the decal sheet shows markings for VVS (Soviet Air Force) or North Vietnam.

We chose to build an early series PF utilising the early fin and rudder (provided).

It is believed that later PFs had the tail parachute housing while the PFM had both the housing and a sideways opening canopy.

On our model, we erred by painting the top of the fin dark bronze-green. Early version did not have this electronic equipment here. Missing also from our model (since rectified after the photos were taken) is the parachute housing.

We followed the instructions carefully, and found them generally adequate. The engine was assembled first, painted Gunmetal, with silver and black details. The cockpit was assembled next, and the instrument panel assembled. Revell have tried a new way. The panel is transparent, and transfer of the instruments and panel are placed behind and in front. The resultant 'sandwich' is most realistic.

The rest of the assembly was quite straightforward, except that we found the canopy mounting arms rather fragile. The canopy fit is not good at the front, and some filling was necessary at the front

with 'Green Stuff' (Squadron brand). We later cracked the canopy accidentally. It would appear that others have had trouble too, for a large hobbyshop reports that the canopy has been stolen from several kits! Obviously others have damaged canopies and replaced them quickly by stealing. Surely these people can write to the Manufacturer and ask for a replacement? Revell will replace damaged parts, and most people will say it was 'found damaged', even if it wasn't. We can't condone it, but it does happen.

We decided to detach the rear fuselage to allow inspection of the engine, but regretted it later. The resultant gap at the fuselage joint is highly visible and unattractive. We recommend sealing and the engine can be mounted on a scratch-built stand separately.

The finished model was masked and sprayed using Humbrol 'Silver Plate' and a Badger Airbrush. When thoroughly dry, the model was masked with paper masks and adding 10 'Gunmetal' drops of paint to the

silver, we sprayed the other aluminium panels to give a realistic scale effect.

A number of arials have not been installed yet, but these will be put on by drilling holes and inserting fine nylon line and trimming to length.

For our photo, we tried to follow Peter Seroethoff's instructions in Photography for the Scalemodeller (Read Publishers, available from Compact Publications, PO Box 31, Roseville 2069 for \$4.95). We flecked grey cardboard with 'tyre marks' with watercolour grey, then glued a white strip or two down on this. A single 100W lamp was used plus electronic flash. We've a lot to learn about model photography, but we were pleased with the results.

To sum up, this kit is a pleasing representation of the MiG 21, and there is little difficulty in building it. An airbrush is useful, but the job could be done with Spr'namel or other pressure pack spray silver.

Alternatively, rub'n'buff or Lique-Plate can be used. These two are time absorbing



Two of the six MiG-23MF ('Fishbed J') aircraft which visited Rheims, France in September 1971. This model has two short-barrel 23-mm cannon between nosewheel and ventral pylon. Note the three underwing and fuselage long-range fuel tanks. Photo: SIRPA-Air, Paris, France.

French Air Force personnel examining a MiG-21MF at Rheims; they commented favourably on the aircraft's general flying capabilities. The air intake blank and cockpit canopy prop are of note. (Photo: ECR Armes, Fort d'Ivry, France, ref. F71360)





Flight of MiG-21s.



A MiG-21 MPF (Fishbed-F Mk 1) of the V-VS (Soviet Air Force).

MI G-21 REVELL KIT REVIEW (Cont'd)

but the results are well worthwhile. At 1/32nd scale, the MiG 21 can be compared with the contemporary Phantom F-4 and Mirage III kits. The variety of markings available is considerable, and details can be obtained from Profile 238, also available from Compact Publications, PO Box 31, Roseville NSW 2069.

Study of the Profile reveals a complexity of variants and the Revell kit can be used as the basis for all the later models. To build a MiG F, a special canopy extension would have to be moulded to go behind the regular clear canopy. The spine extension is thinner too.

To produce the MiG-21MF ('Fishbed J') from the centre page reproductions, the kit should be built with the 'parachute tail', and variations include offset instrumentation probe instead of the central one, an additional small strake below the pressure relief opening (which can be cut open), and other additions such as two 30mm cannon beneath fuselage and rear vision mirror, above canopy. The canopy is also side opening, necessitating separation using an exacto razor saw.

Maybe no-one would go to such lengths, but one would have to buy three kits to provide three auxiliary fuel tanks!

One small criticism, but one that can be corrected easily is that the Russian red star

insignia on the transfer sheets are not outlined in red outside the white. Also, the red on white stars were not that well in register. We would those in a second kit were better, so used them. We are working on the transfers by ruling outlines in red, using a draftsman's ruling pen charged with thinned red enamel. The lines can then be ruled around the white.

Considering the paucity of information about the MiG-21, Revell have done a marvelous job in producing such an accurate outline. We would like to see a 1/72nd scale one now — how about it, Revell?

While we are at it, we're going to mention that we can expect some surprises from Revell around the end of the year. Expect a number of new releases with emphasis on arms and armour. It was inevitable — the only question is, why have Revell waited so long before beginning to enter this ever expanding branch of plastic modelling? Anyhow... we'll wait and see if our prediction comes true.

Text kits from Authentikit Plastic Models, PO Box 223, Roseville 2069. The Revell MiG-21, 1/32nd scale kit is also available from all good hobbyshops. We notice though that there seems to be a shortage of certain Revell kits, probably due to shipping delays of kits from overseas.

MI G-21



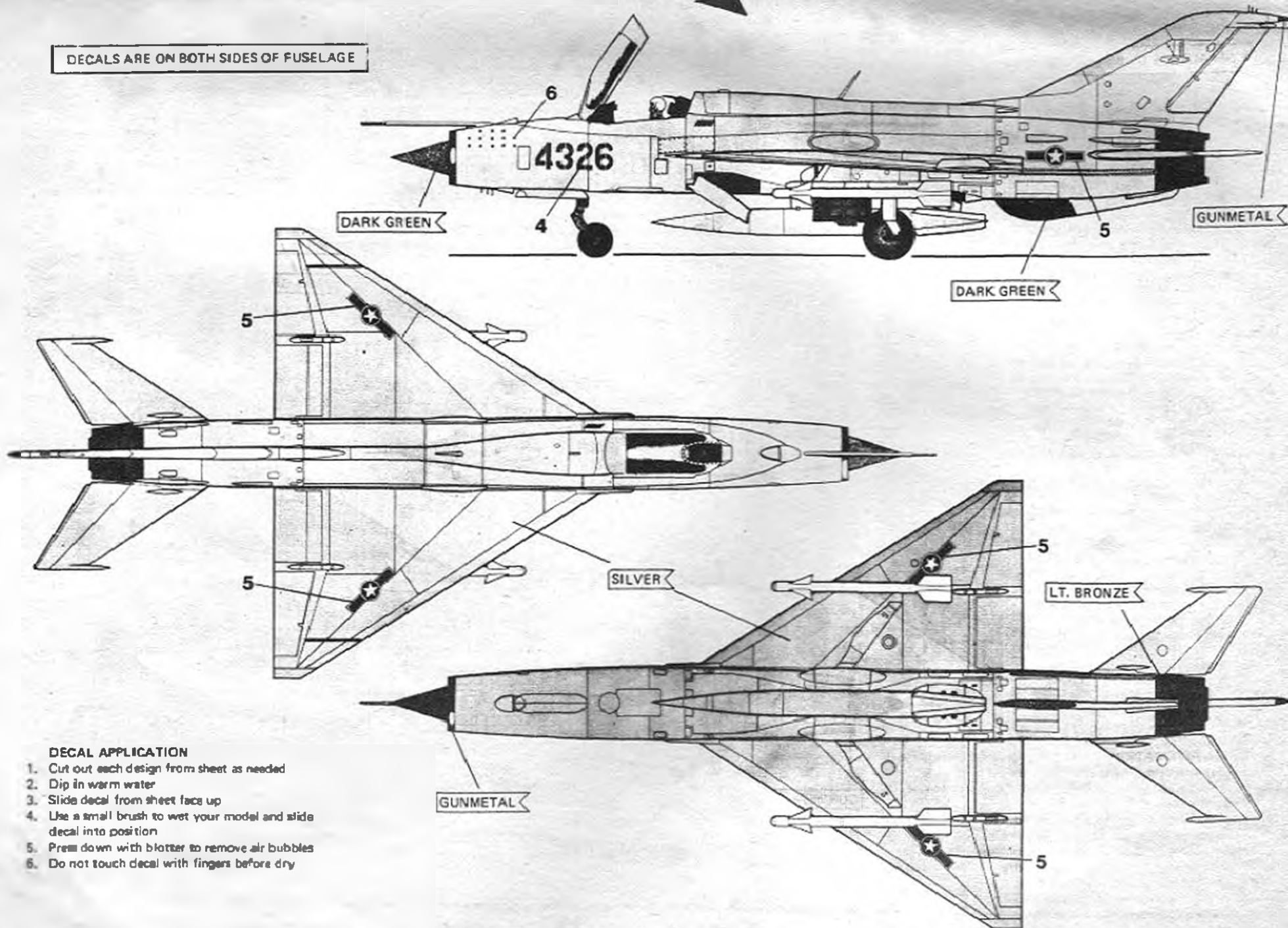
MI G-21.

MI G-21.

Below: Revell instruction sheet shows North Vietnam markings on MiG-21PF. Note absence of parachute housing below rudder. See later version (above).

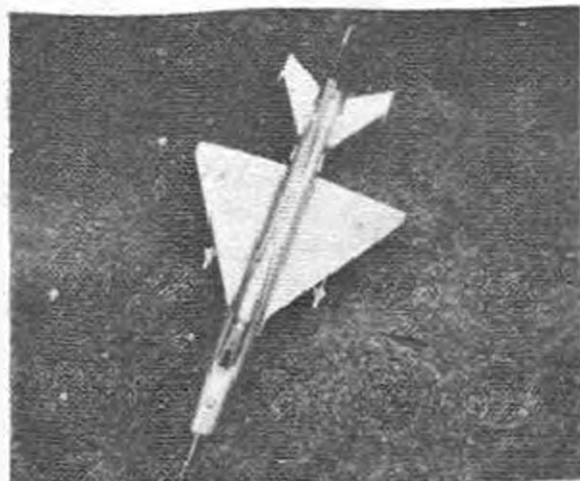
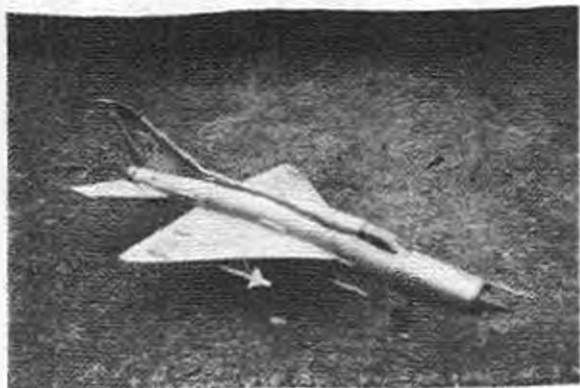
DECALS — NORTH — VIETNAMESE MIG 21 PF

DECALS ARE ON BOTH SIDES OF FUSELAGE



DECAL APPLICATION

1. Cut out each design from sheet as needed
2. Dip in warm water
3. Slide decal from sheet face up
4. Use a small brush to wet your model and slide decal into position
5. Press down with blotter to remove air bubbles
6. Do not touch decal with fingers before dry



One of the MiG-21MF ('Fishbed J') aircraft which visited Rheims in September 1971. This version has provision for two 23-mm short-barrel 23-mm cannon under the fuselage between the nosewheel and the ventral pylon. (In the photographs, they are below the suction-relief doors ahead of the wing.) Also note-worthy are the rear-view mirror and the deepened dorsal fairing aft of the cockpit. (Photo: SIRPA-Air, Paris, France, ref. 33184).

MIg-21 REVELL KIT REVIEW (Cont'd)



Our Polaroid shots were taken in case our posed photos were not ready in time. They show what can be done with natural background (in this case, a concrete path) and a simple Polaroid camera.

The drawing below is from the kit and shows a late series MiG-21PF with parachute housing below rudder. Canopy is, however, the standard one. The sideways opening

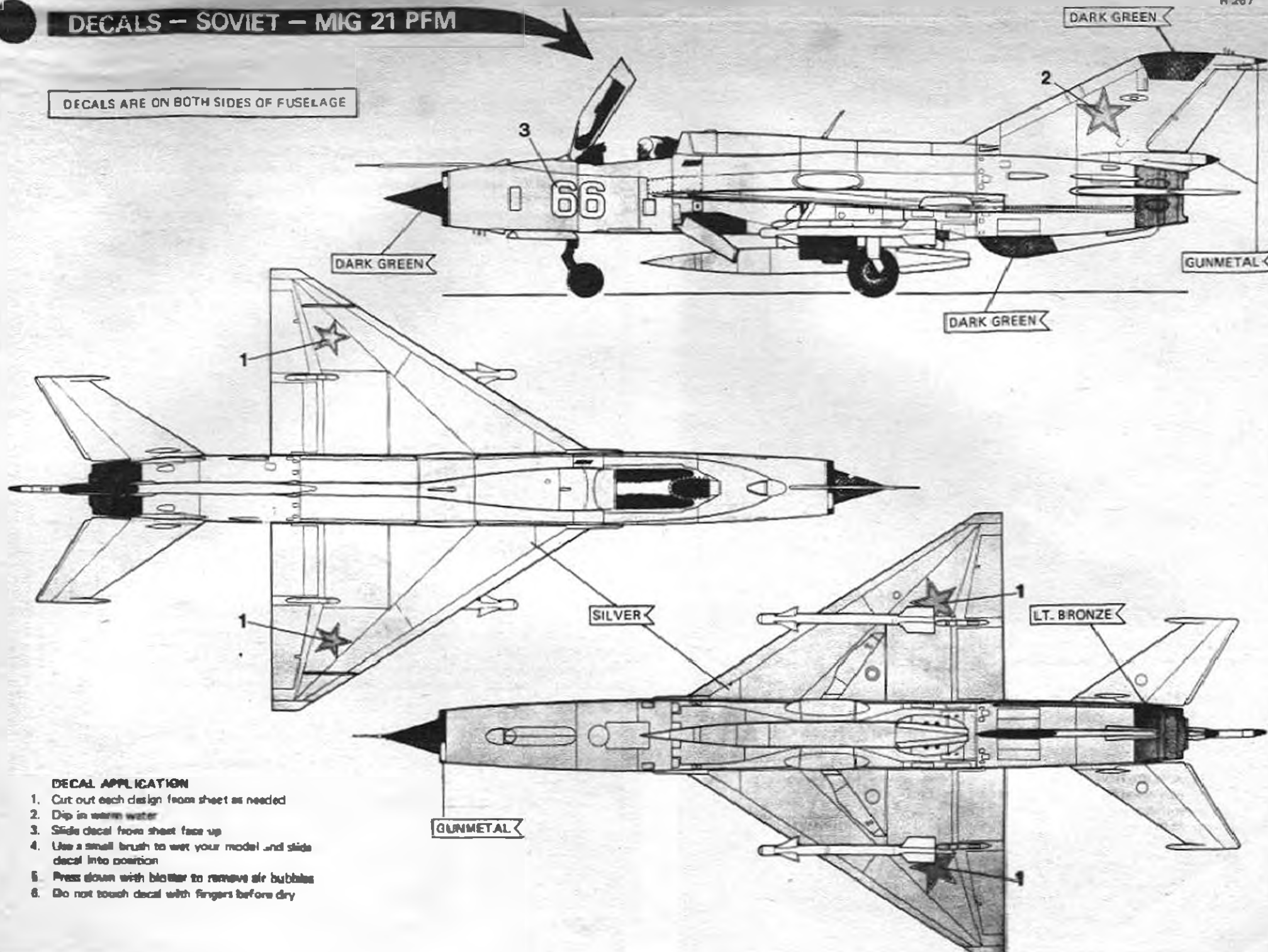
FOR REVIEW NEXT MONTH

The McDonald-Douglas F-14 Eagle kit by Revell is being built by our reviewer and will be included in the November Modellers' Monthly.

MiG-21MF ('Fishbed J') canopy is seen above in the photo by SIRPA. This machine is also described in the Profile Publication No 238 available from Compact Publications PO Box 31 Roseville. (Visitors may see our model at 356A Pacific Highway, Lindfield (upstairs) afternoons only.

DECALS - SOVIET - MIG 21 PFM

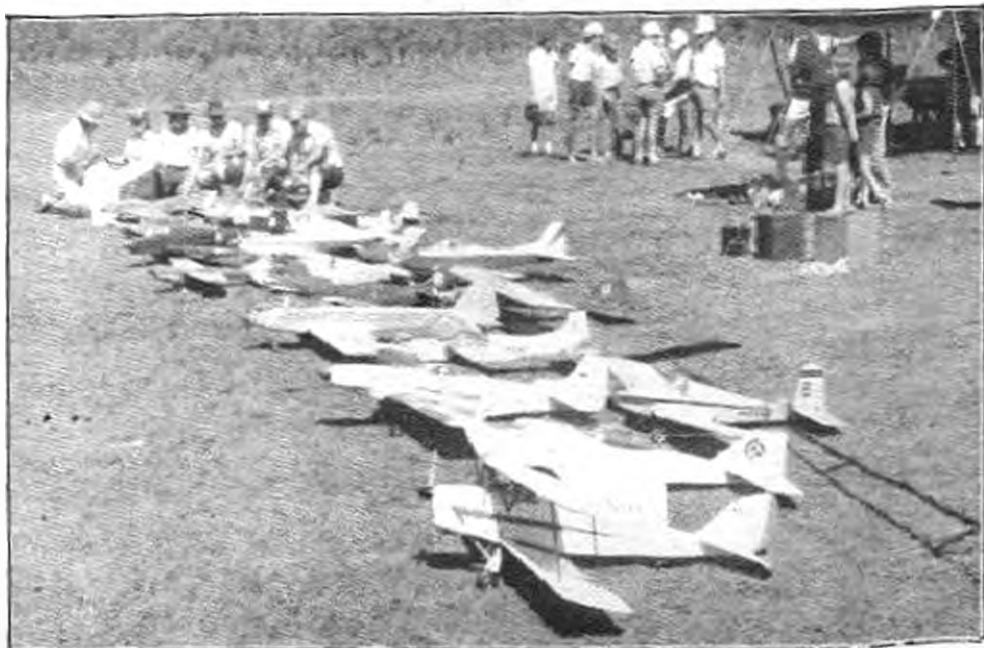
DECALS ARE ON BOTH SIDES OF FUSELAGE



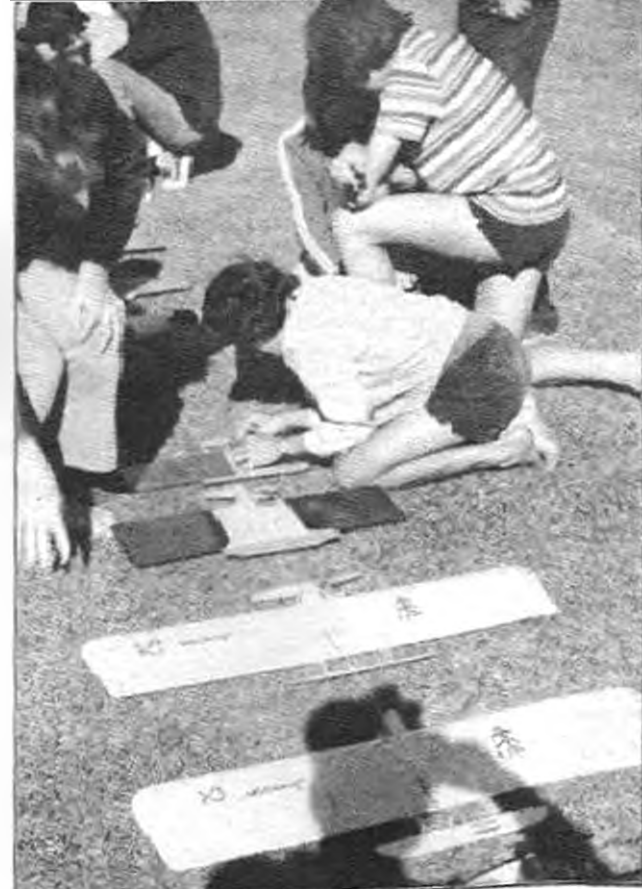
DECAL APPLICATION

1. Cut out each design from sheet as needed
2. Dip in warm water
3. Slide decal from sheet face up
4. Use a small brush to wet your model and slide decal into position
5. Press down with blotter to remove air bubbles
6. Do not touch decal with fingers before dry

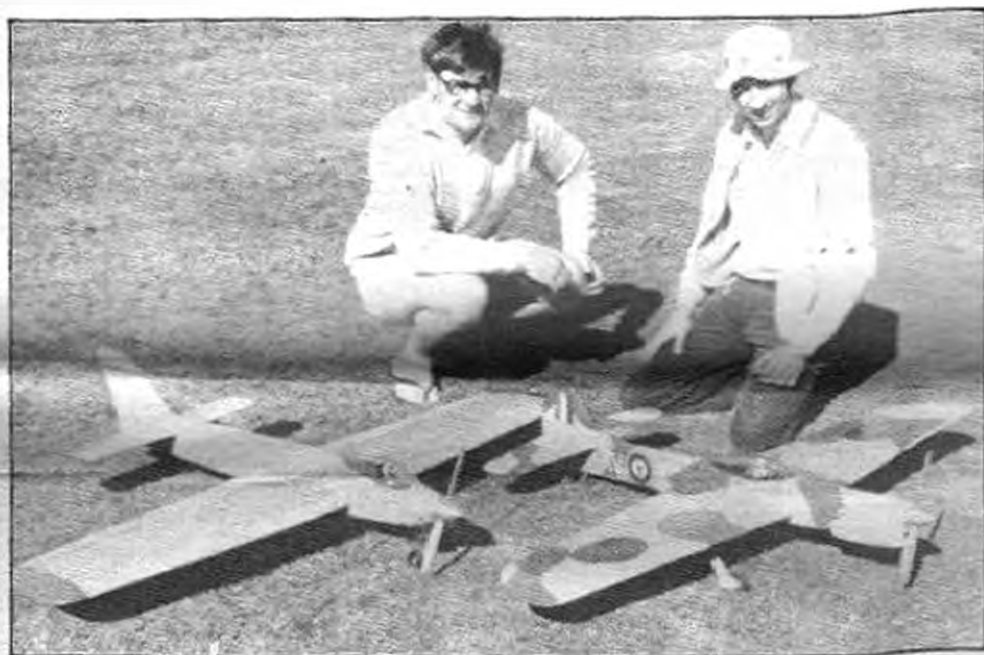
QLD SILVER ANNIVERSARY CHAMPIONSHIPS



Line up at MAAQ R/C Champs (Silver Anniversary) held at BARCS field, Zillmere. Photo: A. Gorrie.



Some young enthusiasts at the Control-line Championships.



Above, left to right: Hub Hanna (4th) Richmond; Ron Walter (2nd) Thunderbirds. at C/line Silver Anniversary MAAQ. held at Petrie Paper Mills Recreation Ground near Brisbane.



Schoolteacher Seaney, Secretary of Redcliffe Circle Masters, encouraging young boys in control-line. 2.5cc Spitfires seem popular. (Modellers' Monthly will publish a series of Spitfire plans soon).



Peter Morandine of the Newtown MAA with twin engine stunter resembling a de Havilland "Comet" England-Australia racer. Sleek and functional.

Below: Model by Brian Hampton being released to gain 2nd place in Stunt.



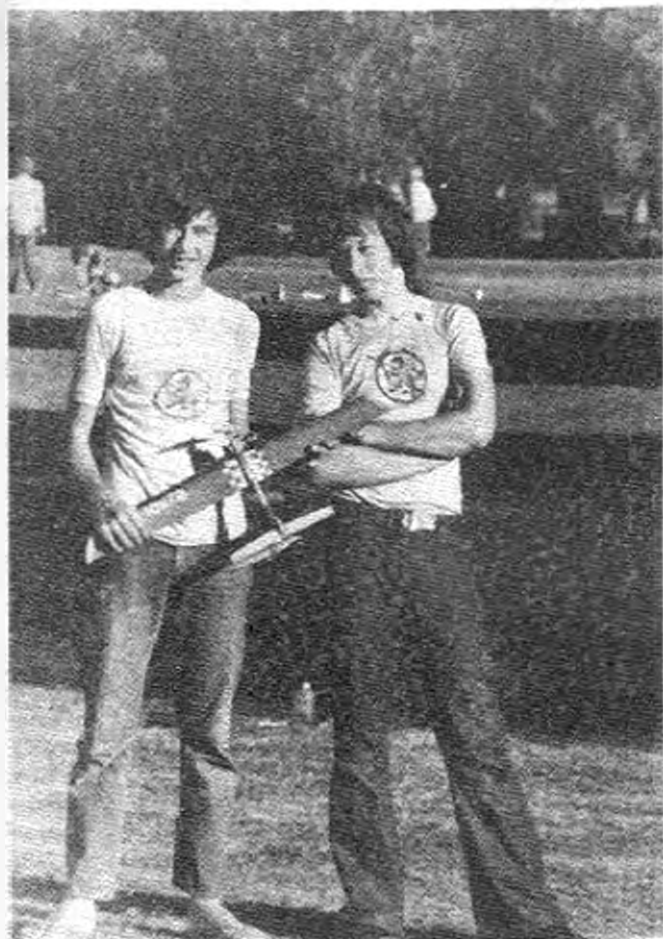
Left, Jim Glenn, NMAA, came 3rd in Junior FAI Combat Champs with Fire Streak with OS 15.

Below, Johnny Johnstone, BARCS winner of 1975 Silver Anniversary C/L Champs (Aerobatics). John directed successful MAAQ demonstration at Clontarf Beach State School. (Photos: A. Gorrie).

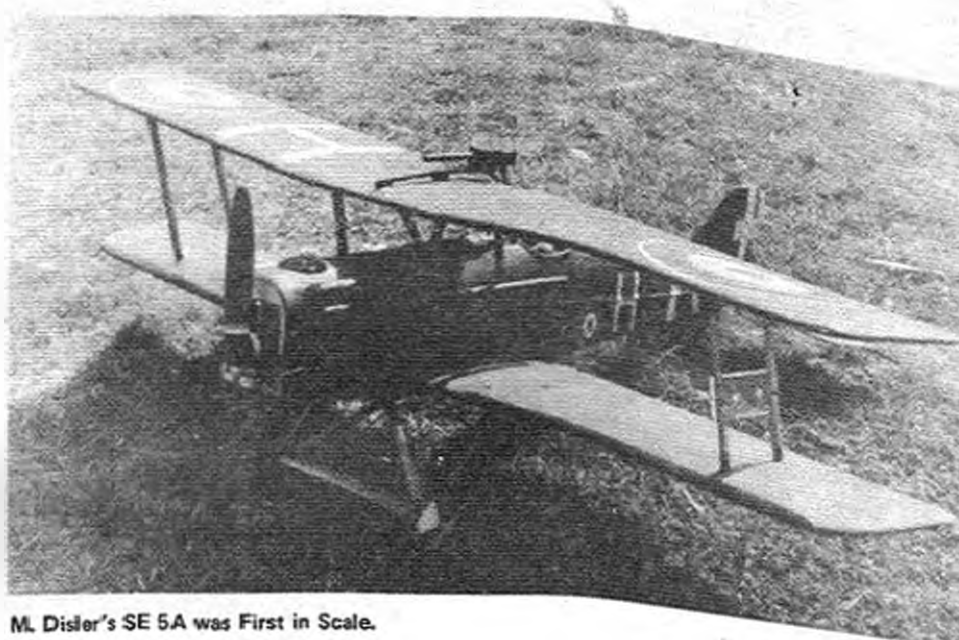


SA

SOUTH AUSTRALIAN STATE CHAMPS



Winners of 1.9cc rat race L. Peilschmidt and M. Dislers with their PAW 149 powered model.



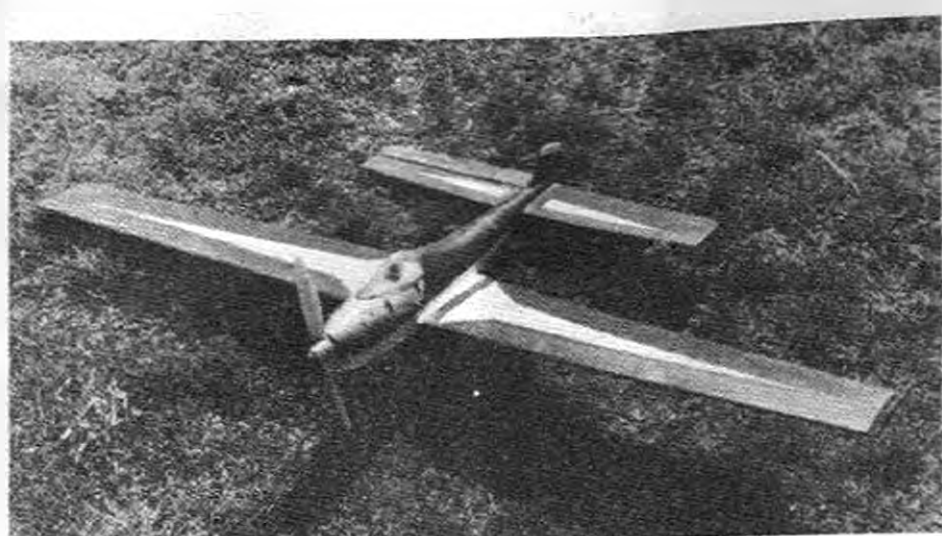
M. Disler's SE 5A was First in Scale.



I. Disler's Taipan 3.5cc powered scale Great Lakes Trainer. Flies very well.



I. Disler placed second in scale with Great Lakes Trainer.



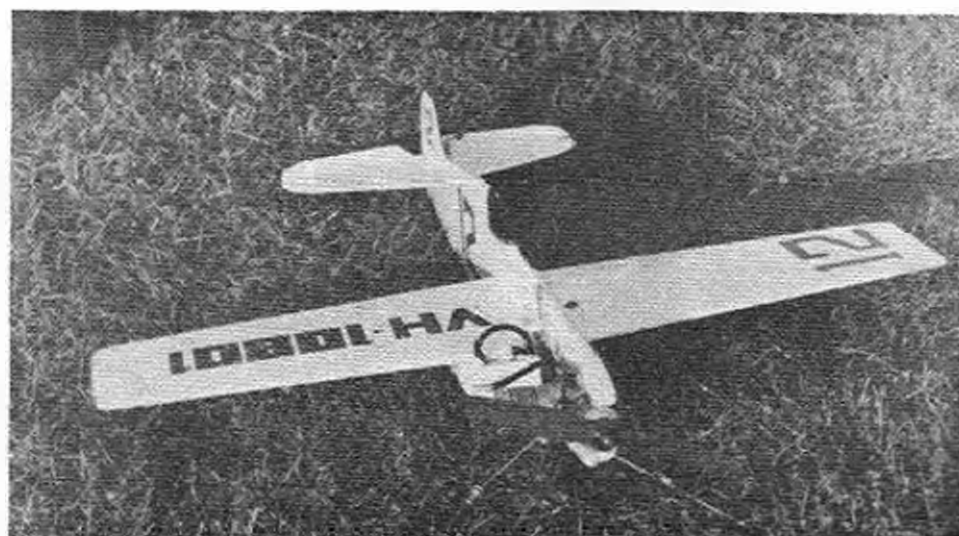
Winning FAI team racer by K. House/ A. Gangall used an ETA 15.



Finalist in FAI Combat — A. Webb, M. Disler and S. Peilschmidt.

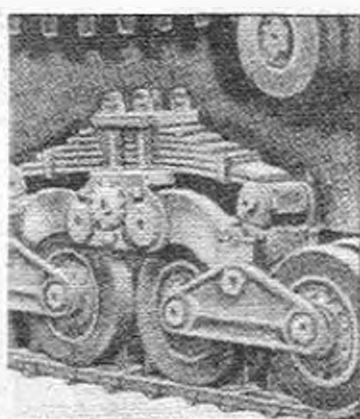


J. McDougall's modified Super Master gained him First Place in Stunt. Aircraft used Marco 35.



G 15 Falcon Special was flown by Cambell/Vinull in Goodyear.

P. O. BOX 31, ROSEVILLE NSW 2069



ITALAEREI PLASTIC KITS

1/72nd Scale

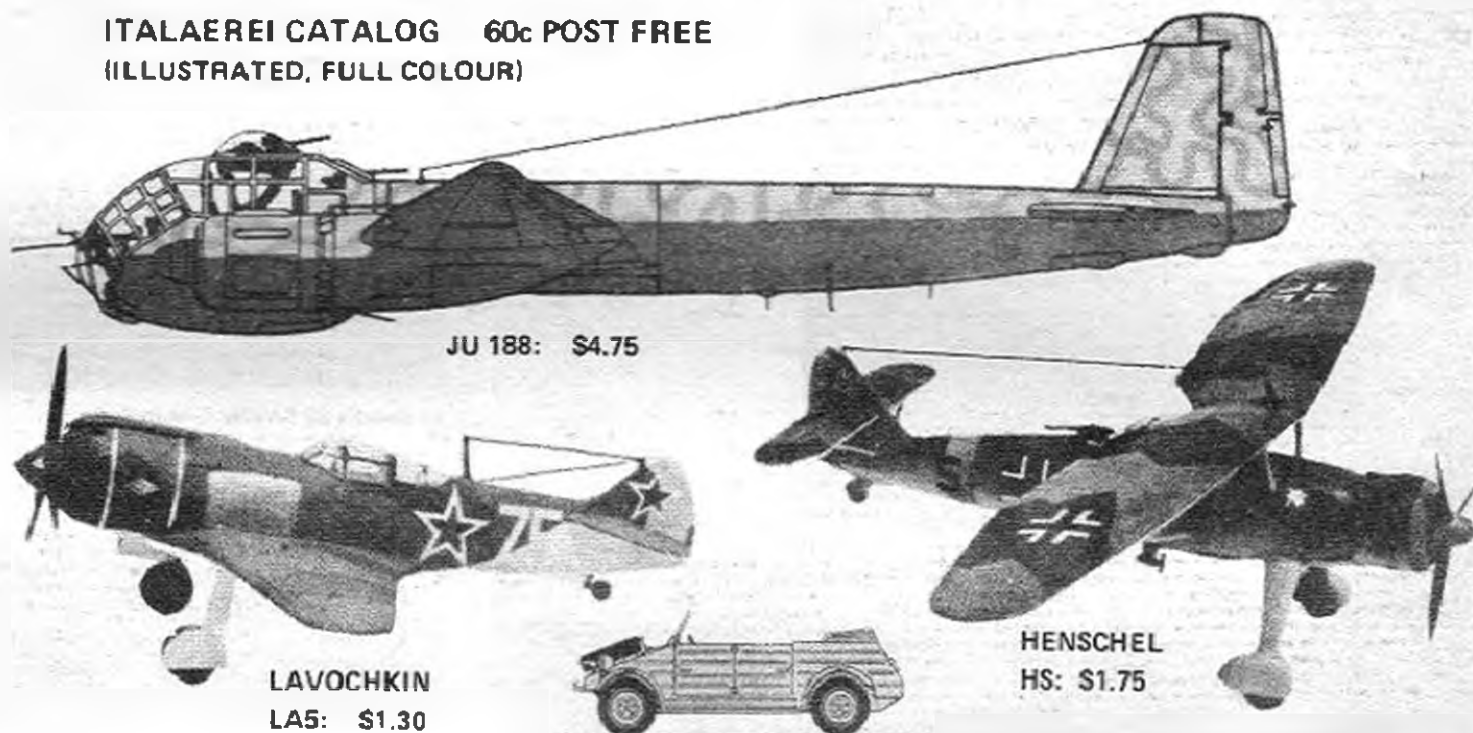
103	Italian bomber Fiat Br 20	4.75
106	Italian bomber Caproni CA313/14	4.75
107	USA Jet fighter F84F	2.50
108	USA Jet fighter RF84F	62.50
109	German fighter, Henschel HS.126	1.75
110	Russian fighter, Lavochkin LA.5	1.30
111	German freighter, Gotha GO.242/44	4.75
112	Italian Fighter Cant Z 501	4.75
117	German bomber Junkers JU 188	4.75

1/39th Scale

209	German tank Hetzer 38T	4.75
210	German tank Marder III	4.75
211	German tank Elephant	7.95
212	German tank PZ KPFZ 38T	4.75
213	Italian Tank Fiat Ansaldo M13/40	4.75
214	Italian tank Gun 40/75/18	4.75
216	German truck, Open Blitz	4.75
300	German Anti-tank gun, Pak 40	2.50

NEW

113	Caproni Bomber	\$4.75
114	Junkers Ju 86	\$4.75

ITALAEREI CATALOG 60c POST FREE
(ILLUSTRATED, FULL COLOUR)

HASAGAWA

Messerschmitt Me 163B	1/32	6.95	Boeing P-26A	1/32	\$6.95
Lockheed Neptune	1/72	11.25			

NOW AVAILABLE! 1/35th Scale

218	Pzkw IV Tank	\$6.50	215	Horch NF215 Command Car	
302	76.2M 42 Gun	\$2.75	301	German Artillery Soldiers	\$2.25
217	Pzkw IV F2-G	\$5.95	222	Pzkw I Tank	
			303	Italian Paratroopers	\$2.25

HOW TO ORDER:

FILL IN COUPON BELOW OR ATTACH TO SEPARATE LIST. GIVE ALTERNATIVE IN CASE YOUR CHOICE IS OUT OF STOCK. ENCLOSE CHEQUE OR M/O. ADD 20c POSTAGE FOR ALL ORDERS UNDER \$2.00. OTHERS OVER \$2.00 POST FREE.

A M T 1/25th SCALE KITS

T564	Moving Van - Trailmobile/ Allied	15.75
T519	Kenworth Tractor	15.75
T500	California Hauler Peterbilt	15.75
T502	Peterbilt Cabover - Paca- maker 352 Tractor	15.75



AIRCRAFT 1/72nd Scale

[illegible]

TO: SUPERSCALE PLASTIC MODELS,
P.O. BOX 31, ROSEVILLE NSW 2069.
PLEASE SEND ME:

LIST ITEMS REQUIRED BELOW. USE CODE NUMBERS

--	--	--	--	--	--	--	--

I ENCLOSE CHQ/M.O. FOR \$.....

Name

Street City

State Postcode

PLEASE MENTION MODELLERS' MONTHLY WHEN REPLYING TO ADVERTISERS



Northern Mariners

NORTHERN MARINERS SHOW AT NAVY DAY '75

— By Ray Bennett

Sunday, 5 October, was the day and Garden Island Naval Dockyard the place for the show of radio controlled yachts and scale ships organised by the now year old Northern Mariners group at the request of the RAN.

The show was part of the official Navy Week 75 activities with the Northern Mariners providing some of the entertainment during the afternoon of the last day, Sunday, when the RAN Dockyard was open for public inspection.

The model boating show competed for the attention of visitors with a submarine diving and surfacing, the inspection of RAN ships and shore facilities, helicopter displays and flypasts of Naval aircraft.

It was pleasing to see that despite these other attractions, during the two 45 minute sessions allocated, the models drew a big proportion of the visitors, who were lined four and five deep along the banks of the South-East Pound, a semi-enclosed portion of the harbour, and where the action took place. A total of ten or more craft went through their paces.

Ron Adams and Bob Short sailed Ten Raters and Bruce Kennewell a Marblehead. These yachts sailed a triangular course within the two-acre pound. All of the yachts performed well in the fluke but improving southerlies of the day.

By good fortune, the weather did not deteriorate enough to prevent even the smallest of the scale boats from putting to sea and navigating the entire water.

The day did see the 'Commissioning' of the *Bismark*, Don Gilmartin's eleven foot long model of the well-known WW II pocket battleship. For this display, *Bismark* was crewed by Don's son Tony.

Very few of the spectators at first realised the *Bismark* was manned, and that her course was being navigated by her crew. Her interior is quite complex, having an optical system with periscopes for vision fore and aft, complete with compass, steering gun laying and fire control with repeaters and automatic reloading system, speed control and ballast pumping systems incorporated on the central control panel.

Valarde, a 7 ft. long freighter, also by Don Gilmartin, was also cruising, as was Don Cherry's *Zephyr*, both of which have by now logged many miles afloat. Bob Short's tub tug *Corvus* was also standing by, busily investigating her full-size counterparts moored nearby in the dock.

Rick Mayes' well-made six foot HMAS *Derwent* added a further naval touch to the proceedings in pursuit of *Bismark*. Rick is a

serving member of the RAN and is building, as time and circumstance permits, scale R/C versions of ships he has served in.

Scale power boats provided speed and variety to the day. Jack Reaney's PT 109 and another, PT 203, gave a performance which was realistic in the extreme. Both these boats are a credit to their builders. Ron Adams' scale cruiser turned in its usual faultless exhibition of precise control and manoeuvre.

At the conclusion of the events, all of the models participating were lined up on the small pontoon used for launching and the public was invited to come aboard a lighter alongside for a closer look and to talk to the members if they wished. This invitation was eagerly accepted, to such an extent that a heavy list to port of the lighter was soon evident and the Naval Police were called upon to control the spectators.

Interest shown was extensive and not only casual. Many departed with a better appreciation of model boating.

Several points of interest emerged from the day's efforts, all of which contributed to the success of the show. These points may be worth noting.

The co-operation of the Navy was excellent and they were good hosts. Frequency clashes were avoided by the members' careful forethought in consulting the group's published list of frequencies in use when purchasing R/C gear and by checking with the controller of the day.

By separating the boats into compatible groups, accidents were avoided, receiver changes could be made and the onlookers' interest sustained by the introduction of new boats and the retirement of others throughout the programme. No single class performance exceeded 15 minutes. A commentary was broadcast, using a portable Tannoy, the commentary also being used to cue in the members' activities. Manoeuvring areas were separated from the course proper, which allowed some latitude to skippers in displaying their boats to the best advantage. But by far the one thing most essential is that spirit of interest and co-operation which is universally shared by all modellers and which was most evident at Navy Day 75.

The Northern Mariners are now looking forward to Navy Day '76 and the opportunity to again show their boats in action.

The next twelve months will see many new boats, both sail and scale, in the water. If you want to be part of the scale, get in touch through Sydney telephone numbers 499 3486 or 451 1470 and we will be only too happy to get you on course.



Demonstration of R/C models at Garden Island, Sydney



Above: Models were displayed on a lighter after demo



Rescue and control operations from outboard. Models sailed in two acre pound.



Some of the models displayed.



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,
BOX 214, P. O.,
LINDFIELD. NSW 2070.**

EUROPEAN NAVIGA CHAMPS



The control tower and some of the 19 flags.

EUROPEAN 'NAVIGA' MODEL BOAT CHAMPIONSHIPS

By Barry Craven & David Leigh

This report comes direct from Welwyn Garden City, the site of a veritable Olympic Games of model boating.

Stanborough Lake is where it was held, large enough to accommodate three or four competitions at once. Welwyn is just outside London on the Northern railway in the Welwyn, Hatfield, Hertford area.

David Leigh and I were very well looked after by one of the Southern Area chaps by the name of Trevor Skinner. Accommodation was good and a free bus was provided to and from the lake.

The program started on 3 August with registrations. This involved a complicated set of forms, including photos of the entrants' boats in each class contested. Team leaders were assembled together and the competition discussed.

MONDAY 4 AUGUST, 10 am.

Final registration, stand judging of the R/C scale competitors for F2a and F2b.

I arrived today and met up with David Leigh and was also introduced to Trevor Skinner. The evening's entertainment was a Civic Reception for team representatives. David was presented with a plaque by the Lord Mayor of Hatfield and Naviga officials welcomed the competitors.

This meeting adjourned to a grog and fish and chips night and we were introduced to members and friends of the British team.

TUESDAY, 9 am.

Opening ceremony, very much like an Olympic Games opening, with a line-up of 19 countries and their National flags. Australia being guests only, did not raise our flag. David took one with him and was disappointed that we couldn't even hang it from a fence.

The competitions on this day were as follows:

A, B, EX, F1 and F3

A Hydro water screw

B Hydro air screw

EX Straight runners, functional design.

F1 Speed triangle

F3 Steering, 1C and Electric.

The F1 class was 5.0 cc David ran a 3.5 as he didn't bring his O.P.S. 29. His engine was home-made to his own specifications.

WEDNESDAY, 8 am.

The results of an extraordinary meeting of the Naviga General Assembly (AGM) held this morning will be made public later.

The competitions today were A, B, EX, F1, F2b and F3, F2b being scale steering for boats over 1500 cm. F1 today was 2.5cc and 15 cc. David ran his new OPS powered 15 cc boat. Owing to unfamiliarity with the rules we had a bad run.

The second round of 5.0 cc was run also, and David managed a run of 24.8 secs.

THURSDAY, 8 am.

Held today were the second rounds of 2.5 cc and 15 cc.

David managed this time to put in an 18.25 sec. run after a wipe out on the first run. In practice he did 15.2 secs. that morning. The pressure of competition does tell.

FRIDAY, 8 am.

Record runs for A, B, F1 and F3.

The weather was windy, the water rough. David's 10 cc boat managed a flip on the second attempt and was forced out. He was incredibly fast. If he had put in a good run he would have set a record. No records were broken by a large margin. Rod Burman set a new (over 1 kg. electric) record.

SATURDAY, 8 am.

FSR Multi boat for 15 cc and 35 cc.

There are no 3.5 or 6.5 multi races in Naviga rules. I am unashamed to say that this is the sort of racing that interests me most.

Considering that these chaps have had a long time to get good and fast, they were very slow. You can go fast in multi-racing and still be stable. I believe a team of our best boats could have beaten them easily.

The direction of travel was anti-clockwise and the duration of the races was 30 mins.

David ran a 6.5 cc Super-Tigre powered boat in 35 multi as his OPS was not trimmed for multi. The Germans dominated these races; they were a fraction faster than David's boat so achieved more laps. Germany again won the 35 cc class. These boats were astounding in their size and shape, just about anything will run with a petrol motor in it.

The day ended with a display of scale ships after dark setting off a display of flares and fireworks. These boats were beautiful scale models and the insides of these models were an engineer's dream.

SATURDAY, 8 am.

Closing ceremony and medal presentation. Australia was presented with a certificate of entry. David presented Jim King (MPBA International Secretary) and M. Maurice Frank (Naviga President) with a boomerang and pennant.

Medals were presented to 1st, 2nd and 3rd. They were like Olympic medals, gold, silver and bronze, on a red, white and blue ribbon.

After this ceremony there was an invitation multi race run on British rules over 2 hours. As the ceremony went longer than scheduled, the duration was changed to one hour, clockwise direction. Competitors were from each country, with more from Britain to fill the gaps.

David again ran his 6.5 Super Tigre, but this time we were able to get her tuned and went like a jet.

Count down, and the British team was off, with us immediately behind. (I say 'we', because I was pit-mechanic and observer for David). We were doing better than we thought after 15 minutes. At 25 minutes I suggested that our fuel may be low and to come in to refuel. David agreed and we prepared for it but the boat ran out of fuel on the far side of the huge course.

The rescue boat was very quick and we were on the water again very quickly. We were equal first with John Melville and Bill Izard. We made up the lost laps in fine style and pulled ahead again. By the next fuel stop we were three laps ahead. We came in for fuel but had trouble keeping the engine running and had to restart. We made it quickly and had to make up the laps again.

We forged ahead again and 20 minutes from the finish we stopped for some unknown reason not 20 yards from the pit. After restarting we thought we were behind but were told by our timekeeper that we were still ahead but had to catch and pass Melville. David put in some very classy driving to catch Melville only to see him stop for the first time (he had huge tanks).

Bill Izard was circulating steadily with big tanks too, but we managed to lead him by 1½ laps at the finish.

David's win was an extremely good performance against the best in the world.

One thing I noticed was that the foreign entrants didn't use the same boats as they used in Naviga racing; why, I don't know as they were definitely faster. David won a hull donated by G. Pollard of M.R.H., Eastbourne.

SUM-UP AND RESULTS

The best part of the whole show was the announcement by M. Frank that Naviga was now International, it being formerly European only. The official designation will be Naviga International. This was organised by Jim King, the new first Executive of the Naviga Praesidium on behalf of Australia.

I sincerely hope that Australia will honour this by attending Championships reasonably often. The next Championship is to be held in Russia in 1977, then in Stuttgart, Germany, in 1979.

RESULTS OF F CLASSES

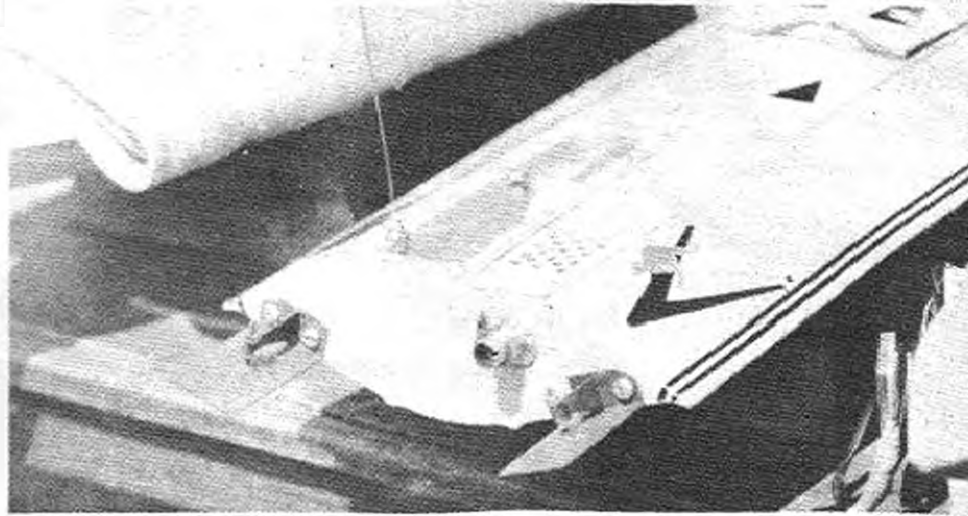
FIV 2.5 cc

1. Olsson T.	Sweden	19.55 sec
2. Ruess J.	Brd-Germ	19.85
3. Spitzenberger H.	"	20.2

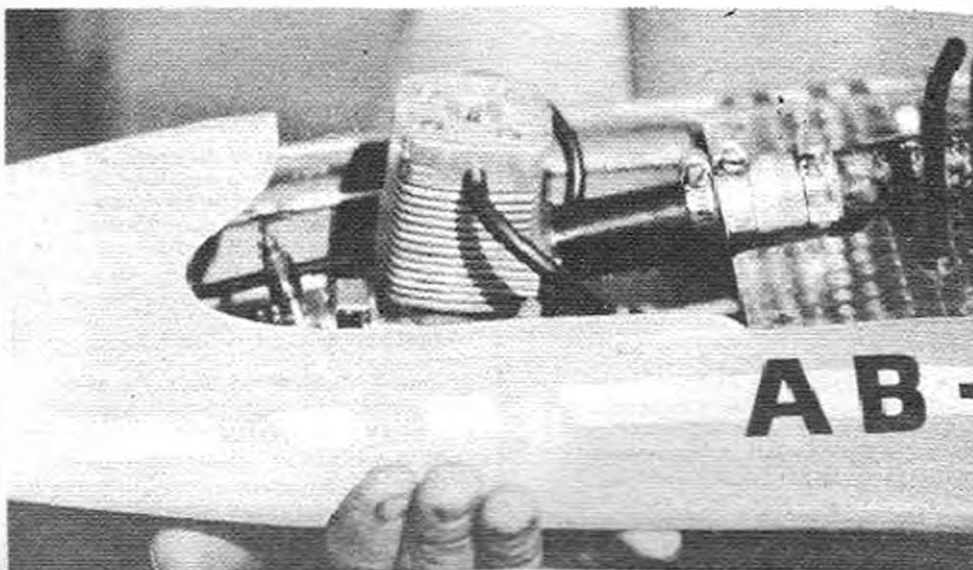
FIV 5.0 cc

1. Billes P.	Austria	18.4 sec
1. Billes P.	Austria	18.4 sec
2. Reichert K.	B.R.D.	20.5
3. Stewart D.	Gt Brit.	21.8 sec
8. Leigh D.	Aust.	24.8

(3.5 cc motor)



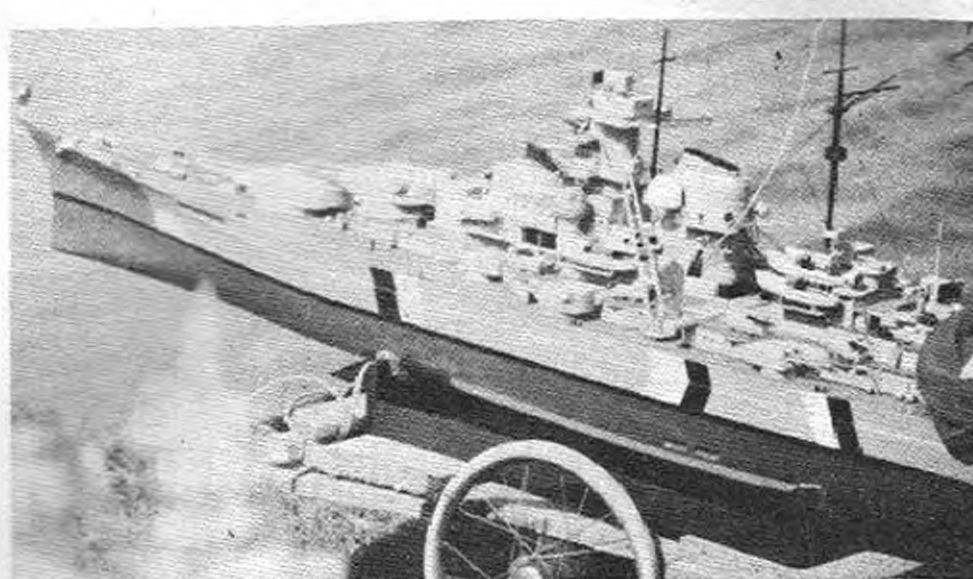
Rear of David Leigh's 60 boat — OPS Speed 60, Futaba Radio.



The new French-designed 10 cc multi racing motor.



Webra 60 powered 'Balu' multi boat



A beautiful 'Bismark' about 6 ft long, radio controlled.



(Continued on Page 11)

High Quality Mini for Instant Fun



HONDA
Z-50A MINITRAIL



1st Prize in Brisbane Hobby Exhibition Essay Competition. Not much time!
Enter now! Two entries per school.

This article is reprinted by kind permission of the RAND MODEL AERONAUTIC CLUB of Johannesburg, South Africa, from their excellent newsletter 'TARMAC TORQUE'.

Although I am basically the mechanic in all the events in which I fly I will be the first to admit that the pilot is a most important part of a racing team.

It is a fact that no matter how good a mechanic you are or how fast and consistent your model may be, you cannot win a race without a good pilot. Only when there is a sound understanding between pilot and mechanic can you ever hope to do well.

The pilot's function is to take off and guide the model SAFELY through traffic; ensure good fast landings and ensure that the model completes the race. In my opinion, this is a most important function and makes a pilot a vital cog in a racing team. At this stage I must point out that an inexperienced pilot is not only a hazard to himself but also to everyone else who is close to the flying circle.

The pilot should have a sound knowledge of flying techniques. He should at all times be in complete control of the model in any weather conditions. He should have quick reflexes. He should be able to fly the model so that he can look ahead of the model and foresee any dangers before they actually appear. He should study other pilots and make a note of their styles so that he can overcome any peculiarities which their particular style may bring about. He should be able to whip a model to ensure line tension on take-offs. He should practice level flying, take-offs and landings until he can perform these duties mechanically without thinking of what to do. In this way he will automatically correct the model when unexpected problems occur.

The correct technique of piloting a model during a race is to be able to walk in as small a circle as possible, in an upright stance with the back as straight as possible. By flying in this manner the pilot utilises the least space in the centre which in turn allows everyone enough room to move. This will avoid collisions between the pilots and will eliminate the harassing of each other in the centre.

A pilot should at all times guide the model, not allow the model to do all the work. Not only will this slow the model down but it will lead to all sorts of problems as a model cannot think for itself.

When I say assist the model, I do not mean whipping as we all know this is illegal. The pilot must maintain an equal balance of all forces acting on the model, namely lift into wind, line tension, airspeed, acceleration and deceleration, to ensure that the model remains in level flight during the duration of the race.

At the start of a race, a pilot has to be crouching at the edge of the pilot circle but crouching at the edge of the pilot circle but should be well prepared for the release. As soon as the model is released he should move forward and in towards the centre of the circle to maintain line tension to prevent the model turning into the flying circle. Take-off should always be in a slow climb. This will also allow any airborne models to pass overhead safely.

Once the pilot has moved to the centre he should settle the model into an imaginary groove at the regulation flying height and maintain this height. He should now be walking upright in as small a circle as possible with the handle in position with his

model gradually by raising the handle up to your chin or forehead, but do this gradually so that the climb is gradual. This will maintain the model airspeed. Once over the other model bring the handle back down to your chest but once again slowly and resume flying at the regulation height once more.

When a pitstop is required the pilot must ensure that he is well clear of the other models before activating the shut-off. As soon as the shut-off has been operated the pilot should get the model down to about 2 feet in altitude and whip the model around to the mechanic. The model should be grounded smoothly so that the mechanic can catch the model safely. A point to remember here is to keep the model off the ground until you have passed over any models which are already being pitted. This will prevent the hook-up of the other models' lines and subsequent disaster.

All these operations during a race should be controlled and smooth. The only way to achieve this is to go out and get as many flying hours practice as possible.

Beginners need a lot of practice because unfortunately the experienced pilots are all very wily and are quite efficient in the art of hindering, blocking and generally making use to their own advantage of any other pilot's weaknesses.

Although the racing rules specifically state that at no time whatsoever may a pilot carry out any manoeuvre or action which may hinder or prevent the pilot of a faster model from overtaking, this rule is being blatantly contravened by pilots. This action is dangerous and is definitely retarding the improvement of the more inexperienced pilots, who are unable to cope with the unhappy situations which this type of flying produces. Often the result is a prang and the newcomer involved may lose all confidence and eventually give up piloting. Our Contest Directors could well take note of this rule and penalise pilots who persist in this pastime. This would help to eradicate blocking and make for cleaner and more realistic races.

The purpose of this article was to provide some idea on how a pilot can improve his technique and become more proficient. As in all phases of team racing the pilot's part requires painstaking perseverance and hard work, so when you go out practising, make a point of giving this aspect as much attention as you give to all the other items which you intended sorting out.

If you have a good pilot, half your troubles are over and you can worry about going faster. At least you know you will finish every race in which you take part.

Finally, ALL PILOTS SHOULD KNOW THE RULES THOROUGHLY to prevent disqualification through foolish mistakes.

REWARD! WANTED TO PURCHASE! DEAD OR ALIVE. OLD ENGINES

Especially:

ELFIN 2.49 Mk I
ELFIN 2.49 Mk II
(Beam Mounted)
AMCO .87 Diesel
AMCO Long Shaft
3.5cc DIESEL
AMCO Ball Bearing
3.5cc DIESEL
ANY CONDITION

ESSAY COMPETITION

Two entries per school

CLOSING DATE : 31 OCTOBER, 1975

EXTENDED FOR MODELLERS' MONTHLY READERS TO
— 5 NOVEMBER '75 —

School Nominating Best Entry: The World Book Encyclopaedia. 26 volumes incl. two volumes on Australasia and a unique Research Guide/Index. More than 16,000 pages... more than 30,000 teaching illustrations, 10,000 in colour... more than 1,900 maps. Value... \$260.00

Best Entry: (Boy or Girl): A Model Z.50A Mini Trail Honda Motor Cycle. (Does not include pre-delivery, freight or registration, where applicable).

Warranty is 3 months or 5,000 km, whichever occurs first. Value... \$296.

Second: (Boy or Girl): A 20" Jetstream Hi Riser 3 speed cycle. Value... \$122.50

Other Prizes: Ten albums from E.M.I., \$100 Aero Flyte Model Aircraft, Murfett games, Tamiya Tank Kit, Monogram plastic kits, Birko Soldering Iron, Mattel's Knitmaster, Kodak camera, Berri fruit juice, Theatre tickets, Silver Tray by Gorrie's Hobbies and 20 Beautiful Printed Clipboards by Plastics Australia Pty Ltd., Venko Trays by Veneer Products, Fox model aircraft motor by Futaba Sales.

Two special prizes for neatness. Beautiful Parker Fountain and Ball Point Pen Gift Sets.

CHOICE OF SUBJECTS

Finches, Scouting, Stamp Collecting, Military Modelling, Lapidary, Photography, Model Boats, Model Railways, Model Tramways, Model Aircraft, Model and Experimental Engineering, Model Hovercraft, Ultra Light Sport Aircraft, History of Aviation, Herb Growing, Aquarium fish — Gold and Tropical, Wood Carving, Maritime History, Art, Spinning and Weaving, Woodwork and Bark Pictures, Public Speaking.

The Essay Competition is based on hobbies being represented in the Hobby Exhibition.

Exhibition opens each day. 10-15 November at 9.30 am and closes 9.30 pm.

Admission: 50 cents adults. 25 cents children. No charge for teachers accompanying school groups.

Proceeds in aid of the Children's Hospital Appeal.

Information and Nomination Forms: Send stamped and addressed envelope to
BRISBANE HOBBY EXHIBITION,
C/- Arthur Gorrie,
604 Stanley Street,
WOOLLOONGABBA. QLD 4102.

SUPPLIERS TO THE SOUTH

ARGYLE

NEWSAGENCY AND HOBBIES
SHOP 4, 3 HODDLE AVENUE
CAMPBELLTOWN. NSW.



- BALSA
- ACCESSORIES
- R/C SUPPLIES



- OS, TAIWAN
- TESTOR/McCOY
- KRAFT — EK LOGICROL R/C
- REVELL, ITALAERI, TAMIYA,

HASAGAWA PLASTICS
● FUEL, DOPE, PAINTS
AND MANY OTHER ITEMS.

SEE NOEL AND GLENYS FOR ALL
YOUR HOBBY NEEDS

ARGYLE NEWSAGENCY & HOBBIES
SHOP 4, 3 HODDLE AVENUE

BATTERY HINTS

By EK-Logictrol

Beginning with this issue we are going to discuss methods of preventative maintenance or in other words, some things you can do to prevent a crash. In alphabetical order, we begin with batteries. Old 'bugaboo' batteries. Those items most likely to be eternally shrouded with superstition and mystery. Unfortunately for all of us, the batteries are the heart of the system so let us determine how they work, how we should care for them, and how to know when they are sick and need to go to the hospital (service central).

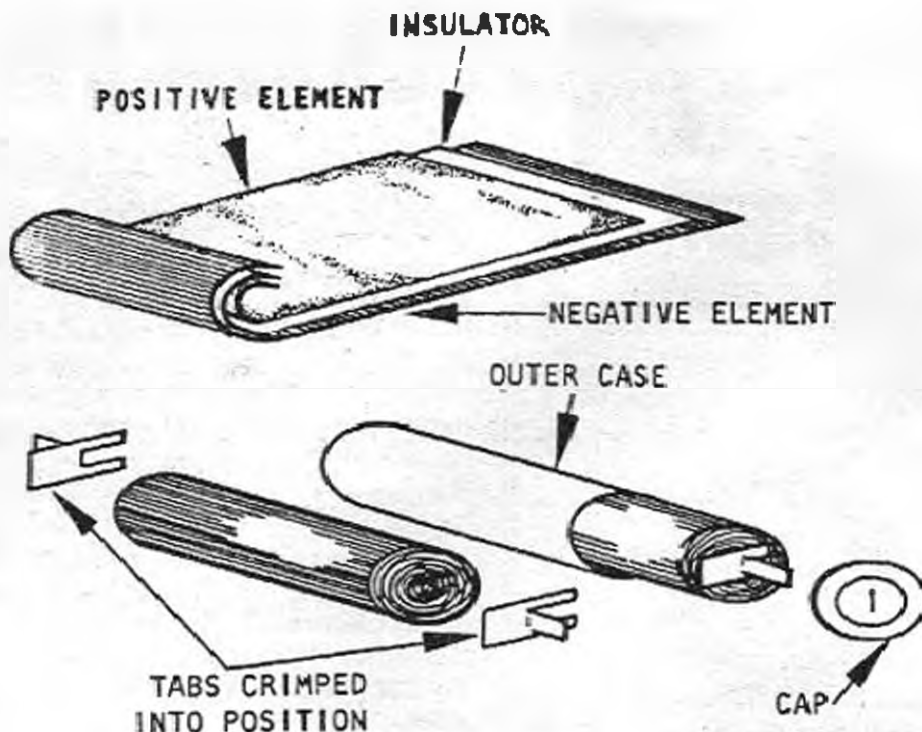
To begin this discussion, let's consider that the airborne battery is really four separate cells in series and the transmitter battery is actually eight cells in series. If your system is equipped for dry cell operation, the system is equipped for dry cell operation, the difference will most likely be a 9 volt dry cell in the transmitter, as only a few systems were provided with eight pencil dry battery transmitters and four cells in the receiver.

The first problem that you are faced with is knowing when to change dry cells or when to charge the Nicads as the case may be. Considering dry cells, you should change the airborne batteries when the voltage drops to 4.2 volts when checked with the system on. Likewise, the transmitter battery should be changed when the voltage is 7.5 volts, also checked with system on. You can make this voltage check with any decent voltmeter. In the transmitter you must remove the back and touch the leads directly to the battery posts. The airborne battery voltage can be checked by touching the voltmeter leads to the red (for positive) and green (for common or negative) leadout wires of an extra aileron extension cable which is in turn plugged into any extra channel.



Be careful not to short out these wires or contacts and DO NOT stick pins in wiring or plug ends.

NICAD batteries are a different breed of cat. Before we go into their characteristics let's consider their construction. As illustrated



Each Nicad cell is capable of providing approximately 1.25 volts for a given amount of time as determined by the current drain as follows

STOCK	COMMON NAME	RATING PER HOUR
B-035	1/2 sub C cell	550 mah
B-039	fat A cell	450 mah
B-013/B-053	450's	450 mah
B-047/	225's	225 mah
B-054/B-048		

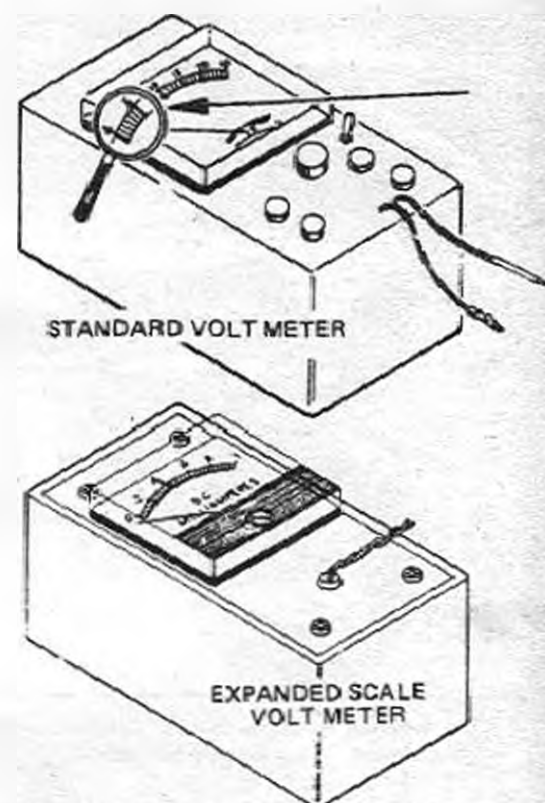
Leave long to prevent short circuit with bare RED wire

The actual rate per hour shown was determined in our laboratory and must be applied when these batteries are used in EK Logictrol systems. Now let's figure out how long we can run our EK Logictrol radios with these batteries.

All our NICAD equipped batteries are shipped with 450 mah or larger batteries and draw about 90-110 mah current, so it logically follows that our transmitter should last about four hours. There is no way we can arrive at a similar figure for the airborne Nicad system because it is influenced by such things as the number of servos, control linkage drag, and number of commands. (experience indicates 3 hours of flight time can be expected when using four servos.)

What we need to know then, is when it is time to quit flying and recharge our batteries. The answer is to get an EK expanded scale voltmeter. (ESV).

It is simply an expanded portion of the whole scale and allows us to determine when the Nicads are about to lose their charge. As design, you can plug it into the charging jack on your airborne battery and with the receiver switch off you will read the battery voltage under a 250 mah load, so plug it in only long enough to read the meter (few seconds). Your freshly charged battery will 'peg' the needle and as the charge is depleted the meter will creep toward the mark which represents 4.4 volts. It is time to quit flying and recharge when the needle gets to about



.6 (4.6) on the scale. This reading is about 10 minutes of flight time remaining.

Now you say, 'Great for the airborne, but what about the transmitter?'

If you have a recent EK transmitter then the meter you see on the front of it is also an ESV and mid scale is time to quit! If you're not sure whether your transmitter has an ESV, then remove the back and look at the meter. If a small PC board with two pots on it is part of the meter, then you do have an ESV.

The final step for our battery discussion is a deep cycle recharge. Begin by charging the entire system for at least 24 hours. After disconnecting the chargers, extend the transmitter antenna (so you don't over-heat the output transistor with this prolonged operation) and turn it on. Next you must connect the ESV to the airborne Nicad pack charger cable and check to see if the needle is 'pegged' at the high end of the scale. Now record the time and occasionally monitor the ESV meter readings.

(Continued on Page 21)

SEQUOIA DISTRIBUTORS

221A WENTWORTH AVENUE, PENDLE HILL, NSW. 2415. AUSTRALIA

IMPORTERS & WHOLESALE

PHONE: 636 3594

PROUDLY ANNOUNCE THE NEW IMPROVED KIT

Manta

FIBREGLASS HULL BOAT KIT
3-PIECE HULL, BULKHEADS, ENGINE MOUNTS, PROPSHAFT, DECAL, RESIN, GLASS TAPE, FITTINGS, ETC. (ALL BULKHEADS NOW FIBREGLASS)
FOR .40-.60 CU.IN. ENGINES - PRICE: \$67.75

MANY BOATING ACCESSORIES IN STOCK

PROP SHAFTS	
8"	\$2.50
10"	\$2.75
12"	\$2.95
14"	\$3.50

SEQUOIA - SOLE AGENT FOR AUSTRALIA FOR SUPERTIGRE AND OPS ENGINES.

ITALAEREI

302 Russian Anti-Tank Gun 76.2 M 42
Russians built more of this gun than any other

OPS

29 MARINE

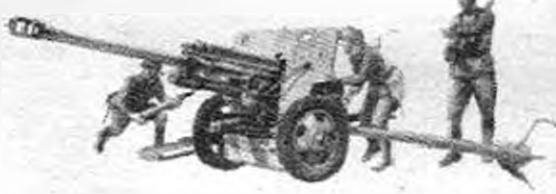
NEW ITALAEREI KITS

113 Caproni Bomber	\$4.75
114 Junkers Ju 86	\$4.75
218 Pzkpfw IV (H) (F2-G)	\$6.50
217 Pzkpfw IV	\$5.95
302 Russian Anti-Tank 76.2 M 42	\$2.75

SEQUOIA DISTRIBUTORS
221A WENTWORTH AVE
PENDLE HILL, NSW. 2415.
AUSTRALIA

OTHER ITALAEREI KITS IN STOCK NOW

NEW PLASTIC KITS FROM ITALAEREI



KIT N° 302 76.2 M. 42 \$2.75



KIT N° 301 PZ ARTILLERIE REGIMENT 'GROSSDEUTSCHLANO' \$2.25



KIT N° 303 ITALIAN PARATROOPS DIVISIONE FOLGOR2 \$2.25

EUROPEAN NAVIGA CHAMPS

Continued . . .

FIV 15.0 cc.		
1. Deml G.	B.R.D.	15.9 sec
2. Hackmeister H.	B.R.D.	16.1
3. Varah R.	G.B.	17.2
7. Leigh D.	Aust	18.25
F1E - 1 KILO ELECTRIC		
1. Kalistratov G.	Soviet	23.4
2. Rowski T.	Poland	25.0
3. Burman R.	G.B.	25.6
F1E - OVER 1 KILO ELECTRIC		
1. Burman R.	G.B.	20.0
2. Schneider E.	B.R.D.	20.3
3. Bordier C.	France	21.6
F3E - ELECTRIC STEERING		
1. Jordanov V.	Belgium	143.1 p
		-34.4 sec.

F3V - I.C. STEERING
1. Jordanov V. Belgium 142.7 pts
Best time went to J. Abraham, Holland - 39.4 sec.

FSR 15.0 cc - MULTI BOAT - 30 MINS.		
1. Hackmeister H.	B.R.D.	56 laps
2. Spitzenberger H.	B.R.D.	53 laps
3. Klawitter J.	B.R.D.	51 laps
Leigh D.	Aust	36 laps
F.S.R. 35 cc - PETROL IGNITION ONLY		
1. Tremp H.J.	D.D.R.	52 laps
2. Leppers C.	Holland	42 laps
3. Grassman W.	B.D.R.	43 laps

OVERSEAS BOATING NEWS

Giorgio Merlotti was unable to attend the Championships owing to illness in the family. This was unfortunate because he has been unable to win one European Championship this year.

From all reports, he is very good and very few boaters can get near him. Factory assistance from OPS could be a factor in his superiority. His new boat 'Silak' is very fast with the best of 40 and 60 engines. Trim appears very critical and experience is needed to bring out the best of this hull. The hull appears to be basically a 'Balu' which was designed by Auro Ingles some years ago.

An enterprising petrol enthusiast could well fit a 1 hp O & R in one with success. 'Skuzi' (pronounced: 'Skwi') dominates speed in all countries. They go well with geared OPS 29s as well as 10 cc motors.

I saw none of these boats used in multi racing. They are highly unstable in rough water, contrary to what many think.

There were two boats which looked very much like 'Mantas', one in speed, one in multi. Both went very well but suffered from engine trouble.

There were a couple of boats from France with home-made engines, one of interest was a square head 60 designed on the OPS principle, very reliable and a fast combination much desired nowadays. It will be in production shortly.

David Leigh's 3.5 cc Dilan Special caused a stir and induced many interested enquiries. Revolutionary design, schurle ported, rear exhaust like OPS, rear fuel induction, one of the motors sported a drum valve like the OS 40 SR. He hopes to do well in America when he attends the World Multi Racing Championships and the American IMPBA Nationals. * (See Stop Press News: David Leigh Wins US Title).

Webra speed 61 with piped timing is the newest motor out, very powerful. It has the RPM to go with it. The top boats in the championships used them and Webra backed them with spares.

The very fact that a pipe is provided shows that every effort is being made to improve their product; the only prohibiting

factor is the price. The pipe is silenced and is effective, though slight modification needs to be done to bring it under 90 db.

There were no air-cooled OPS speed 60s at the Champs so I take it that water-cooling is necessary. If this is so, why don't the manufacturers provide this, a buying a cool clamp is a dear do. It can hardly be called a 'Marine' without a water-cooled head.

There are a number of props available in England, some of which look interesting, one being the range from Austro-Webra - glass filled nylon, Graupner design, in 5mm and 4 mm. A good thing is that the thread bosses are the same size, handy for those men who like using a dog. Graupner ought to consider this point; usual sizes are available from 35 mm to 50 mm.

Agnew of Model Propulsion Systems have metal props which look good; their principle is to increase the diameter and reduce the pitch. They could need balancing though.

Mentua of Italy have a metal prop also, again to Graupner design; the finish is as moulded. Though very good, they are moulded in stainless steel. These props were only available in Italy.

For those interested in a geared 2.5 cc, I saw no Kosmic mounts used in any of the European boats nor the British ones. Perhaps they are becoming like everything else, too expensive? (or perhaps not good enough).

All the engines were mounted off bearers, with home-made gear mounts. A few were mounted on their sides effectively. OPS pipes now have a silencer on the end.

This is a person statement only (comments are very necessary). A great number of pipes were used at Welwyn and found to be very noisy on the meter. They appear to be using a straight pipe with a clear through tailpipe. The can is apparently filled with expanded aluminium. The frequency of the exhaust rate is not broken. This is necessary, as without it an exhaust is not quiet. I hope OPS does more research as their pipe is well made.

While we are on the subject of silencers, David Leigh surprised everyone at Welwyn by having a quiet boat. They were surprised at the size of his silencer. They use more chambers than we, yet don't manage to quieten the motor. If David is agreeable, I will publish his designs in 'Airborne & R/C Models' and Modellers' Monthly.

For the scale buff, Agnew have two off-shore drive outfits - Zip strut, as used on 'Surfury' and a 'Z' drive unit. Just the job for an inboard-outboard model of an off-shore boat. Pricey, but well made units, to suit 40 and 60 engines.

They have a very nice small tunnel boat for motors up to 6.5 cc.

Grahame Pollard of M.R.H. Eastbourne seems to keep up with trends, but has other people do his testing of prototypes. The hulls of note that he produces are: Silak, Opus, Isotope 19; the others are only jute.

Anybody looking for a good 6.5 cc motor should try the G40 Super Tigra pylon motor. So much is thought of OS and HP that the Super Tigra motor is ignored.

I have not received very many photos back yet, so I will submit some later. In the meantime the ones here should give you an idea what things were like 'over there'!

Barry Craven.



David Leigh accepting the Naviga Rule book from M. Frank (left) and an official of Naviga.



French Battleship competing in Scale Steering.

STOP PRESS NEWS!!

DAVID LEIGH WINS US 'A' CLASS ENDURANCE RACE

U. S. CHAMPS

'A' CLASS		Place	Laps	Penalties	Score	Index of Performance	Fuel Stops	Best Fuel Stop Time	Retrievals	Total Time	Off Water	Fastest Lap Time	Time To First Launch
Country	Driver												
Aust.	David Leigh	1	187	1	186	98.8	3	0:22	0	01:51	-	0:12	
USA	Gary Preusse	2	177	2	175	82.2	4	1:00	2	19:03	-	0:28	Fastest lap times 2 dumps.
Sth Afric	Dania Geustyn	3	171	0	171	101.7	3	0:45	1	6:54	-	0:14	
Canada	John Chandler	4	103	0	103	143.0	2	1:00	1	4:10	-	0:18	

'B' CLASS		Place	Laps	Penalties	Score	Index of Performance	Fuel Stops	Best Fuel Stop Time	Retrievals	Total Time	Off Water	Fastest Lap Time	Time To First Launch
Sth Afric	Andre Brandt	1	192	2	190	98.9	4	0:43.5	1	5:32	0:33	0:09	
Canada	John Freund Jr	2	185	1	184	109	3	0:27.5	0	2:32	0:34.20	12.5	
Aust.	Alan Endicott	3	116	1	115	119.7	2	1:00	4	34:38	0:34.0	0:16	
Italy	G. Merlotti	4	93	3	90	41.6	1	-	5	55:55	0:26.00	0:29	
USA	Steve Muck	5	70	2	68	283	1	1:35	7	1:04.42	0:34.8	0:12	

'C' CLASS		Place	Laps	Penalties	Score	Index of Performance	Fuel Stops	Best Fuel Stop Time	Retrievals	Total Time	Off Water	Fastest Lap Time	Time To First Launch
Italy	G. Merlotti	1	287	0	237	97.5	3	0:59	0	8:02.8	0:26.0	0:12	
Canada	John Freund Jr	2	197	2	195	102.6	7	0:27	1	6:12	0:29.5	0:11.6	
USA	Tom Grannis	3	120	1	119	99.1	7	0:22.31	39.07	0:27	0:12		
Sth Afric	Eric Jeffery	4	78	1	77	35.6	0	-	1	63.34	0:26.1	0:23	
Aust.	Alan Endicott	5	13	0	13	18	0	0	0	1:10.24	0:28.5	0:15	

David Leigh has done it again, this time in America.

He went straight there from Welwyn to take part in the World Endurance Championships, and also to take on the Americans in the IMPBA Nationals.

His first win was 3.5cc 'A' Class Endurance over 2 hours. The course was large and 'M' shaped. He beat the American Gary Preusse by 11 laps, the result sheet tells the story.

Allan Endicott, our AMPBA president,

his OPS 60 boat.

3.5 cc SPEED - 1/16th mile - Straight Away:

David recorded 38.0 mph (New US record) using a Sirocco delta hull, 3.5 cc own-design engine, Jim Gale C20 prop.

It was the first time in many years that Ed Fisher, the reigning champion, has lost to one of his own countrymen, let alone an Australian. David is very proud of this trophy.

'E' MONO 15 cc. - 41.8 mph.

Using own design hull. OPS 60 engine.

THE OLDEST NAME IN THE GAME

GORRIES^{FOR} HOBBIES



FOX, COX & O. S.

ALL SIZES AND SPARE PARTS



O.S.

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



"FUTABA"

FUTABA RADIO CONTROL



CG, STIRLING, MIDWEST, TOPFLITE,
AEROFLYTE AND ARTMIL

MIDWEST
400 South Indiana

Stirling
MODELS
INC.
PHILA PA 19104 U.S.A.

SAILING YACHTS, CRUISERS AND
CRASH TENDERS
FITTINGS AVAILABLE

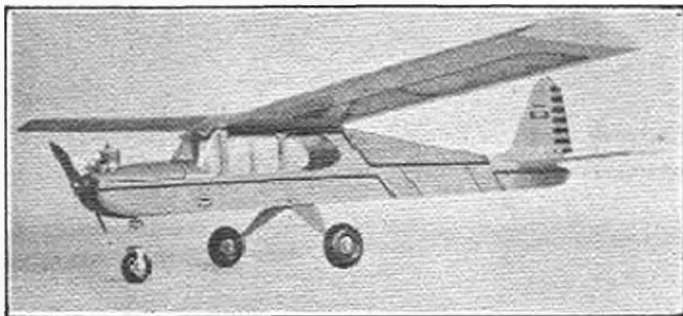
GORRIES HOBBY CENTRE
604 STANLEY STREET, WOOLLOONGABBA, QLD 4006
PHONE (072) 444829

SUPERSCALE MODELS

WE ARE PASSING ON
A SPECIAL DEALERS'
DISCOUNT TO YOU.

SUPERB SVENSON KITS

CONSISTENT WITH HIS RECOMMENDED PROFIT MARGINS. THERE MAY BE SLIGHT VARIATIONS BUT NOT OF ANY GREAT SIGNIFICANCE. THERE IS NO OBLIGATION ON ANY RETAILER TO ADHERE STRICTLY TO RECOMMENDED PRICE.



WESTERLY III R/C

Beginner's 'dream-come-true'. Engine it from .15 to .25, will accept most R/C equipment from single channel to multi-proportional. 58 in. span, kit contains all pre-cut parts in wood, formed landing-gear, wheel collars, air wheels, control horns and hinges, tinted windows, blind mounting nuts/bolts, clunk tank, cement, plan and instructions.

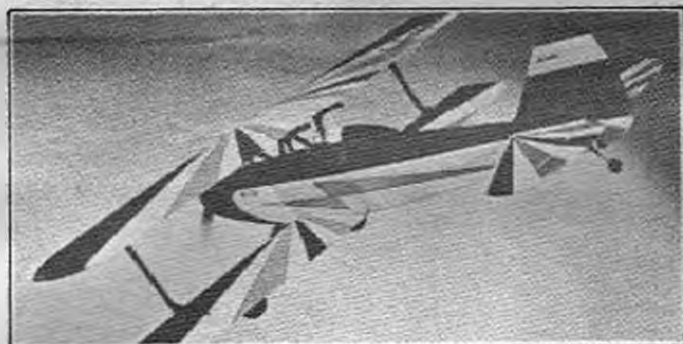
PRICE \$59.95 DELIVERY FREE (INSURED POST)

SPECIAL OFFER — OCT-DEC ONLY!

WESTERLY III with Taipan 2.5cc R/C engine.

PRICE \$89.00 the Two.

BUY NOW WHILE THIS SPECIAL LASTS!



WAYFARER

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

PRICE \$79.95* DELIVERY FREE (INSURED POST)

PACKED AND DELIVERED TO YOUR NEAREST POST OFFICE, RAILWAY STATION AIRPORT OR DOOR-TO-DOOR BY FAST ROAD TRANSPORT — SPECIFY WHICH YOU PREFER.



NEW!

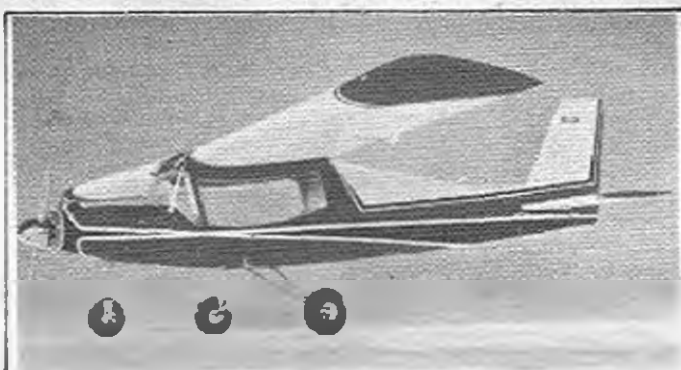
WIND-PUFF R/C

A REAL FUN MACHINE!

Take POPOFF the Krazy 'Hairborne' aeronaut and his loopy fun machine to the flying field. He's a very good pilot and digs low passes and low-speed flying. With his WIND-PUFF he knows he can do all this without harm. LOOK AT THESE FEATURES:

POPOFF himself: 50 cm tall — glass-re-inforced nylon engine mount, nylon 10/6 pusher prop, two 100cc clunk-tanks, steerable nose gear and main gear, two 90mm main wheels and one 50mm nosewheel, all control-horns, differential aileron bellcranks, engine mounting bolts, plans, instructions.

PRICE \$81.95* DELIVERY FREE (INSURED POST)



SUNDANCER

R/C MULTI-TRAINER

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

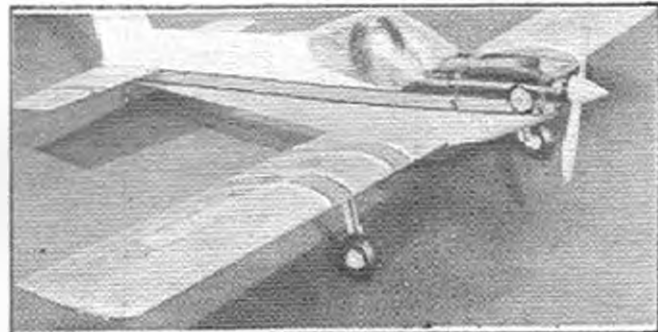
PRICE \$69.95 DELIVERY FREE (INSURED POST)



EYEBALL

Extensively prefabricated with styrofoam wings and stabilizer — other parts pre-cut. All necessary accessories. Need an engine? Choose an OS R/C .60 from us.

KIT PRICE \$89.00 DELIVERY FREE (INSURED POST)

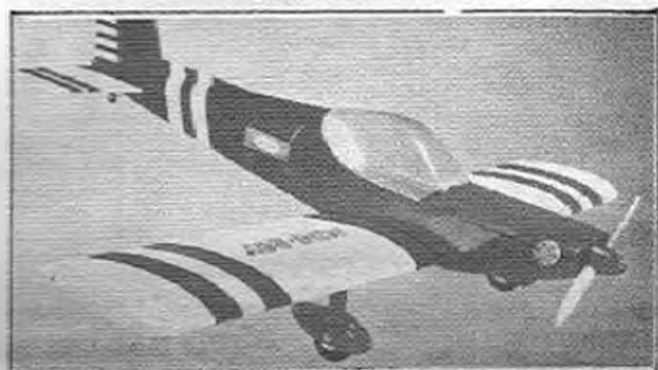


FLY-BOY

LOW-WING R/C TRAINER

Good-looking trainer for medium-size engines — .35 to .50 cu. in. Stable with a forgiving rate of roll, gentle in approach. Realistic in flight. Room for plenty of R/C gear in big cockpit. A quality kit with all necessary hardware.

PRICE \$68.95 DELIVERY FREE (INSURED POST)



MINI-BOY R/C SPORT

Eye-catching Beauty of a sport-design 43 1/2 in span — scaled down from the famous FLY-BOY. Fast building, trouble-free flying, realistic looks — easy transportation. Contains all pre-shaped, die-cut or machined wood parts — tinted blue canopy and all necessary hardware — airwheels, 8 oz tank, main landing gear, wheel collars, nylon hinges, horns etc. Engine must be mounted radially — (eg Kraft radial mount).

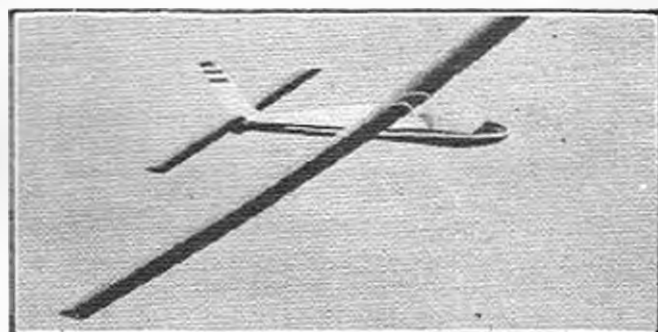
PRICE \$59.95* DELIVERY FREE (INSURED POST)

BRITTEN-NORMAN 'ISLANDER' R/C SCALE

A DE-LUXE MULTI-CHANNEL R/C KIT

Winner of the R/C Scale Event at the 1972 British Nationals, the ISLANDER kit features many pre-formed plastic parts. Of course the rest of the kit is pre-cut wood, with all necessary hardware. For two .40 engines. Try our OS .40 R/C for \$49.95 each.

KIT PRICE \$165.00 DELIVERY FREE (INSURED POST)



AZIZO R/C SAILPLANE

A proven Club design, with years of field-tested improvements for greater flying pleasure. Easy-to-build construction, step-by-step instructions roomy fuselage for R/C installation stable, and can be used as rudder-only slope soarer or power-assisted glider when equipped with a power pod.

PRICE \$35.95 DELIVERY FREE (INSURED POST)

CUT OUT COUPON

SUPERSCALE MODELS, 356A PACIFIC HWY,
LINDFIELD. NSW. 2070 (Upstairs)

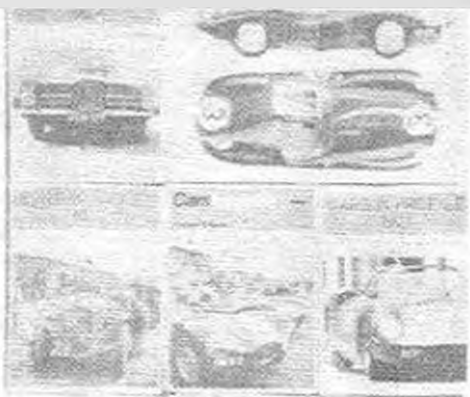
To SUPERSCALE MODELS
P.O. BOX 31,
ROSEVILLE NSW 2069

Please send me the goods listed below or on
attached list (Pin coupon to larger sheet)
I enclose Chq/MO for \$

- | | |
|---------|----------|
| 1. | 2. |
| 3. | 4. |
| 5. | 6. |
| 7. | 8. |
| 9. | 10. |

NAME
STREET
CITYSTATE.....
POSTCODE

BLOCK LETTERS



AFV Weapons Profile Series

This series will eventually include all the major fighting vehicles of the world and many of the weapons used in two major wars. This is the second series on Armour from the Profile stable. Produced by a team of world renowned armour experts under the general editorship of Duncan Crow. Published regularly back numbers are generally available from stock. Below are listed by country and classified by type, the titles from 1-60 inclusive

Key to classification system

HT Heavy Tank
M/C Medium and Cruiser
LT Light Tanks
MBT Main Battle Tanks
AC Armoured Cars

SP Self-Propelled Weapons
Ca Carriers (including APCs)
SpA Specialised Armour
MA Missile Armed Armoured Vehicles

Note:

Because the definition of Heavy, Medium and Light Tanks have changed considerably over the years, the Editor has had to make some arbitrary decisions.



Profile Warship Series

This international series spans the era of the modern fighting ship from the launching of the Dreadnought in 1908 up to the present day ship. All Warship Profiles contain approximately 10,000 words, 30-40 photos and superb centre spread colour drawings of each ship.

PRICES: Nos 1 to 28 are \$2.25

Nos. 30 to 39 are \$2.50 (Postage 40c)

Titles already published

- 1 HMS Dreadnought
- 2 HMS Cossack
- 3 USS Hornet (CV 8)
- 4 Admiral Graf Spee
- 5 HMS Campbelltown (USS Buchanan)
- 6 Prinz Eugen
- 7 HM Motor Torpedo Boat Vosper 70 ft
- 8 U-107
- 9 USS Charles Ausburne (DD-570)
- 10 HMS Illustrious
- 11 HMS Illustrious
- 12 IJN Kongo
- 13 HMS Exeter
- 14 SMS Seydlitz
- 15 USS Enterprise (CVAN 65)
- 16 HM Submarine Upholder
- 17 R.L.N. Zara
- 18 Bismarck
- 19 HMS Hood
- 20 HMS Hesperus
- 21 USS Tennessee (BB43)
- 22 IJN Yukikaze
- 23 HMS Furious
- 24 HMS Furious
- 25 SMS Emden
- 26 FF S/M Rubis
- 27 SMS Torpedoboot B.110

- 28 USS Indianapolis (CA 35)
- 29 HMS Belfast
- 30 UJN Yamato and Musashi
- 31 Schnellboote
- 32 HMS Cavalier
- 33 Scharnhorst Gneisenau
- 34 US Submarine Barb
- 35 HMS Eagle
- 36 US Monitors
- 37 Konig Class Battleships
- 38 Abciel Class Minelayers

Future titles in 1974/5 will include:

- 39 USS Mississippi/Greek Kilkis
- 40 De Ruyter
- 41 USS Lexington
- 42 Nelson and Rodney
- 43 Lion Class Battlecruisers
- 44 Iowa Class
- 45 Fantasque
- 46 Leander
- 47 Takao
- 48 Nevada/Oklahoma
- 49 Littorio
- 50 Repulse/Renown 1
- 51 Repulse/Renown 2
- 52 Viribus Unitas
- 53 Kirov
- 54 HMS Vanguard

Nos. 40 to 54 are \$2.50

SUPERSCALE TECHNICAL BOOKS & MODELS

PO BOX 31,
ROSEVILLE, NSW 2069

Please send me the publications listed below: (Use separate sheet of paper and attach coupon to List)

Name

Street

Town

StatePostcode

BLOCK LETTERS PLEASE

.....

.....

.....

.....

.....

.....

I enclose Chq/MO for \$.....

AMERICAN D-4

1H-4 (Liberty Plane)

ELC

39 Airacobra

OEING

1007 707 (E-720; C-135; C-137)

176 F Flying Fortress

176 Flying Fortress

29 Superfortress

47 (Stratofort)

52A H Stratofortress

46-4

2E

26A (Peashooter)

REASTOP

1007 707 (E-720; C-135; C-137)

176 F Flying Fortress

176 Flying Fortress

29 Superfortress

47 (Stratofort)

52A H Stratofortress

46-4

2E

26A (Peashooter)

CONSOLIDATED

3-24J Liberator

18Y Catalina (Dumbo; also

18Y-5A/6A Amphibian

also)

CURTISS

1N-4 (Jenny)

Army Hawks (P-1 & P-6)

Javy Hawks (BFC & BF2C)

6C & F11C & F11C-2

Joshawk

Hawk 75 (R.A.F. Mohawk)

40 Kittyhawk (Mks.

-IV; R.A.F. only,

J.S.A.A.F. Warhawk)

40 Tomahawk (Mks. I-II)

52C-1 Helldiver (also

J.S.A.A.F. A-25 Shrike)

50C Seagull

Shrike (A-6, A-8 & A-12)

DOUGLAS

4-4 Skyhawk

2-20 (7A to Boston III) (also

R.A.F. Havoc; not U.S.A.A.F.

models)

DC-3 (to Dec. 1941 only)

Dakota Mks. I-IV (1941-70)

1A F. & Dominion/Comman-

wealth air forces only)

40 variants (U.S.N.'s DC-3;

C-47s)

SBD Dauntless

BD Devastator

Skyraider (ex-AD-1 to

AD-7 now A-1E to A-1J)

FORD

in-motors (The Tin-Goose

series)

SEE BEE (GRANVILLE

BROTHERS

Racers

GRUMMAN

1-6A/E Intruder, EA-6A &

EA-6B Provder

3F Series

4F-3 Wildcat (British

3.N. Martlet only)

5F Bearcat

7F Avenger (also Eastern

BM Avenger)

LOCKHEED

Constellation (L-049/C-69;

L-1049 Super Constellation/

C-121/RTV/VV-2, L-1849

Starliner)

C-130 Hercules

253/13 ■ Hudson Mks. I-IV (also

U.S.A.A.F. A-28/A-29, A-18

5 U.S.N. PB-1)

106/5 ■ P-38J Lightning

131/6 ■ *F-104G/CF-104 (U.S.A.F.

Canada; Starfighter)

204/9 ■ P2V Neptune (now P-2, also

Kawasaki GK-210 turboprop

version)

LTW (see CHANCEVOUGHT)

MARTIN

247/13 ■ B-57 Night Intruder as

General Dynamics RB-57F

(U.S.A.F. Canberras)

112/5 ■ B-26B & C Marauder

R.A.F. Mks. I-II, also

AT-23/TB-26 & U.S.N.

JM-1)

235/13 ■ Maryland & Baltimore (R.A.F.

Maryland Mks. I - Baltimore

Mks. F-V; U.S.A.A.F. A-30)

McDONNELL DOUGLAS

208/9 ■ *F-4 Phantom

NORTH AMERICAN

59/3 ■ B-25 A to G Mitchell

(R.A.F. Mks. I & II, also

U.S.N. PB-1, U.S.A.A.F.

AT-24, RB-25)

100/5 ■ P-51 B & C Mustang

(R.A.F. Mk. III, also

U.S.A.A.F. F-6)

8/1 ■ *P-51D Mustang (R.A.F.

Mk. IV, F-6; S1D, TP

TF-51D)

20/1 ■ *F-86A Sabre (see also

CANADAIR Sabre)

30/2 ■ F-100 Super Sabre

(F-100A to F-6 & TF-100)

42/2 ■ FJ Fury (FJ-1 to FJ-4)

155/7 ■ T-28 (Trainer, also in U.S.A.

Navies & Navies, France as

Fennec)

REPUBLIC

7/1 ■ *P-47D Thunderbolt

(R.A.F. Mks. I-II, also

P-TP-47G)

95/4 ■ *F-84F Thunderstreak (also

RF-84F Thunderflash)

226/11 ■ *F-105 Thunderchief

RYAN

158/7 ■ PT/ST Series (PT-16 to

PT-25; Sport Trainers)

THOMAS-MORSE

68/3 ■ Scouts (S-4 to S-9)

VOUGHT (see CHANCE

VOUGHT)

U.S.S.R.

ILYUSHIN

88/4 ■ IL-2 ('Shurmovik')

LAVOCHKIN

149/7 ■ LA-5 & 7

MIKOYAN

238/12 ■ MiG 21 variants ('Fishbed'

'Mongol')

PETLYAKOV

216/10 ■ PE-2

POLIKARPOV

122/6 ■ PL-16 ('Mosca' or 'Rata')

YAKOVLEV

185/8 ■ Yak-9

AFV/WEAPONS PRICES

No 1 to 59 \$1.85

No 60 to 71 \$1.95

The following AFV/Weapons Profiles have been published since the finder was prepared:

61 Elephant and Maus (E-100)
62 Commando; Twister and High Mobility Vehicles

63 AMX-30
64 Armoured Personnel Carriers

The following will be published during 1974:

65 PT-76
66 S.P. Guns APC's Imperial
Japanese Army
67 M551 Sheridan

68 25 Pounder
69 Fiat/Ansaldo 23 (Cano Veloce)
70 MBT 70/XM803

Recommended Retail Selling Prices:

45p/\$2.00 No. 55 (special) 50p/\$2.00



YOU CAN NOW OBTAIN YOUR PLASTIC KITS FROM A PLASTIC KIT SPECIALIST

BY RETURN POST.* AT NORMAL RECOMMENDED RETAIL PRICES (POST FREE ON ALL ORDERS OVER \$5.00 — ORDERS UNDER \$5.00 PLEASE ADD 20c)

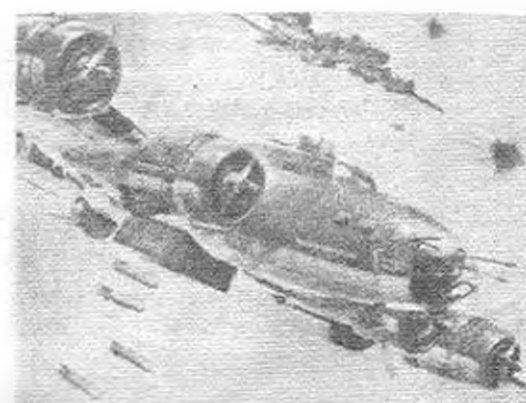
Orders Under \$5.00 please add 20c for postage.

Revell 1/72 SCALE AIRCRAFT



H-210 RAAF F-111C

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



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

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

SERIES 'A' 1/72 Scale

H611	SPITFIRE	0.98
H612	MESSERSCHMITT ME 109	0.98
H613	THUNDERBOLT P-47D	0.98
H615	FOCKE-WULF 190	0.98
H616	HAWKER HURRICANE	0.98
H617	ZERO	0.98
H619	MUSTANG P-51D	0.98
H620	HAWKER TEMPEST	0.98
H621	KAWASAKI HIEN	0.98
H623	CURTISS KITTYHAWK	0.98
H624	MESSERSCHMITT ME262	0.98
H625	CORSAIR F4U-1	0.98
H627	SPAD XIII	0.98
H628	SOPWITH CAMEL	0.98
H629	ALBATROS D III	0.98
H631	NIEUPORT 17C	0.98
H632	FOKKER DVII	0.98
H633	SE5A	0.98
H635	POLIKARPOV	0.98
H636	BREWSTER BUFFALO	0.98
H637	NAKAJIMA HAYATE	0.98
H639	F4F-4 WILDCAT	0.98
H640	BELL AIRACOBRA	0.98
H641	HAYABUSA KI-43	0.98
H643	DH 2	0.98
H644	MORANE SAULNIER	0.98
H645	FOKKER EINDECKER	0.98
H647	PZL P-11C	0.98
H648	FIAT CR 42	0.98
H649	BOEING KAYDET PT-13	0.98
H652	FOKKER DR-1	0.98
H653	NIEUPORT 28	0.98
H654	SOPWITH TRIPLANE	0.98
H656	BOEING P-26A	0.98
H657	MACCHI M.C. 200	0.98
H658	CURTISS HAWK 75A	0.98

SERIES 'B'

H110	PHANTOM II	2.75
H113	JU88 A4	2.75
H114	CORSAIR II A74	2.75
H121	SKYROCKET	2.75
H123	STARFIRE	2.75
H125	THUNDERSTREAK	2.75
H126	SCORPION	2.75
H127	SUPER SABRE	2.75
H128	VOODOO	2.75
H129	NAVY PHANTOM	2.75
H130	DELTA DAGGER	2.75
H131	SAAB DRAGEN	2.75
H132	MARTIN B-57 B	2.75
H133	CORSAIR II	2.75
H135	STILETTO	2.75
H142	JU87 TANK BUSTER (NEW)	2.75
H144	JOLLY GREEN GIANT	2.75
H145	BRONCO	2.75
H146	HUGHES CAYUSE	2.75
H199	STARFIGHTER (NEW)	2.75
H225	FE CRUSADER (NEW)	2.75
H2	F-4C PHANTOM II	2.75
H231	F105 AIR COMMANDO (NEW)	2.75

SERIES 'C'

H147	B-26 MARAUDER	3.50
H148	HERKY BIRD	3.50
H156	HAVOC	3.50
H159	SUPERFORTRESS	3.50
H160	HEINKEL OWL	3.50
H163	ORION SUB KILLER	3.50
H165	JU88C	3.50
H167	CONSTELLATION (NEW)	3.50
H168	DC 7 (NEW)	3.50
H173	AIR SEA RESCUE	3.50
H174	LOCKHEED RADOME (NEW)	3.50
H184	CARAVELLE	3.50
H214	SIKORSKY	3.50
H255	CRUSADER (NEW)	3.50
SERIES 'D'		
H105	GEKKO	4.50
H107	RAF CATALINA	4.50
H210	FLYING FORTRESS	4.50
H202	LANCASTER DAMBUSTER	4.50
H203	LIBERATOR B24D	4.50
H204	FOCKE-WULF CONDOR	4.50
H205	PATROL BOMBER	4.50
H206	LOCKHEED YF-12A	4.50
H207	LANCASTER Mk I	4.50
H208	USAF F-111	4.50
H210	RAAF F-111C	4.50
H211	CATALINA	4.50
H212	LOCKHEED SR71	4.50
H213	RAF FLYING FORTRESS	4.50
H257	F-15 EAGLE (NEW)	4.50
H258	SKYCRANE	4.50

SERIES 'E'

H152	MUSTANG III	5.25
H259	HUEY ATTACK HELI	5.25
H265	ZERO	5.25
H269	GRUMMAN MARTLET	5.25
H271	CURTISS P-40E	5.25
H279	MESSERSCHMITT ME 109G	5.25
H282	SPITFIRE	5.25
H283	CURTISS P40E	5.25
H284	ME 109F	5.25
H286	BELL HUEY UH-1D	5.25
H287	BELL HUEY COBRA	5.25
H290	SPAD (1/48 Scale)	5.25
H291	SOPWITH (1/48 Scale)	5.25
H292	FOKKER (1/48 Scale)	5.25
H294	SEAFIRE	5.25
H295	MUSTANG P-51	5.25
H299	WILDCAT	5.25
H910	WALDO PEPPER (CAMEL) (NEW)	5.25

* Depending on Post Office ability to deliver.

1/32 SCALE AIRCRAFT

SERIES 'F' 1/32 Scale

H119	DC10 DOUGLAS	7.75
H154	LOCKHEED TRISTAR L-1011	7.75
H215	FW 190	7.75
H217	HURRICANE	7.75
H218	ME262	7.75
H264	OSCAR Ki-43	7.75
H266	HAWKER TYPHOON	7.75
H268	TROPICAL HURRICANE	7.75
H275	ME 262 NIGHT FIGHTER	7.75
H276	KAWASAKI HIEN	7.75
H278	AMERICAN CORSAIR F4-U	7.75
H296	THUNDERBOLT	7.75
H297	ROYAL NAVY CORSAIR	7.75
H298	JU 87 STUKA	7.75



H-215 FOCKE WULF 190D-3

The FW 190 is considered by many to be the most attractive and successful aircraft developed during World War II. In the first few months of its career it gained a ratio of two Spitfires downed for the loss of only one F



H-208 LOCKHEED YF-12A

The World's most advanced piloted aircraft - it holds the World's speed and sustained altitude records.

Revell



H-177 UNITED BOEING 747 JUMBO JET
Boeing's 747 giant jetliner is the latest most powerful airliner in the world. This kit is made with a cutaway fuselage to show the full interior and crew figures. The details supplied are the markings of SA Air and British Airways.



H-303 HMS VICTORY WITH SAILS
Lord Nelson's famous flagship at the Battle of Trafalgar. Model length 17" includes detailed guns, decking, cabins and moulded ratlines.

SERIES 'G'

H176	BOEING 747 SOLID (NEW)	9.95
H180	MOSQUITO	9.95
H248	HAWKER HARRIER	9.95
H260	SKYRAIDER	9.95
H267	MIG 21 (NEW)	9.95
H280	P-38J LIGHTNING	9.95



H-188 McDONNELL PHANTOM F-4J
Since beginning operations, this superb jet has formed the nucleus of the United States fighter arsenal and now carries the colours of many other allied countries. The Phantom is a large aircraft, even by present day standards, but can still climb 4 miles high in 40 seconds or land easily on carrier decks at 125 mph. Unleashing a total thrust of 34,000 pounds from its J79-GE-10 jet engines, the F-4J now lays powerful claim to the title "The World's Finest Operational Fighter".

SERIES 'P'

H390	THERMOPYLAE WITH SAILS	32.50
H395	CUTTY SARK	32.50
H399	CUTTY SARK WITH SAILS	39.00

SERIES 'G1'

H177	BOEING 747	12.50
H178	PHANTOM F4F (NEW)	12.50
H185	MIRAGE III	12.50
H187	LUFTWAFFE PHANTOM F4E	12.50
H188	USAF PHANTOM F4J	12.50
H195	THUNDERBIRDS (NEW)	12.50
H196	TRI-STAR L-1011	12.50
H249	ME BF 100 C4 (NEW)	12.50
H250	ME BF 110	12.50
H251	BEAUFIGHTER	12.50



H-350 RUSSIAN T-34 TANK 1/40th scale
This tank is living history having fought in Russia, Korea and Egypt. Features include movable track and tread wheels, opening hatches, revolving turret, elevating gun, crew members and infantrymen.

SERIES 'N' SAILING SHIPS

H319	CUTTY SARK (NEW)	7.95
H322	SANTA MARIA	7.95
H325	GOLDEN HIND	7.95
H363	VICTORY	7.95
H317	STAG HOUND	9.75
H343	CLIPPER SHIP	9.75

SERIES 'O'

H365	THERMOPYLAE	14.50
H368	CUTTY SARK	14.50

MILITARY ITEMS

H555	HOWITZER	3.50
H556	SELF-PROPELLED GUN	3.50
H554	SHERMAN TANK	4.50
H557	MILITARY TRUCK	4.50
H559	RUSSIAN TANK	4.50
H560	V2 ROCKET	4.50

SPECIAL!

- WITH EACH ORDER OVER \$10.00* WE WILL SEND A BOXED SET OF THE APPROPRIATE PAINTS, GLOSS OR MATT, FREE OF CHARGE!



TESTORS POLYSTYRENE CEMENT
(For General Cementing) PER TUBE: 30c

TESTORS LIQUID SOLVENT CEMENT
(For Light Spacing Cementing) PER BOTTLE: 50c
CEMENT INCLUDED IN ALL ORDERS OVER \$10.00. OTHER ORDERS PLEASE ADD PRICE IF CEMENT REQUIRED



H-312 HMS ARK ROYAL
This British Aircraft Carrier was a key factor in the destruction of the notorious Bismarck. It was aircraft from her which dealt the crippling blow to the giant German battleship.

SERIES 'L'

H312	ARK ROYAL & ASHANTI	4.95
H314	TUGBOAT TAURUS	4.95
H380	KING GEORGE V (NEW)	4.95
H428	USS BLESSMAN (NEW)	4.95
H434	HMS BLIGH (NEW)	4.95
H464	PT BOAT 211 (NEW)	4.95

ENDANGERED ANIMALS OF THE WORLD

H700	RHINOCEROS	6.75
H701	NEW GUINEA DRAGON	6.75
H702	CONDOR	6.75
H703	GORILLA	6.75
H704	POLAR BEAR (NEW)	6.75
H705	BLACK PANTHER (NEW)	6.75
1975	SPACE ITEM	
H1800	APOLLO SOYUZ (NEW)	4.95



PLEASE LIST ALTERNATIVES
IN CASE YOUR CHOICE IS OUT OF STOCK

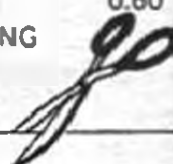
SERIES 'T1'

H1454	THE SNAKE F/CAR (NEW)	5.95
H1455	THE MONGOOSE F/CAR (NEW)	5.95
H1456	REVELL VEGA F/CAR (NEW)	5.95
H1457	CHARGER FUNNY CAR (NEW)	5.95
H1461	CALIFORNIA CHARGER (NEW)	5.95

MODELLING BOOKS

H5101	HOW TO BEGIN MODELLING	0.60
H5102	PAINTING AND DETAILING	0.60
H5102	CAR MODELLING	0.60
H5104	MOTOR CYCLE MODELLING	0.60
H5105	AIRCRAFT MODELLING	0.60
H5106	SAILING SHIP MODELLING	0.60
G74	CATALOGUE	0.60

CUT HERE



TO: AUTHENTIKIT PLASTIC MODELS
P. O. BOX 223,
ROSEVILLE. NSW 2069

PLEASE SEND ME THE KIT(S) LISTED BELOW
ORDER BY CODE NUMBER FROM LISTS ABOVE.

--	--	--	--	--	--	--	--	--	--

I enclose Chq./M.O. for \$

NAME

STREET

CITY STATE POSTCODE

BLOCK LETTERS

- FREE PAINTS
 - FREE CEMENT
- WITH ALL ORDERS
OVER TEN DOLLARS
IN VALUE

WE WILL LIST AND
ILLUSTRATE NEW
REVELL KITS AS
THEY BECOME
AVAILABLE.

WATCH FOR OUR
FUTURE ADVERTS IN
MODELLERS' MONTHLY



H-311 QUEEN MARY
One of the finest and most famous ships ever built "Queen Mary" is an entertainment centre and Museum in Long Beach, California. The model's length is 20".

SERIES 'M'

H311	QUEEN MARY	7.50
H332	UNITED STATES (NEW)	7.50
H384	U BOAT U47 (NEW)	9.95

& MODELS,
108 PACIFIC HIGHWAY (REAR),
ROSEVILLE. 2069 (2pm to 6 pm)
OR
P.O. BOX 31,
ROSEVILLE. NSW 2069.



Aircraft Profiles

The new series of Aircraft Profiles was launched with No. 205 and now, either as separate parts or in beautifully-bound companion volumes (currently up to Volume 13) This unique series continues beyond No. 250. Aircraft Profiles are designed for an international readership, with an excellent selection of pictures: comprehensive text and data. Each Profile contains up to four pages of superb full-colour drawings.

Listed below are parts 1-258 inclusive, by country of origin and period of use.

Please Note

1. Aircraft Profile 258 was first published in October 1973 in UK and November 1973 in USA.

2. Some Aircraft Profiles may be temporarily out of print due to the length of the back-list.

3. This programme/finder is simple to use - the titles have been divided into country and sub-divided into manufacturer. Against each title is an era code (see below) and Profile number.

By Country of Origin and Period of Use

- (1) ■■■■ World War 1: 1914-18
(2) ■■■■ Post-WW1: 1920s-1930s
(3) ■■■■ World War 2: 1939-45
(4) ■■■■ Post-WW2: 1950s-1970s

4. Titles of Aircraft Profiles set in bold type are reprints, and have blue covers.

Publishers' Notes

1. Certain publications are currently Out of Print and have been keyed as follows O/P. For further details of availability, please enquire.

PRICES: AIRCRAFT Red Covers & Reprints

Nos. 1 to 203: Each .85c.

Nos. 205 to 250: \$1.65

Nos. 251 to 260: \$1.85

(Please add 20c for Post & Packing)

Aircraft PROFILE Programme and Finder

Parts 1-258 inclusive

Austria-Hungary (1914-18)

- 151/7 ■■■■ O AVIATIK (BERG)
Berg D I
175/8 ■■■■ PHONIX
Scouts (DI-IV)

Australia

- 178/8 ■■■■ COMMONWEALTH
Boomerang
154/7 ■■■■ Wirraway

Canada

- 185/8 ■■■■ CANADAIR
Sabres (Mks. 1-6, see also
U.S. Air North American F-86
Sabre)

Czechoslovakia

- 152/7 ■■■■ AVIA
B-534

France

- 250/13 ■■■■ AEROSPATIALE/BAC
Concorde
BLOCH (see M. BLOCH)
BREGUET
167/7 ■■■■ Breguet 14 (Type XIV)
DASSAULT (M. DASSAULT)
230/11 ■■■■ Mirage III 5 (& Milan)
143/6 ■■■■ M.D. 450 Caragan
DEVOITINE
135/6 ■■■■ D.520
HANRIOT
103/5 ■■■■ HD-1
LIORE ET OLIVIER
173/8 ■■■■ LeO 45 Series
MARCEL BLOCH
201/9 ■■■■ (M.B.) 151 & 152
MORANE SAULNIER
147/7 ■■■■ M.S.406
NIEUPORT
49/3 ■■■■ N.17C-1
79/4 ■■■■ N.28C-1
POTEZ
195/9 ■■■■ Potez 63 Series
SPAD
17/1 ■■■■ S.P.A.D. XIII C 1
SUD-AVIATION
180/8 ■■■■ Caravelle 3 & 6

Germany

- 127/6 ■■■■ ALBATROS
9/1 ■■■■ DI-D III
215/10 ■■■■ ARADO
Ar 234 Blitz
AVIATIK (see O. Aviatik:
Berg D I, Austria-Hungary)
BUCKER
222/10 ■■■■ Bu 131 Jungmann
DORNIER
164/7 ■■■■ Do 17 & 215
FIESELER
228/11 ■■■■ Fi 166 Storch
FOCKE-WULF
3/1 ■■■■ FW 190 A
94/4 ■■■■ FW 190 D/Ta 162 Series
99/5 ■■■■ FW 200 (Condor)
FOKKER
25/2 ■■■■ D VII
67/3 ■■■■ D VIII
55/3 ■■■■ Dr I (Triplane)
38/2 ■■■■ Monoplanes (Eindeckers)

- 115/5 ■■■■ GÖTTA
G I-GV
HEINKEL
15/1 ■■■■ He 111 H
203/9 ■■■■ He 162 (Salomander)
234/11 ■■■■ He 177 (Greif)
219/10 ■■■■ He 219 Uhu
HENSCHEL
69/3 ■■■■ He 129
JUNKERS
177/8 ■■■■ Ju 52 Series (Ju 52-3m)
76/4 ■■■■ Ju 87 A & B (Stuka) (A -
Anton; B - Beitz)
211/10 ■■■■ Ju 87 D Variant (Stuka)
(D - Dora)
29/2 ■■■■ Ju 88 A
148/7 ■■■■ Ju 88 Night Fighters
187/8 ■■■■ Monoplanes (Eindeckers)
L.F.G. (see ROLAND)
MESSERSCHMITT
40/2 ■■■■ Bf 109 E (E - Emil)
184/8 ■■■■ Bf 109 F (F - Friedrich)
113/5 ■■■■ Bf 109 G (G - Gustav)
23/1 ■■■■ Bf 110 (Day Fighters)
207/9 ■■■■ Bf 110 (Night Fighters)
225/11 ■■■■ Me 163 Komet
161/7 ■■■■ Me 210/410 Series
130/6 ■■■■ Me 262 (Schwalbe/
Sturmvolgel)
PFALZ
43/2 ■■■■ Pf D III
199/9 ■■■■ Pf D XII (& D XIV)
PHONIX (see AUSTRIA-
HUNGARY)
ROLAND (L.F.G.)
163/7 ■■■■ St II (Walrusch)
SIEMENS-SCHUCKERT
66/4 ■■■■ St D III & IV
UDET
257/13 ■■■■ U-12 Flamingo

Great Britain

- 227/11 ■■■■ AIRSPEED
Oxford Mk. I-V
ARMSTRONG WHITWORTH
153/7 ■■■■ Whitley (Mks. I-VII)
AVRO
65/3 ■■■■ Avro 707 (see Avro Vulcan)
235/12 ■■■■ Lancaster I
243/12 ■■■■ Lancaster Mk. II
Avro (Hawker Siddley)
Shackleton Mk. 1-5
182/7 ■■■■ Vulcan (& Avro 707)
168/7 ■■■■ York (Mks. I & II)
BAC/AEROSPATIALE
250/13 ■■■■ BAC/Aerospatiale Concorde
B.E.
133/6 ■■■■ B.E.2, 2a & 2b
BOULTON PAUL
117/5 ■■■■ Defiant (Mks. I-III)
BRISTOL
193/9 ■■■■ Bristol M.1 (M.1A-M.1D)
137/6 ■■■■ Beaufighter Mk. I & II
93/4 ■■■■ Blenheim I
218/10 ■■■■ Blenheim Mk. IV (& R.C.A.F.
Bolingbroke Mk. I-IV)
6/1 ■■■■ Bulldog (Mks. I-IV)
21/1 ■■■■ Fighter ('Bristle')
237/12 ■■■■ F.2B Fighter (see No.
21) (RAF 1918-30s)
139/6 ■■■■ Scouts C & D
DEHAVILLAND
91/4 ■■■■ D.H.2
26/2 ■■■■ D.H.4 (see also AMERICAN
D.H.4)
181/8 ■■■■ D.H.5
62/3 ■■■■ D.H.9
248/13 ■■■■ D.H.9A (RAF 1918-30)
145/7 ■■■■ D.H.10
108/5 ■■■■ Comet Srs. 1-7 (now
Hawker Siddley Comet)
174/8 ■■■■ Hornet (& Sea Hornet)
62/3 ■■■■ Mosquito I-IV
209/9 ■■■■ Mosquito Mk. IV
144/6 ■■■■ Rapide (Dragon Rapide)

- 132/6 ■■■■ Tiger Moth
48/2 ■■■■ Vampire Mk. 5 & 9
ENGLISH ELECTRIC/BAC
54/3 ■■■■ Canberra Mk. I & IV
114/5 ■■■■ P.1 & Lightning 1
FAIRY
44/2 ■■■■ Fairy III F
240/12 ■■■■ Barracuda Mk. I-V
34/2 ■■■■ Battle Mk. I-V (and
Trainer)
56/3 ■■■■ Flycatcher
254/13 ■■■■ Fulmar Mk. I & II
212/10 ■■■■ Swordfish Mk. I-IV
GLOSTER
33/2 ■■■■ Gladiator (Mks. I-III &
Grebe Mk. II)
10/1 ■■■■ Gauntlet (Mks. I & II)
38/5 ■■■■ Gladiator (Mks. I & II, also
Sea Gladiator)
179/8 ■■■■ Javelin 1-6
78/4 ■■■■ Meteor F.V. (F.4)
12/1 ■■■■ Meteor F.8
HANDLEY PAGE
11/1 ■■■■ Halifax B III, VI, VII
58/3 ■■■■ Hampden (Mks. I & II, also
Hereford)
182/8 ■■■■ Heyford (Mks. I-III)
HAWKER
198/9 ■■■■ P.1127 and Kestrel (now
Harrier)
140/6 ■■■■ Audax & Hardy
18/1 ■■■■ Fury
57/3 ■■■■ Hart (& Hart Trainer)
4/1 ■■■■ Hunter F.6
167/7 ■■■■ Hunter Two-Seaters
111/5 ■■■■ Hurricane I (& Sea Hurricane
Mk. I A)
24/1 ■■■■ Hurricane IIC (& Sea
Hurricane Mk. IC & IIC)
126/6 ■■■■ Sea Fury (B Fury)
71/3 ■■■■ Sea Hawk
197/9 ■■■■ Tempest - VI
81/4 ■■■■ Typhoon
HAWKER SIDDELEY (see
AVRO & DEHAVILLAND)
MARTINSYDE
200/9 ■■■■ Elephant
85/4 ■■■■ R.E.8
103/5 ■■■■ S.E.5
1/1 ■■■■ S.E.5a
SHORT
74/4 ■■■■ Short 184
84/4 ■■■■ Empire Boats ('C' & 'G' Class;
also 'Mercury-Mare'
Composel)
142/6 ■■■■ Stirling (Mks. I-V)
189/8 ■■■■ Sunderland (Mks. I-V)
SOPWITH
121/6 ■■■■ Sopwith 1½ Strutter
31/2 ■■■■ Camel F.1
169/8 ■■■■ Dolphin (S.F.1)
13/1 ■■■■ Pup
50/3 ■■■■ TF 1 Snipe
73/4 ■■■■ Triplane
SUPERMARINE
39/2 ■■■■ S.4-S.63 (Schneider Trophy
Racers)
221/10 ■■■■ Seafires (Merlins) (Mks. I-III)
41/2 ■■■■ Spitfire I & II
166/7 ■■■■ Spitfire V Series
206/9 ■■■■ Spitfire Mk. IX (& Mk. XVI)
246/12 ■■■■ Spitfire (Griffons)
Mks. XIV & XVIII
224/11 ■■■■ Walrus I & Seagull V (RN
variants)
VICKERS (-ARMSTRONG)
68/3 ■■■■ Valiant (Mks. I & 2)
5/1 ■■■■ F.B.27 Vimy (Mks. I-III)
72/3 ■■■■ Viscount 700
229/11 ■■■■ Warwick Mk. I-V
256/13 ■■■■ Wellesley Mk. I & II
125/6 ■■■■ Wellington I & II
WESTLAND
169/7 ■■■■ Widgeon (Mks. I-III)
32/2 ■■■■ Wapiti (Mks. I-VII)
191/8 ■■■■ Whirlwind (Mk. I)

Italy

- 123/6 ■■■■ ANSALDO (see S.V.A.)
244/12 ■■■■ CAPRONI REGGIANE
Re. 2000 (Falco I)
Ariete & Re 2005
(Sagittario)
FIAT
110/5 ■■■■ B.R.20 (Cicogna)
22/1 ■■■■ C.R.32
16/1 ■■■■ C.R.42 (Falco)
188/8 ■■■■ G.50 (Freccia)
119/5 ■■■■ G.91
64/3 ■■■■ M.C.200 (Saetta)
28/2 ■■■■ C.202 (Folgore)
S.V.A. (ANSALDO)
61/3 ■■■■ Scouts (S.V.A. 4-10)
89/4 ■■■■ SAVOIA MARCETTI
146/7 ■■■■ S.M.79 (Sparviero)
S.M.81 (Pistrello)

Japan ('Allied code names)

- 241/12 ■■■■ AICHI
D3A ('Val') & Yokosuka D4Y
(Judy) Carrier bombers
233/11 ■■■■ KAWANISHI
Four-motor Flying-boats:
H6K 'Mavis' & H6K
'Emily'
213/10 ■■■■ Kurofu: Shiden & Shiden KA
Variants ('Rex' & 'George')
KAWASAKI
105/5 ■■■■ K-45 Toriyu ('Nick')
118/5 ■■■■ K-61 Hein ('Tony')
129/6 ■■■■ A6M2 Zero-Sen I Zeke' &
Rufe' (seaplane)
190/8 ■■■■ A6M3 Zero-Sen I Ham'p'
236/12 ■■■■ A6M5/8 Zero-Sen I Zeke
52' (see Nos. 129 & 190)
160/7 ■■■■ G3M ('Nell') & Yokosuka
L3Y 'Tina')
210/9 ■■■■ G4M 'Betty' (& Ohka Bomb
'Baka')
172/8 ■■■■ Ki-21 ('Sally') & Ki-67/
MC.20 'Topsy')
82/4 ■■■■ Ki-44 ('Dinah')
NAKAJIMA
141/6 ■■■■ B5N 'Kate'
46/2 ■■■■ Ki-43 Hayabusa ('Oscar')
255/13 ■■■■ Ki-44 Shoki ('Tojo')
70/3 ■■■■ Ki-84 Hayate ('Frank')
YOKOSUKA
D4Y ('Judy') (see AICHI
D3A)

Netherlands

- 87/4 ■■■■ FOKKER
C.V.
63/3 ■■■■ D.XXI
134/6 ■■■■ G.14 ('Faucon')
176/8 ■■■■ T.VIII

Poland

- 231/11 ■■■■ LUBLIN
R.XIII Variants
P.Z.I.
75/4 ■■■■ P.11 ('Jedenastka')
104/5 ■■■■ P.23 Karas
170/8 ■■■■ P.24
258/13 ■■■■ P.37 Los

Sweden

- 138/6 ■■■■ SAAB
J 21 A & R
36/2 ■■■■ J 29

Yugoslavia

- 242/12 ■■■■ IK Fighters (IK-1 to IK-3, &
IK-5)

U.S.A.

- 97/5 ■■■■
165/7 ■■■■
192/8 ■■■■
77/4 ■■■■
206/8 ■■■■
101/5 ■■■■
83/4 ■■■■
245/12 ■■■■
27/2 ■■■■
2/1 ■■■■
14/1 ■■■■
217/10 ■■■■
47/2 ■■■■
150/7 ■■■■
239/12 ■■■■
90/4 ■■■■
251/13 ■■■■
19/1 ■■■■
183/8 ■■■■
37/2 ■■■■
45/2 ■■■■
176/5 ■■■■
80/4 ■■■■
136/6 ■■■■
35/2 ■■■■
124/6 ■■■■
194/9 ■■■■
128/6 ■■■■
102/5 ■■■■
202/9 ■■■■
96/4 ■■■■
220/10 ■■■■
249/13 ■■■■
196/9 ■■■■
171/8 ■■■■
60/3 ■■■■
158/7 ■■■■
51/3 ■■■■
252/13 ■■■■
92/4 ■■■■
63/3 ■■■■
107/5 ■■■■
214/10 ■■■■
120/5 ■■■■
223/11 ■■■■

TECHNICAL BOOKS AND MODELS



VISIT SYDNEY'S ONLY SPECIALIST AVIATION, MARINE, ARMS, ARMOUR, HISTORICAL AND MODEL HOBBIES BOOKSHOP — VARIETY —

NOTE: OPEN AFTERNOONS ONLY 2 pm to 6 pm — NO SATURDAY OR THURSDAY NIGHTS — MAIL ORDER BY RETURN POST.

BLANDFORD MILITARY (Postage 40c)

Army Badges & Insignia World War II	
World War II	\$6.95
Army Badges & Insignia since 1945	\$6.95
Military Uniforms of the World in Colour	\$6.50
Cavalry Uniforms of Britain & Commonwealth	\$6.50
Infantry Uniforms 1742-1855	\$6.50
Infantry Uniforms 1855-1939	\$6.50
Uniforms of the Napoleonic Wars	\$6.95
Uniforms of Waterloo	\$7.95
Army Uniforms of World War II	\$6.50
Warriors & Weapons of Early Times	\$7.95
The Wooden Fighting Ship in the Royal Navy	\$18.95
The Metal Fighting Ship in the Royal Navy	\$24.95
Military Transport of World War I	\$4.95
Railways & War before 1918	\$5.95
Railways & War since 1917	\$7.50
Tanks & Other Armoured Fighting vehicles 1900-18	\$6.95
Tanks & other AFVs of the Blitzkrieg Era	\$5.95

RAILWAYS

British Steam Locomotives in Colour	\$4.95
Steam Railways of Britain in Colour	\$4.95
Steam in the Landscape	\$5.95
Symphony in Steam	\$5.75
Twilight of Steam	\$5.95
Masterpieces in Steam	\$5.95
Steam Safari (Mar 1975)	\$7.95
Dawn of World Railways	\$4.95
Railways in the Formative Years	\$5.95
Railways at the Turn of the Century	\$4.95
Railways in the Years of Pre-eminence	\$4.95
Railways at the Zenith of Steam	\$4.95
Railways in the Transition from Steam	\$6.95

AIRCRAFT AND SPACE (Postage 40c)

Fighters, Attack & Training aircraft 1914-19	\$4.50
Bombers, Patrol & Reconnaissance Aircraft 1914-19	\$4.50
Fighters Between the Wars 1919-39	\$4.50
Bombers Between the Wars 1919-39	\$4.50

(Postage 40c)



HYLTON LACEY PUBLISHERS Famous Fighter Squadrons of the RAF

American Bombers of World War Two	\$7.55
Japanese Bombers of World War Two — Vol 1	\$7.55
Japanese Bombers of World War Two — Vol 2	\$7.55
French Fighters of World War Two	\$7.55

(Postage 40c)



Fighters, Attack & Training Aircraft 1939-45	\$4.50
Bombers, Patrol & Reconnaissance Aircraft 1939-45	\$4.50
Bombers in Service Since 1960	\$4.50
Fighters in Service Since 1960	\$4.50
Helicopters & Other Rotorcraft Since 1907	\$5.95
Balloons & Airships in Colour	\$8.50
Airliners Between the Wars 1919-1939	\$6.95
Flying Boats & Seaplanes Since 1910	\$4.50
Manned Spacecraft	\$4.95
Frontiers of Space	\$4.95
Robot Explorers	\$6.95
Astronomy in Colour	\$7.50

Post 40c.

Fighter



D-Day — Casebound Volume	\$8.95
Fighter — Cooper/Batchelor Casebound	\$6.95 Plus Postage 80c.

Jane's All the World's Aircraft 1945-6 (Reproduction Collector's Item)	\$29.95 Post free
--	-------------------

Jane's All the World's Aircraft 1919 (Reproduction Collector's Item)	\$19.95 Post free
--	-------------------

AIRFIX GUIDES Post 40c.	
Airfix Magazine Annual for Plastic Modelling No. 1	\$3.15
Airfix Magazine Annual for Aircraft Modelling No. 2	\$3.20
Making and Improving Plastic Models No. 3	\$3.85
Airfix Magazine Annual for Modellers No. 4	\$3.80

Bombing Colours 1914-37 Cased	\$7.75 Plus post 40c.
Bombing Colours 1937-73 (Cased)	\$12.00
Fighting Colours 1914-37 (Cased)	\$5.60 Plus post 40c.

HOW TO GO Post 40c	
Collecting Model Soldiers	\$5.50
How to Go Plastic Modelling (Chris Ellis) — Cased — post 40c.	\$6.95 (Postage 40c.)
Battle Notes for Wargamers	\$6.95

JANES/MACDONALDS FACT FILES

WW 2 (Cased)	
British Escort Ships (Post 40c)	\$4.95
Anti-Tank Weapons (Post 40c)	\$4.95
Machine Guns (Post 40c)	\$4.95
American Gunboats and Mine Sweepers (Post 40c)	\$4.95

BOUND PROFILES — (see centre pages)

CAR BOOKS Post 40c.	
Story of the Jansen-Healey — cased	\$7.95
Racing Car Design and Development — cased	\$9.95
The Story of Triumph Cars (cased)	\$7.95
Bristol Cars and Engines — cased	\$9.95
The Story of Lotus Cars — cased	\$10.95

AERO PUBLICATIONS — Send stamped self-addressed 10 x 8 envelope for lists

Tanks/Transport World War 2 Warne (cased) (post 40c)	\$5.95
Fire Fighting Vehicles — Warne (Post 40c)	\$5.95
Earth Moving Vehicles — Warne (Post 40c)	\$4.95
American Trucks of the Early 20th Century — Warne (Post 40c)	\$5.50

PURNELL HISTORY OF WORLD WARS SPECIALS!

The Desert War	
Bombers 1914-1939	
German Tanks 1939-45	
The Battle of Britain	
Submarine since 1919	
Infantry at War 1939-45	
Naval Aircraft 1939-45	
Warships of the Second World War	

— Each \$1.80 plus postage 33c.

NEW! ALLIED SECRET WEAPONS

D-DAY INVASION OF EUROPE	
Each \$1.80 Plus 33c. Postage	\$1.80

WARSHIPS and Sea Battles of World War I (cased) (post 80c)	\$6.95
WARPLANES and Air Battles of World War II (cased) (post 80c)	\$6.95



MACDONALDS (Handy Pocket References — 3-views, Photos, data)

Fighters World War I, Vol 1, Cased.	
Fighters World War I, Vol 2, Cased	
Fighters World War I, Vol 3, Cased	
Fighters World War I, Vol 4, Cased	

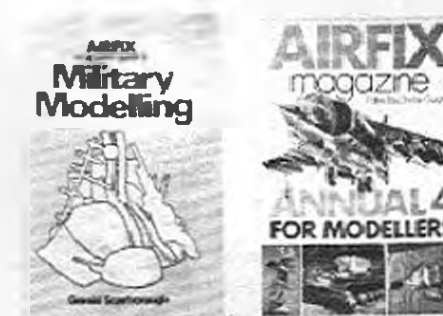
— Each \$4.95 — Plus Post 33c.

Fighters World War II, Vol 1, Cased	
Fighters World War II, Vol 2, Cased	
Fighters World War II, Vol 3, Cased	
Fighters World War II, Vol 4, Cased	

— Each \$4.95 Plus Post 33c.

Bombers and Recon Aircraft Vol 7, Cased	
Bombers and Recon Aircraft Vol 8, Cased	
Bombers and Recon Aircraft Vol 9, Cased	

— \$4.95 — Plus Post 33c.



Plastic Modelling — Guide No. 1	\$3.95 (Postage 40c)
Aircraft Modelling — Guide No. 2	\$3.95 (Postage 40c)
Military Modelling (cased) — Airfix Guide No. 3 (Post 40c)	\$3.95

CLASSIC AIRCRAFT AND HOW TO MODEL THEM

No. 1 Spitfire (Cased) (Post 40c)	\$4.95
No. 2 Bf 109 Messers B-E (cased) (Post 40c)	\$4.95
No. 3 P-51 Mustang (Cased) (Post 40c)	\$4.95
No. 4 Hurricane (Cased) (Post 40c)	\$4.95



CLASSIC SHIPS AND HOW TO MODEL THEM

1. HMS Victory (Post 40c)	\$4.95
2. Mayflower (Post 40c)	\$4.95
3. Cutty Sark (Post 40c)	\$4.95
Ship Models in Miniature	\$11.95

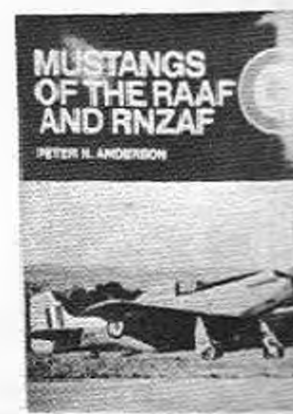
NOTE: In assessing postage and packing, we have only added postage on some items where our profit margin does not allow us to absorb the charge. Unless otherwise stated, all other items are post-free.



NEW! MUSTANGS OF THE RAAF AND RNZAF (Casebound) Colour Drawings \$8.95 Illustrated Postpaid.

PHOTOGRAPHY FOR THE SCALEMODELLER

\$5.95 Postpaid.



TRADE NEWS



NEW! AUSTRALIAN MUSTANGS IN DETAIL!

Long awaited, Peter Anderson's masterpiece on the Australian and New Zealand Mustangs, **MUSTANGS OF THE RAAF & RNZAF**, 112 pages, casebound, illustrated, \$8.95 postpaid (from **SUPERSCALE BOOKS & MODELS**, PO BOX 31, ROSEVILLE 2069) is now available. This definitive book on the subject will become the standard reference. Of value to modellers are the many photos, colour camouflage and markings drawings, etc. R2

Retailers' enquiries are invited, and reasonable discounts are offered. The book may be inspected at 108 Pacific Highway, Roseville 2069. (side entrance to offices and shop).

PHOTOGRAPHY

Most plastic modellers photograph their models as a permanent record. To tell us how to do this well, Pieter Stroethoff, himself a respected scalemodeller, and a professional photographer, brings his talents to this book for our instruction. Comprising 80 pages of text and photos, the plastic modeller will find much to interest him here. **PHOTOGRAPHY FOR THE SCALEMODELLER** is out and running and sales have already proven that this will be a most successful and useful publication. Reads are the publishers, and copies are available from **Superscale Books & Models**. Retailers may obtain the books for resale from them.

INFORMATION ON E.K. LOGICTROL ACCESSORIES AVAILABLE FROM YOUR HOBBY SHOP.

Ever take a look at airborne switches? Most models have their switch on the side of the fuselage and it should be on the opposite side to the muffler. Even so, it is still hard to keep oil, dirt, and washing detergent out of the most vulnerable piece of your radio gear. E. K. Logictrol have for you the switch mounting bracket or 'S.M.B.' which fits all noble switches and is mounted in the centre of the fuselage. The only piece of the S.M.B. which stays out in the oil is the small push-pull knob.

Ever see a glider go up the tow line and swing left or right then bury into terra

YOU WILL FIND US AT WYNYARD

The FANTASTIC TOY & MODEL SHOP



WYNYARD AND AT LIVERPOOL
34 ANGEL ARCADE ASH ST. WYNYARD 2000 | 18 WESTFIELD SHOPPINGTOWN

FAST MAIL ORDER SERVICE.
LAYBYS WELCOME

AUSTRALIA'S LARGEST DISPLAY OF PLASTIC MODEL KITS
CARS & SCIENCE
SLOT CARS, CHEMISTRY
ELECTRONICS, MICROSCOPES
TELESCOPES & ACCESSORIES.

FLYING MODELS
CONTROL LINE, RADIO
FREE FLIGHT, EVERYONE
GETS 10% DISCOUNT
MODEL RAILWAY
SPECIALISTS
ALL BRANDS IN STOCK
'O', HO, OO & 'N' GAUGE

MECCANO SPECIALIST

firma? That is one time an E.K. Logictrol tow hook release or T.H.R. would let your model off the line before any damage could be done. Have you ever had a perfect launch and put all the up elevator in to gain as much height as possible off the top of the tow only to find that you now have to get off a stretched line? The only way is to dive at the taut line which can cost you 100' or more. Why not fit an E.K. tow hook release and join the glider pilots who like to use all the stretched line and release at the top. There is no load transfer to your servo.

—B. Bowerman.

WEBB WARSHIPS

Please note that readers wishing to contact Webb Warships in connection with their catalog or purchase of ship plans may write to:

WEBB WARSHIPS
BOX 60, WILLIAMSTOWN
VICTORIA 3016. AUST.

Below: The popular TOPSY trainer from MM PLANS SERVICE, P.O. Box 31, Roseville, 2069 is for 1.5 to 2.5 cc engines.



DISTRIBUTORS IN NSW

Some people think they're 'The Greatest' — we do too! If you have seen 'the rest', now see this top quality reliable R/C equipment. Full Australian back-up service.



KP-5 FIVE CHANNEL SYSTEM

Already established as one of the most popular proportional radio control units of all time, the economically priced KP-5 is well known for its smooth performance and extremely reliable operation. It is a complete radio control system, suitable for even the most complex applications.

The transmitter features two 2-axis stick assemblies with a mechanical trim lever for each of the four primary controls. The fifth channel is actuated by the toggle switch mounted on top of the transmitter case. The transmitter is supplied in Mode II only, but may be easily converted to Mode I by the purchaser. The system includes a transmitter, receiver, four KPS-14 or KPS-15 servos (please specify), servo mounting trays, rechargeable transmitter and receiver battery packs, KBC-B charger, frequency flags, and associated hardware.

Unless otherwise specified, the system will be shipped with KPS-15 servos.

KP-5 SYSTEM

\$399.00

Bondi Model Centre

BONDI MODEL CENTRE (WHOLESALE),
ROYAL ARCADE, BONDI JUNCTION.

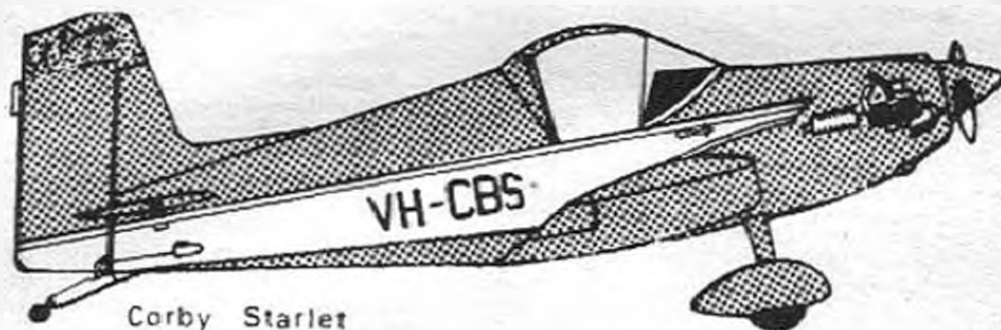
'ZAP' GLUE

Fliteline Models of 179-181 Clarendon St, Sth Melbourne, Victoria, expect a shipment of 'Zap' glue in very soon. They will also be stocking the Sullivan range of products.

Incidentally, Melbourneites are invited to pay Brian Green a visit in his new spacious and incredibly neat hobby shop at South Melbourne. He carries large stocks of many different R/C kits, radios, engines etc.

NEW ZEALAND

New Zealanders have been hit by some incredible cuts in imports — the NZ scene is in chaos as importers have quotas cut by 50%. Large engines are in desperately short supply — (who will import one .80 when he can bring in four .049s instead?)



Corby Starlet

K. H. PLANS SERVICE

P.O. BOX 346, HURSTVILLE, 2220, N.S.W. AUSTRALIA

Continuing our policy of providing a service exclusively for the scale modeller, the following is a selection of our range of Scale Drawings and Scale Model Plans:

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
	Hawker Hart	1/36th	\$2.00

Plus Many More. Send S.A.E. for List.

K. H. PLANS SERVICE,
P.O. BOX 346, HURSTVILLE, 2220, NSW.

COMPETITION SCENE

FISHERS GHOST AIR PAGEANT AT MINTO MINTO STATION - NEAR CAMPBELLTOWN

- o FOOD BY APEX
- o HELICOPTERS
- o REPLICAS
- o MINTY BOMBERS
- o GLIDERS
- o SCALE
- o AIRPORT BOMBING
- o STREAMER COMBAT
- o PEMBROKE ROAD, MINTO

SUNDAY 9th NOVEMBER, 1975

For Information Phone:

605-1564
605-1893
55-6910
337-4311

MARS

FISHERS GHOST AIR PAGEANT - 9th NOV.

There's a story that's been going round Campbelltown for a year or two about a chap named Fisher.

The story goes that Fisher, who made his abode in Campbelltown about 1856 to grow sheep for General Macarthur, was coming home from the pub one cold and wet and windy November evening. History tells us that in fact the 9th of November - the time slightly after 10 pm. We know the time because the pub closed at 10 pm and the police were very strict about it in those times.

Anyway, Fisher set out on his horse for home. The track he took passed between a big mown field and the railway line, and it was at this point that the dastardly deed that is remembered to this day, occurred.

It started as a low buzz and just a spot in the sky. The horse pricked its ears, but continued unperturbed on its way. Gradually the spot grew bigger and bigger and it seemed to be coming straight for Fisher. The horse broke into a trot but still it kept coming - bigger and bigger. The horse bolted, throwing Fisher onto the Railway Track, just as the Campbelltown Express was passing, killing poor Fisher instantly.

From the Police report of that day, which we know to be true because it was straight from the horse's mouth, that object in the sky was undoubtedly something controlled by the men from MARS.

Ever since, on the same day, Fisher's ghost returns to that field at Campbelltown, which is now actually just near the thriving metropolis of Minto, to hunt down that adversary in the sky, and slay it.

Today, another group of men from MARS the Macquarie Aircraft Radio Signallers, in conjunction with the Campbelltown Council, put on an Air Pageant to give Fisher's ghost something to see. The Fisher's Ghost Festival runs for over a week. This year it commences with a gala procession on Sat., 1st November and finishes on the 9th with the Air Pageant. Last year, it is estimated it attracted over 3000 spectators and it is estimated that double that number will be along this year.

The air show kicks off at 11 am and continues non-stop till 3 pm.

From the kids' point of view the Minty bombers are the star attraction. This year we have enlarged the squadron of specially fitted Minty carrying aircraft and put it under the control of a new squadron leader. This is because last year one flight of aircraft miscalculated the wind drive and the Minties landed in the hanger area. If you have ever seen a couple of hundred kids converging on your model you'll understand.

From the mums' point of view the dog fights are the greatest. There were some unconfirmed reports of money changing hands when the aircraft with the red streamer was the only one intact at the end of the melee. This year we have two extra squadron of combat ready fighters.

As a relief from the tedium there will be hot air balloons, gliders, and aerobatics.

The deuce of the Airport attack, which was the high point of the show. This year we will have two complete enemy Airport attacks by three wings of fighters and bombers. An equivalent of the

For the people who like off-beat things there will be the Flying Whales, Saucers, Tandem Aircraft and maybe a 'flying' Wheelbarrow.

This Air Show attracts the top flyers in the country and as the pilots can fly only on invitation from the MARS Club it has become quite a prestigious affair. These pilots will take part in the air races which are run in two classes - Biplane and Unlimited. These races are run over a special short course, which accentuates the pilots' skill rather than the ultimate speed of the aircraft. Because of the short course, it has been decided to ban aircraft with speeds in excess of 750 mph.

For those that like a more leisurely pace there are the sailplanes and scale models.

So remember 9th November 1975 at Redfern Road, Minto.

REPORT ON HEATHCOTE GLIDING DAY

Sunday 14 September wasn't the best gliding weather you could get, but 19 gliders turned out. Heathcote Soaring League elected to run FAI rules for this event and Eddy Meister was Contest Director, helped by H.S.L. members.

The dead calm conditions that existed in the morning produced some beautiful flights. I think Ross Woodcock's flight was the one to watch. Ross launched his Ajax 2 into a slight westerly breeze and used his E.K. towhook release to advantage by going right off the top of the launch. He headed about 1/2 mile west looking for wave lift and managed to sustain height by flying left to right, returning to the flying field with just enough height to clear the telegraph wires and then land 3 ft from the spot for a 6.1 minute max. Mick Bluett also managed to put in a 6 minute max, with spot. Nev Sinnott also came in with high points.

By 12.30pm the wind had swung around and was coming from the north east and turning south east with rain. We commenced to fly FAI distance between two pylons. There was some very good flying in this event but it needed quite a few skilled people to run it. With 3 models turning the pylons together it got a little confusing to callers and flag officials, resulting in a few re-flies. I personally prefer the goal and return course around three pylons with spot.

Next was the speed event and the wind was 15 to 18 knots south east. Loads of lead appeared out of tool boxes. Ross Woodcock put 12 ozs. on. Nev Sinnott loaded bricks and Frank Curtis loaded skill. Frank turned in the fastest time of 1.38, Mick Bluett 1.48, Nev Sinnott 1.42 and Ross Woodcock 1.43. Final placings were: 1st Nev Sinnott - 2nd Ross Woodcock - 3rd Mick Bluett. The flying standard set by all the competitors was very high.

Nice trophies and a big thanks to Heathcote Soaring League and Eddy Meister closed the day.

- Barry Bowerman,
E.K. Logictrol Australia.

1976 QUEENSLAND CONTEST CALENDAR

Feb 1	Besudersart Club Day (events to be announced later)
Feb 29	MAAQ Postal Contest (Open sailplane)
Mar 7	Open Power & Coup d'Hiver
April 4	Wakefield and Check Glider.
May 30	FAI Power and Power Scramble.
July 4	Scale - Stand off scale and A2
Aug 1	Open Sailplane & Open rubber.
Sept 5	A1 Sailplane, Class I power and Chuck Glider, Scramble
Oct 3	MAAQ Postal Contest (Open sailplane)
Nov	Presentation of Trophies. Date and place to be decided later.

STOLEN!

Modellers, be on the look-out for stolen property - two Futaba 2-Channel transmitters, a tool box and tools of obviously modelling flavour, speed boat propellers, etc., and a Yashica 35 mm camera fitted with a 135mm lens.

The numbers of these items are recorded and have been circulated - the thief will no doubt be traced if he tries to sell the items.

Barry Craven and Andrew Young were attending the Victorian Power Boat Championships when the theft occurred. The articles were stolen from Barry's car which had been broken into.

This points to the fact that we should be extra careful where security is concerned. Don't leave valuables in an unattended car. If you do, try not to be away from the car for too long. Park (if possible), where you can see your car.

We are not accusing modellers, but anyone could watch you park and then steal from you.

Anyone having information leading to the recovery of the goods should telephone Barry at Sydney 922-7405. A reward is offered for such information if it results

FOR SALE

2.5cc Taipan with Silencer: \$17. Apply 43 Hennessy Ave., W.A. 6167.

MAAQ NEWS

SCOUT INTEREST

As a result of visits to a Scout den at Inala where Arthur Gorrie has been teaching young lads to build quick, cheap gliders and control-line, an invitation was extended to participate in a scouting display in a Brisbane park. Arthur is always keen on any participation of this nature at the young level and as space was restricted a small static display was created and Arthur Gorrie, Jim Genn and Ian Gorrie flew for a period of approx. two hours continuously. The scouts and the administrators were pleased and more and more scouting groups are displaying interest in aeromodelling. Arthur has been to many examinations for aeromodelling badges and will show films or talk on aeromodelling at any group within reasonable distance of Brisbane. Good publicity on TV resulted.

CLONTARF SCHOOL

Following a direct request to Arthur Gorrie, a display at MAAQ level was given by members of Redcliffe Circle Masters and Thunderbirds MAC under the guidance of Johnny Johnson, recent winner of the Control-Line Stunt event. John is a member of BARCS, a radio control society. Thanks John and participating fliers.

INALA OPPORTUNITY SCHOOL

Arthur Gorrie and crew were battling a sand trap at Inala Opportunity school, on the same afternoon. Jim Genn, Marshall Battenworth and Arthur Gorrie gave value despite the risks.

It all gets aeromodelling to people other than aeromodellers. You can't convert Christians to Christianity.

BRISBANE HOBBY EXHIBITION

The Brisbane City Hall will once again be taken over by Hobbies from 10th to 15th November 1975. Boats, trains, planes, rocks and minerals, stamps, amateur wine making, matchbox covers, fish, birds, paintings, wood carvings and believe it or not, a full-sized aeroplane entered by the Ultra Light Sport Aircraft Association. The Queensland Historical Society is also likely to have a display. A model of a hovercraft and a hovercycle - a motor cycle hovercraft complete with anchor. Brakes are not much good on this kind of machine! (Wonder how you stop them?)

The proceeds are going to the Children's Hospitals Appeal, a deserving cause and a Schools competition is being planned in conjunction with the exhibition.

NEWS SPLASH

Ron de Chastel recently flew across Bramble Bay to commemorate Blériot's crossing the English Channel. Made the front page of the Sunday Mail - the principal newspaper in Queensland.

BLERIOT FLIES AGAIN!

News of interesting events filter down to Modellers' Monthly slowly sometimes, and we apologise for the lateness of this report. However, Anniversary events seem to be popular worldwide.

We've seen articles describing an English Channel crossing with a model helicopter and R/C Spitfire, how we have Ron de Chastel's achievement in Queensland.

On 26 July 1975, to commemorate the 66th Anniversary of Louis Blériot's crossing of the English Channel in a Blériot XI, Ron de Chastel duplicated the feat in miniature in a re-enactment.

Ron's scale Blériot XI is 54" span, HP40 powered, Kraft KP7 Radio and 3 channels in the aircraft, and was built from the MRM kit. The model is the same one seen at the 28th Australian Nationals.

The plan was to fly the Blériot across Bramble Bay, part of Moreton Bay, Queensland. The only modification was to instal a larger fuel tank but in all other respects the model was as it is normally flown.

Timed to fly at 19.8 mph, the model should have done the crossing in 22 minutes. At 1 pm on a bright sunny day, the two boats provided by John Stevens were prepared, the Blériot geared up, and engine and gear checked.

There was a slight tail wind, and it was found that the boats had to do 30 kts to keep up! The flight was uneventful, and flying at about 150 feet above the boats, the Blériot crossed in 11 minutes.

When landing on the sandy beach, the Blériot's wheels caught in the sand and tipped the model on its nose! (Nothing like true-to-scale landings! Blériot did that too! - Ed.)

Much favourable publicity for aeromodelling was gained by the flight, and the Brisbane newspapers took up the flight. Congratulations, Ron, on a memorable flight!

Incidentally, we'd like to know who the original Blériot XI was and where it is now.

ANSWERS TO READERS

For Ian Sutherland, Ipswich.

Ailerons could be fitted to the model and you would not have to decrease the wing dihedral.

Alan Taylor, East Mackay.

Haven't a plan of the Camel at the moment, but it is one of our proposed projects. If you are a beginner, suggest you avoid it like the plague. Cannot help with the other details, as they have not been decided yet.

MODELLERS' MONTHLY,
P.O. BOX 31, ROSEVILLE. NSW 2069.

I wish to receive MODELLERS' MONTHLY for
TWELVE ISSUES.

PRICE: \$9.80 (Postage of \$4.80 is included)

Name

Address

State Postcode

I enclose Cheque/M.O. for \$

AIRBORNE & R/C MODELS

P.O. BOX 31, ROSEVILLE. NSW 2069.

I wish to receive AIRBORNE & R/C MODELS FOR
FOUR ISSUES (ONE YEAR).

PRICE: \$4.12 (Postage of \$1.32 is included)

Name

Address

State Postcode

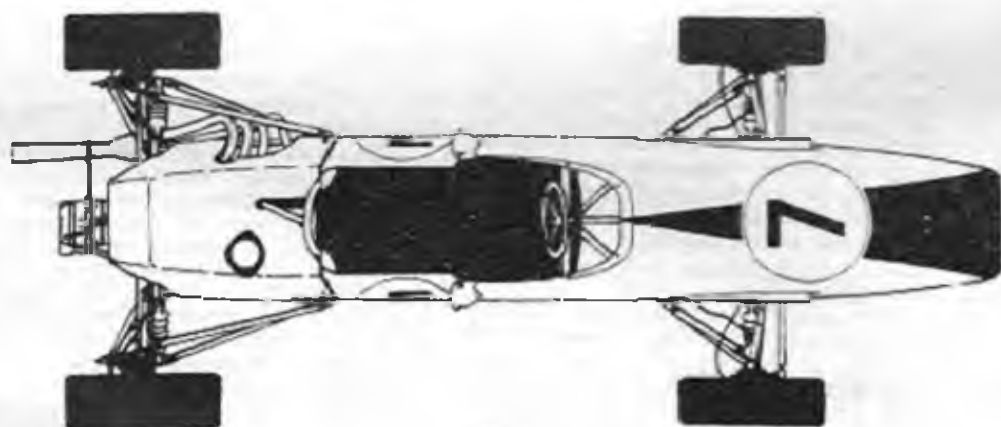
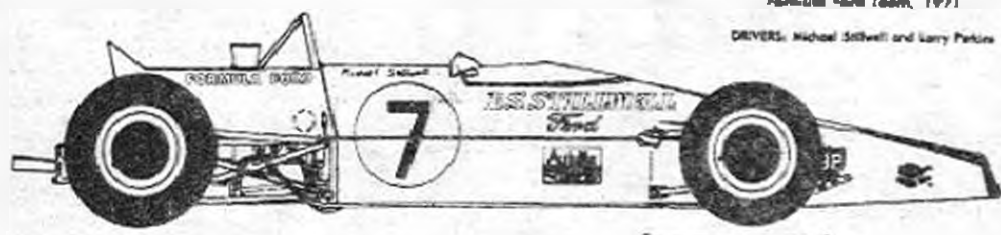
I enclose Cheque/M.O. for \$



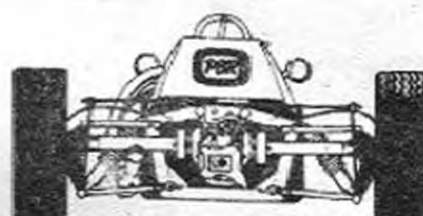
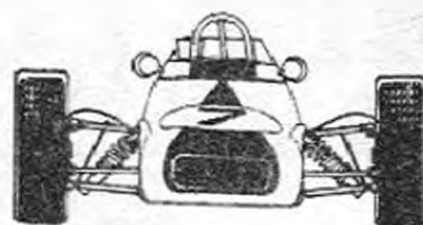
ELFIN Type 600FF

B. S. STILLWELL & CO. PTY. LTD.
Formula Ford Team, 1971

DRIVERS: Michael Stillwell and Larry Perkins



ELFIN SPORTS CARS, 1 Cornara Ave.
Edwardstown, 3027, South Australia



Close-up of the ELFIN Type 600FF race car's chassis and suspension.

1:1 Scale, 14" x 14" M. G. 1000
Victor, 3088, Australia

LEARNING TO FLY RADIO CONTROL MODELS?

WHY NOT FLY A GLIDER?

For the newcomer to radio control flying, it must be a little bewildering — which radio outfit, what type of model, which engine, and of course, how much?

Ponder awhile on R/C gliders, then look at the advantages:

1. No noise — therefore no complaints.
2. No mess — therefore no cleaning up.
3. Cheaper — no engine (\$45), no fuel tank or wheels (\$10), no fuel, batteries, etc.
4. Crash damage — usually less than that of a power model.
5. Practice a lot more landings and compare them with the disadvantages:

1. Usually necessary to purchase a launching outfit.
2. Wings are usually slower to build because they are longer.

Now let's look at the model itself. The first and probably the most common question is 'which type do I build?'

A thermal soarer is better than a slope soarer for the following reasons:

1. Thermal soarers usually fly slower than slope soarers.
2. Height of about 400 ft is usually attained from a launch, giving the learner a reasonable time to remain aloft.
3. The pilot can fly with the model either making large gentle turns around himself or fly a zig-zag pattern in front, thus maintaining a reasonable amount of orientation.
4. There is no fear of turning the wrong way and flying into the hill, as in slope soaring.
5. A well-trimmed thermal soarer is easier to land on a smooth flying field than a slope soarer on the top of a ridge.
6. A well-trimmed thermal soarer will land almost 'hands off', thus minimizing landing damage.
7. A polyhedral wing is more stable and more efficient in turns than an ordinary Vee dihedral.
8. Polyhedral wing (dihedral on outer panels also) thermal soarers will 'sort themselves out' if all control surfaces are released to neutral when a learner gets the model into an awkward situation.

The next question then, is 'Which particular thermal model do I build?'

Any thermal model less than 60" wing span will probably be a little difficult to

THE IDEAL WAY TO BEGIN.

By R. HARRIS,
Sec., Phoenix MAC.

large, especially when coming in to land (those long wingtips often get in the way). There are so many models within this size range available as kits or plans that it is impossible to nominate any particular model, and all are proven models. For those with some building experience, it will be far cheaper to purchase plans and build from scratch (a great material — that scratch) and for the newcomers, a kit would be more practical, though somewhat dearer. There are several lower-priced Australian-made kits available, e.g., Aeroflyte, Trident. Controls should be limited to rudder and elevator — two functions are enough for the learner — he can progress to ailerons, spoilers etc., when he has gained more experience.

The choice of radio is up to the individual but any reputable brand that can be repaired in the same State by a reputable agent would be a good deal.

Becoming a proficient flier only requires practice, then more practice — but do be prepared for those crashes (we all have them) — and don't get despondent — there are plenty of cements available; put it back together again and fly it, and if you crash it, repair it again and fly it until you know it like the palm of your hand.

The next question — 'which launching method do I use?'

There are eight ways of launching thermal soarers.

1. Hi-start (bungee — a long elastic catapult and line).
2. Hand towing (running launch — has disadvantages in calm weather for one has to run).
3. Electric winch (excellent but expensive).
4. Biby.
5. Bicycle winch (can be very efficient).
6. Power pod (useful, but gets us back to smelly oily fuels).
7. Aero towing (not for the beginner).
8. Electric power (the coming style, but now still expensive).

Line and pulley launch. Perhaps the two best methods for the beginner are the hi-start or bicycle winch. If the learner is in a club (which he should be, mainly for advice and assistance in building and flying) then a Club winch is probably available, if not a Hi-start should be pur-

control on line tension either by the amount of stretch in the rubber or by the operator on the bike. The pilot is then free to concentrate solely on flying the plane.

It is obvious that the write of this article prefers gliders to power models and I hope I have induced someone considering R/C flying to take up thermal soaring. But, whichever way you go — glider or power — either join a club or seek advice and assistance in the building and flying of your model.

Model building/flying is a great sport/hobby — you can work inside on bad days and get out in the fresh air on the good days.

A COUPLE OF DON'TS

1. Don't try to get maximum height on

early launches — it comes with practice.

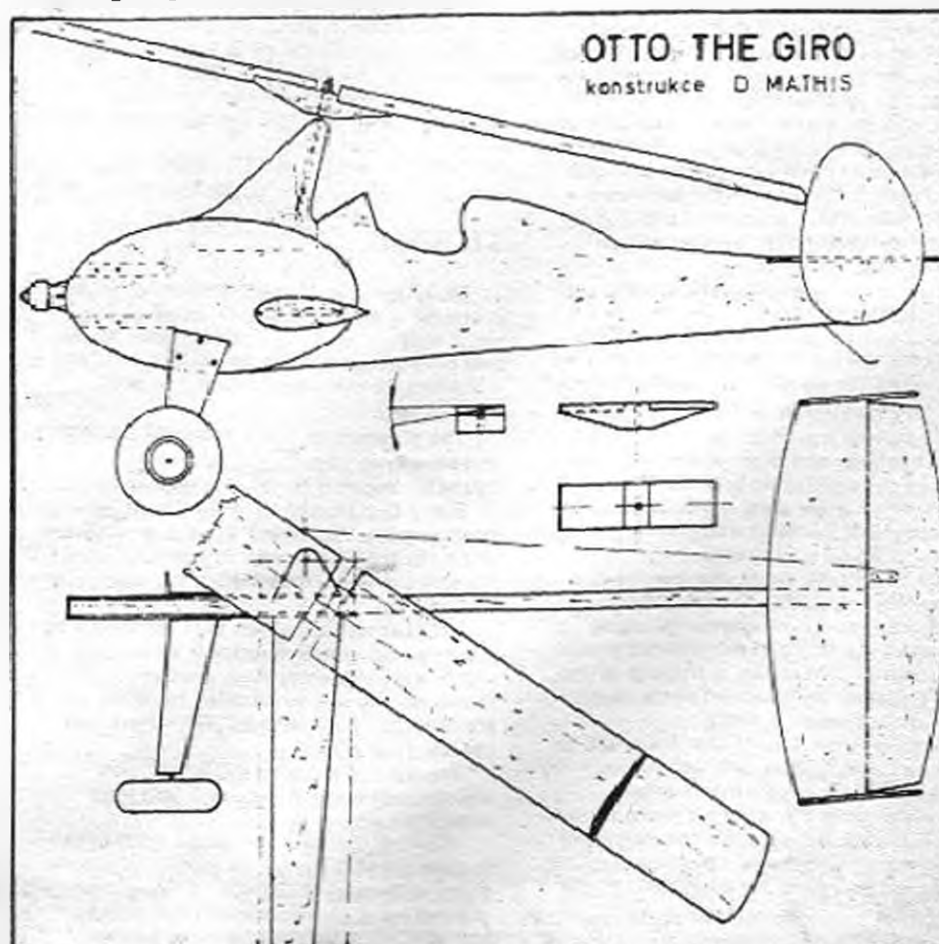
2. Don't leave your landings till you are only a few feet from the ground — do circuits as do full size gliders.
3. Don't expect to find a thermal or thermals every flight.

A COUPLE OF DO'S

1. Do keep practicing.
2. Do read as much as you can on soaring — there are several books available and regular articles in some of the modelling magazines.

Good building & good flying. You will always remember your first flight, your first good landing, your first thermal and your first flight over five minutes.

Interesting control-line autogiro design from MODELAIR central European modelling magazine — Food for thought.



CLUB NEWS

(Continued from Page 19)

SAAA NEWS

CONSTELLATION CLUB NOTES

Our recent Aerobatics competition was won by Peter Koch of Moonta flying a Japanese Corsair. Second was Doug Saxby and third, Jim West. All were using Webra Speed motors.

Seems to be a lot of trainer kits around at the moment. Two good ones for about a .29 motor are the SIG 'Kadet' and Truline 'Executive Senior', both of which seem to fly quite well. Maurice Regan, our publicity officer, has an 'Apprentice' with O.S. .40 which flies very nicely.

Leo O'Reilly gave a very good display of helicopter flying at Woodstock recently. He also had his small Hughes 250 model (O.S. .25) but did not attempt to fly it.

They certainly get a good roll up of modelers at the Parklands for thermal gliders on Sunday mornings. Mal Pring was there, catching thermals with his small O.D. model. The Graupner models, Cirrus, Hi Fly and Amigo, were very much in evidence. Gordon Burford had his faithful Cumulus, which he claimed still flies well without a rudder. It seems that exotic designs do not always win with thermal contests, as simple lightweight models are often best. Things that do seem to help are:

1. Good launches at maximum height.
2. Good trimming of the model.
3. Ability to find and stay in a thermal.
4. Good control for accurate spot landing.

Perhaps we may see the new South Australian combination flying soon; that is an AeroFlyte 'Gemini' powered by a Taipan .40 schneurle motor. Somethings that are very hard to resist are scale biplanes. A couple of our members are building the new SIG 'Skybolt' kit and the other model is the Pilot balsa 'Tiger Moth' which should be flying shortly.

The electric starter seems to be an essential item these days. One problem is plastic spinners which can get a bit chewed up by them. It would be good to see a plastic spinner, with an aluminium front for the starter cone, on the market.

— Don Howie.

SOUTHERN SOARING LEAGUE NOTES

The good weather of the past few weeks has brought out the glider fliers in droves. A welcome sight has been the large number of newcomers, all flying well. A lot of new gliders are appearing along with the usual stock of Cirrus, Amigos and Tridents. It is noticeable that the Tridents with polyhedral fly better than those with dihedral. The latter have very poor rudder response and will not turn flatly. Of the newer gliders Derek Mills' Alpha looks very nice and should be a good match for the Cirrus. Doug Saxby's Aquila looks very impressive after the few flights that it has had so far and this will be the first of many of these models to be seen this year.

A number of Cirrus are running ailerons at the moment. Whether these are beneficial has yet to be determined as a fair amount of time is needed to find out the right amount of differential required. Also of interest is Roy Calnan's 12 footer powered by a Multiplex electric system. The twin motors really pull it up and long flights become much more a reality when you can switch the motors back on and go up again.

Murray Scott and Leo O'Reilly are still using their old floaters but rumour has it that some new models will appear for the Nats. The award for the ugliest model of the year must go to the Cumulus with polyhedral. It looks rotten but it turns much flatter than the original version.

A word of thanks to Ian White for his efforts in building an ingenious new winch based on a closed loop and a trailing line. Apart from a few teething troubles it works well and should do sterling service this summer, and save lots of running.

— Mike O'Reilly

BATTERY HINTS

(Continued from Page 10)

Because the ESV for airborne packs is a 250 mah load, its needle should not drop to the 4.4 volt mark in less than 2 hours. As previously discussed, you can expect the transmitter to run at least 4 hours. If either is less than these times, repeat the cycle twice and if either battery is still unable to last the minimum time, then you need to send your system to the service centre for a check-up.

It is safe to operate the transmitter when it only runs 2 hours. This means the battery is approximately 50% capacity. Here at the factory we guarantee transmitter batteries for 2 1/2 hours minimum.

Well that's about it for batteries. If you have any questions, please write to us, C/

WOODVILLE MODELLERS CLUB NEWS

Woodville M.C. official meeting will be held every fourth Friday instead of once a month. Official meeting nights for the remainder of this year will be 3 October, 31 October and 28 November. Meetings are due to start at 7.30 pm, and do not forget the Club Room is open every Friday night so let's see a few more of you along on meeting nights and off nights. Attendances have been poor lately and any helpful suggestions to improve attendances would be appreciated at the next meeting night.

Attendances at St Claire over the last few fine Sundays have been good, showing that there is plenty of activity going on among the club members. There seems to be a bit of a revival in large stunt models at the moment, and there has also been a lot of flying done with the ever popular 2.5cc Rat-race models, and with the occasional Good-year and FAI Team Race model.

— Ken House, Sec.

YORKE PENINSULA AEROMODELLERS FIELD OPENING

Yorke Peninsula Aeromodelers extended an open invitation to SAAA members to the opening of their new flying field at the South Hummocks recreation ground on 14th September last.

There were events for everybody, as they catered for R.C. Gliders, Aerobatics, Pylon, Limbo, Spin Scale and C.L. flying.

ELIZABETH MODEL AIRCRAFT CLUB

Don't forget our Annual Model Fly-In, coming up November 9th. The programme

will be similar to that of previous years with free flight, control line and radio events all held together at 'Minchinfield' Wasleys.

FORTHCOMING

NEW ZEALAND NATS. NEWS

27th DECEMBER to 1st JANUARY.

R/C and F/F events are flown at Taonui Airfield just outside Feilding. C/L events are held at the Racecourse in Palmerston North. Camp site and single men's quarters will be at the Racecourse. Since this venue was last used the adjacent motor-racing circuit (Manfield) has come into regular use. It will be STRICTLY out of bounds. The Committee of P.N.A. have asked us to make this perfectly clear, so at the risk of giving offence, KEEP OUT!

A Camp Commandant will be appointed to maintain cleanliness of all buildings and facilities put at our disposal and to ensure that we behave in such a manner that we are likely to have these premises offered to us again. His task is a thankless one and can be accomplished only with your complete co-operation. We can help to lighten his burden by doing exactly as he tells us. Remember, he will be relaying the wishes and instructions of the Palmerston North Jockey Club and we need that support.

Access to and from the Racecourse will be via the Taonui Road gates, as far as we are concerned this is the only way in or out. With one exception, we are making no effort to attract the public to our competitions. Anyone sufficiently interested to stop and look will be made most welcome by EVERYONE, but no effort will be made to attract

onlookers. This procedure is being adopted as we feel that Clubs and individual members make sufficient effort to attract newcomers to our ranks in the other fifty-one weeks of the year. This one is ours. The one exception will be the Pylon Racing Day. Pylon is almost certainly the biggest crowd-puller nowadays and in order to attract some revenue for the host club this event will be publicised and admission fees will be charged spectators.

Weather in the past has generally been kind to us at Feilding. There was one notable exception but we won't dwell on that. Let's just hope we 'strike it lucky' this time.

In the past, free-fighters have had to contend with a particularly irascible farmer at the down-wind end of the airfield. We are delighted to report that he has sold out to a human being. The new owner of the property is much more amenable to our recovery problems and no trouble is envisaged, providing we treat his fences, gates and stock with the respect to which he is entitled. By Christmas there may well be specific instructions regarding recovery routes and procedures. If so, these will be made known to you and will be rigidly enforced.

Snuffer-tubes on free flight models will be mandatory. Newcomers to the noble art of F/F will be able to obtain information on the installation and operation of s/t's from fellow club members.

Junior 'link-man' Murray de Lues will be at your service at the Nats and will be happy to answer your letters. Write to him at 16, Moore Street, Cambridge, NZ.



POWER and PERFORMANCE

Look to the engineers at Taipan for finest in precision and performance. Award winning design has proved itself many times in the tough competition of today's capable modelers. Next time, try Taipan!

SCALE ENGINE KITS



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



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



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





SHERLINE

THE 3" PRECISION MINIATURE LATHE ESPECIALLY DESIGNED FOR MODELERS AND HOBBYISTS



DU-BRO

BRIDI HOBBY ENTERPRISES

The NORTH AMERICAN AERO COMMANDER "SHRIKE"



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

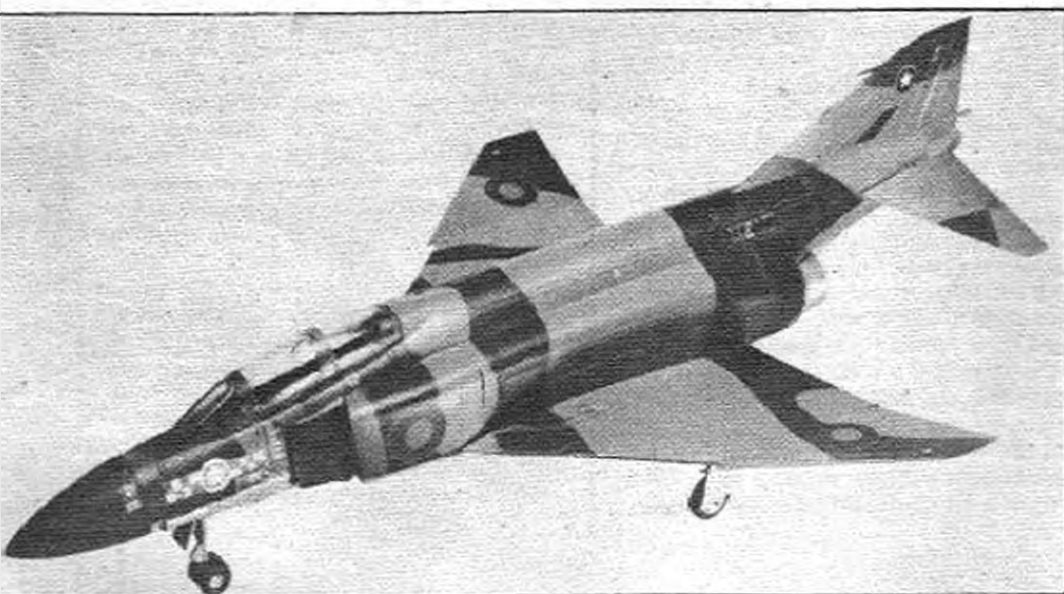


20 GLYN STREET, BELMONT, 3216 VICTORIA AUSTRALIA PH. (052) 43 4800

An affiliate of KRAFT SYSTEMS INC. U.S.A. World leaders in Radio Control Technology.

TRADE NEWS

CONTINUED FROM PAGE 12



New

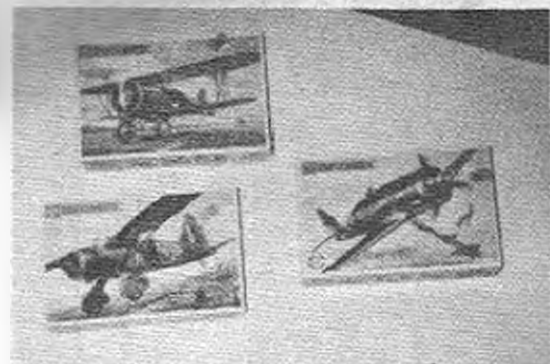
FROG NEW RELEASES

MCDONELL PHANTOM F-4K or F-4M
Orange Series F.262

Full colour painting guide, 63 detailed parts, display stand, pictorial assembly instructions, guns and rockets. Two alternative markings transfers are provided for either Phantom FGR2, No. 31 Sqn. Bruggen, RAF, Germany, 1973 and Phantom F8 1, No 829 Sqn. Fleet Air Arm, RNAS Yeovilton 1969.

Designed and built in America, F-4Ks were ordered for the Royal Navy in 1964 and fitted with arrester gear for landings on aircraft carriers. They operate from HMS Ark Royal as interceptor fighters. F-4Ms were ordered for the RAF as ground attack and reconnaissance planes. Maximum speed 1386 mph. Armament comprised of four Sparrow and four Sidewinder missiles and an assortment of bombs and rockets.

F-4s were flown by the RAAF as an interim measure before the F-111s were delivered.



LESNEY MATCHBOX

Some recent releases from Lesney include the Boeing P-12, Westland Lysander and FW 190. We will review many of the new releases in later TRADE NEWS.

HOBBYSHOPS

Modellers seeking the best in new releases, and good stocks of the old will no doubt be pleased to see that there are a number of suitable model shops around Sydney. Those recommended are: Fantastic Toy and Model Shop, 34 Angel Arcade, Ash St., Wynyard 2000 and at Liverpool, at 18 Westfield Shoppingtown. Fantastic usually has all new releases, and frequently carries 'specials' on older kits.

Many a bargain can be found there. Hobbyco can be found at 365 George Street, and is the oldest hobbyshop in Sydney. (Remember when it was K-Dee Hobbies in the War years? Well then, you are as old as I!) Frank Murrell, Arthur Mullineaux and his able team can help with most modelling requirements.

Alas, Lavinsons and Walther and Stephenson have long gone!

In the Eastern Suburbs, Bondi Model Centre handles most plastic lines. They are in the Royal Arcade, Bondi Junction, Peter Hiscoe also has a large range of radio, kits, engines etc.

In the South, there is Hobbytec, established in new premises at 695 Forest Road, Bexley South. Eric is ever-ready for a word

of advice, practical help, or just a word of local gossip.

In the South East, we have Aero Hobby Supplies, 362 Rocky Point Road, Ramsgate. Allan Kirton will look after your requirements in R/C, fibreglass, kits and other supplies.

In the West, at Parramatta, we have Bergs Hobbies, Cnr George and Church Sts. They carry good allround stocks of everything, and are particularly strong on railway.

At Riverwood, we find Silvertone Hobbies at Unit 6, 2 Schofield Street. Bob Young is of course, the manufacturer of the Silvertone range of radio equipment and has started a school for the R/C beginner to teach the actual handling.

In the North, Superscale Books and Models have opened at 356A Pacific Hwy, Lindfield (upstairs). Superscale has many books on aviation, marine, railway, uniforms and modelling available, plus general hobby supplies and plastic.

Open in the afternoons only at first, the hours of business at 2pm to 6pm, Monday to Friday, No Saturday.

Local and Northern modellers will be able to get their supplies there. Stocks include balsa, accessories, McCoy engines, Svenson kits, dope, fuel and paints.

In the deep South, a new hobbyshop is open in Campbelltown. This is the Argyle Newsagency and Model Shop, Shop 4, 3 Hoddle Avenue, Campbelltown, NSW. Supplying the free-flight areas of Wallongong to Liverpool, Argyle will have R/C supplies, balsa, accessories, kits and fuel, engines and R/C equipment.

In the future, we'll try to give pocket descriptions of interstate model shops - write and tell us all about your shop. We'll pass it on in TRADE NEWS.

HAND LAUNCH GLIDER



Inexpensive plastic gliders and rubber-powered models for the juniors are available from Dawn Trading, 308 Pitt Street, Sydney. These really fly and don't break easily. Available at most hobby shops.

FLITE LINE MODELS

179-181 CLARENDON STREET, SOUTH MELBOURNE

Phone 03 699 5510

STOCK

THE MOST COMPREHENSIVE RANGE OF MODELLING REQUIREMENTS AVAILABLE ANYWHERE IN AUSTRALIA.

RADIO SYSTEMS

KRAFT
FUTABA
SPACE COMMANDER
O.S.

ACCESSORIES

KRAFT
DUBRO
KAVAN
WILLIAMS BROS
ROCKET CITY
GOLDBERG
BRIDI HOBBY
GRAUPNER

WOOD, WIRE, WHEELS
LOZENGE COVERRITE
BRIDI ALIPHATIC GLUE
PROPS, PLUGS, PINS and
NEEDLES

MOTORS

OS
WEBRA
H.P.
ENYA
ROSS
KRAFT

KITS

GRAUPNER
TOPFLITE
BRIDI HOBBY
MIDWEST
LANIER
PILOT
D B MODELS
M R M
V.K.
GOLDBERG
SKYGLASS & MIDGETS
AEROFLYTE

RING, WRITE OR CALL BRIAN GREEN
179-181 CLARENDON ST., SOUTH MELBOURNE. 3205
Ph. 03 699 5510

E K - LOGICTROL STORY

(Continued from Page 23)

The Logictrol III radio was introduced through ads in March 1968, RCM and at the early trade shows. This was a natural evolution for EK, but caused a revolution otherwise. The new Log III was a mini system which weighed less than 15 ounces. It had a smaller battery pack, smaller receiver, smaller servos, and significantly advanced circuitry. This new circuitry could be visibly appreciated in the 'three wire' servos and 'two wire' battery which permitted operation with one cell dead. It also included a truly double tuned RF front end. Along with this new system came the unimount, which ended the modellers' installation headache. All this and the two stick five-channel version was now \$US395.00. Public acceptance was so overwhelming that more manufacturing capacity became absolutely essential, and in June, 1968, RC de Mexico, S.A., was incorporated at Matamoros, Mexico. This step again expanded the overall facilities by more than 100%, and the business continued to grow.

The EK Logictrol Pro Series was introduced at the 1960 Toledo show and was an overwhelming success. It featured the first 'closed' stick with open stick performance. In addition to the protection now afforded the internal components, the modeller could adjust the 'feel' to suit his own individual taste. The quality and reliability contained in these systems was so great that the warranty period was extended to six months! At this time the 2 stick 5 channel radio was still only \$395.00.

Advertising through the year featured a list of Factory Sales and Service Centres to minimise modellers' downtime, the US Scale R/C team of Joe Bridi, Maxey Hester, and Claude McCullough who all flew EK Logictrol radios, and best of all - a 5th Anniversary sale wherein the 2 stick, 5-channel version price dropped down to \$US369.95.

The 1970 flying season opened and alongcame the EK Logictrol Champion with its exclusive 'AMP-PAK' and servos. The 2 stick, 4 servo version was now an unheard of \$299.95(US) and EK was 'where the Best begins.' Advertising again featured contest wins and highly successful EK Logictrol flyers such as Dan Carey, Maxey Hester and Edd Alexander.

In February 1971, EK Logictrol again startled the R/C world with its introduction of the 'World's Smallest Servo'.

In the following months the Little Red Brick, more commonly known as LRB's, appeared on the scene. Kim and Van Johnson joined Maxey Hester in success.

The list of service centres continued to grow in an effort to further reduce cost and down times to the individual set owners.

'Logictrol does it better' was the 1972 theme and our integrated circuit (made by Texas Instruments) was incorporated in all systems as the year progressed. This innovation drastically reduced the 'parts count' and reliability rose significantly. In addition, the IC and its method of employment permitted full power output with extremely low current drain. Quality was continually emphasised and service centres expanded as Reliability became the watchword.

(TO BE CONTINUED NEXT ISSUE)

FLY SAFELY - THE LIFE YOU SAVE MAY BE YOUR OWN!



Testor/McCoy - still one of the cheapest engines on the Australian market. Range from .049 to .40 R/C from Dawn Trading, 308 Pitt St., Sydney. Also available at Argyle Newsagency, Campbelltown, NSW, Superscale Models 356A Pacific Highway, Lindfield, NSW and many other local hobbyshops.

EK-logictrol

Reliable radio control systems

THE EK-LOGICTROL STORY

The 'E' of EK is Robert Elliott, the president of our company. Bob was born and raised in Pittsfield, Massachusetts. He graduated from Rensselaer Polytechnic Institute at Troy, New York, with a degree in Electrical Engineering. He served in the US Army during WW II and saw combat in the European Theatre of Operations. He was employed by General Electric for sixteen years and while there he worked in mechanical design, electronic circuit design and Quality Control. Throughout this period of his life, Bob was an active modeller, attending many AMA Nationals and was the 1958 New England R/C Champion. While in Los Angeles for the Nationals, he secured a job at Autonetics and in the ensuing four years he developed considerable semi-conductor expertise. It was during this time frame that he perfected the amplifier which was used in the transmits. Following a short period of employment at the Bonner Company, he spent a year with Douglas Aircraft at Huntington Beach, California, where he

worked at predicting electronic failures for an engineering reliability program. During the several years previous to this time, Bob had devoted much of his valuable modelling time to a continuing development of much needed R/C circuits and servos.

These efforts were shown at Toledo, presented at DCRC symposiums and shared with the newborn industry. He finally got it all together while at Douglas and thus became the R/C modellers' envy with his fully operational digital proportional radio.

The 'K' of EK is Gerry Krause, who is the Vice President of our company. Gerry was born and raised in Hudson, South Dakota. After high school graduation, Gerry enrolled at the University of South Dakota and began studies which would eventually lead to a degree in engineering. From there he went to the Northrop Institute of Technology in Los Angeles and gained a certificate of Aeronautical Engineering. Uncle Sam called and Gerry answered, wherein the Army sent him to Huntsville, Alabama and engaged his service on telemetry equipment in the Honest John and Little John missile

Boulder, Colorado, and concluded his academic career with a Bachelor's Degree in Aeronautical Engineering. Florida was the next stop where Pratt and Whitney Aircraft employed him at basic design layout of fuel and hydraulic systems on jet engines. Following that assignment, Gerry worked in Abilene, Texas, as a system engineer in the construction of Atlas missile silos. He then moved to Tulsa, Oklahoma, in the employment of the Douglas Aircraft Company. While on loan to the Huntington Beach facility of the Douglas Company, Gerry was introduced to Bob by another R/C modeller. Bob says it took Gerry a week to talk him out of a prototype and the record shows Gerry flew it in the AMA Nationals and was the 1964 Mid-America R/C Champion with that radio.

Logictrol 7 was the name selected for the first radios produced by the company which was formed in October 1964, and which has come to be known as EK Products, Inc. The first plant was a garage in Anaheim, California. The laboratory was a bedroom and office was the kitchen table. Four prototypes were flown in 1964, and the first deliveries of production units occurred in January 1965.

The May 1965 issue of R/C Modeler Magazine contained a picture which was made at the Toledo show of Bob, Gerry and the young company's product line. This line consisted of a single radio which was available in four separate versions. The June 1965

(US). The July RCM ad listed the new plant address in Westminster, California. This plant has 1200 square feet of floor space and five people were now employed. By December 1965, there were over 350 radios known as the Logictrol I in their owners' hands. These radios featured all silicon transistors, 1 or 2 stick configuration, polyurethane coating for vibration protection, transformerless servos, tuned RF stage, failsafe and overload protection, five or seven channels, and fast factory service.

These radios had won over two dozen trophies in major contests around the US through this short season!

The March 1966 RCM ad introduced the Logictrol II which was first shown at the Los Angeles Model Airplane Trade Show (MATS). This new radio used SCS transistors in the decoder which allowed single deck receiver construction one half the size of previous models. Also featured were smaller transmitters with higher power output and lower overall parts count. This innovation set a trend through the industry, and the 2 stick 5 channel version was to be only \$US425.00! Major contest wins more than doubled in 1966, and 7 trophies were won at the NATS with Logictrol radios. These successes and increased business dictated a need for more space and in the spring of 1967, EK Logictrol moved to Euless, Texas, and occupied a new plant with 5,000 sq ft of floor space.

(Continued on Page 22)

EK-logictrol

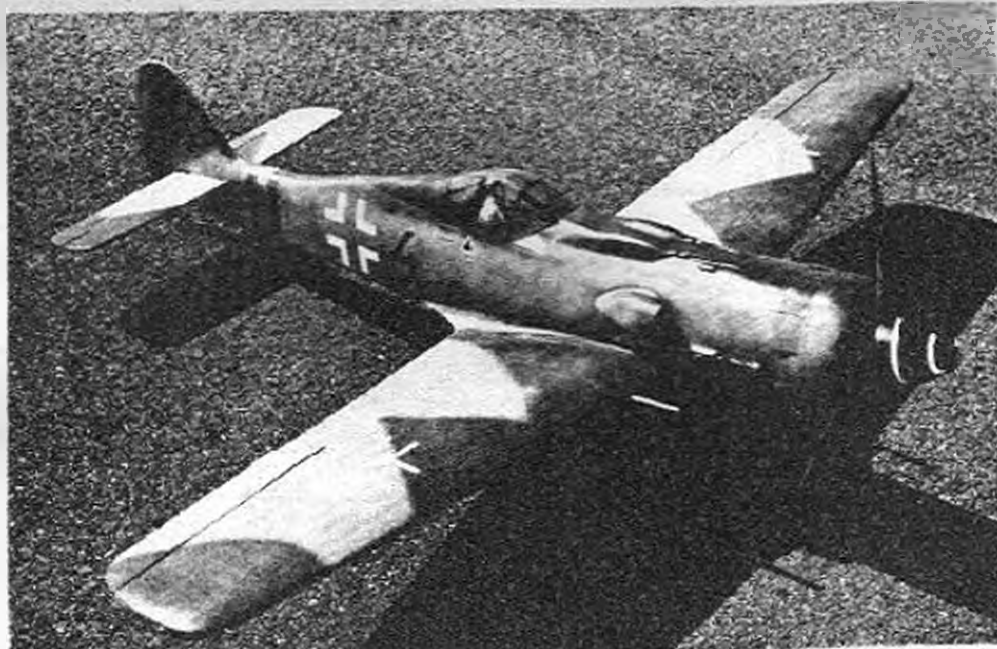
Phone: 337-4311
Phone: 55-6910

AUSTRALIA

NATIONAL DISTRIBUTORS: Sales: 285 Military Road, Dover Heights, N.S.W. 2030.
Office: 44 Macquarie Road, Earlwood, N.S.W. 2206.



dave platt models



Focke-Wulf F.W. 190 D-9

The qualities that make a model a NATS winner are the same ones that Sunday sport-scale fliers look for. Exceptional appearance to start with, of course. The FW 190's stark and sinister shape has always excited modelers.

But even more important are friendly flying qualities, especially when you slow the model down.

Our designs have always emphasized safety at low speeds, and the FW 190 has inherited the ability to fly from 80-90 mph right down to a near-hover for landing.

The wide-track gear makes it an ideal first "tail-dragger" and with its rugged all-balsa structure, this is one scale model you can use for Sunday fun.

U.S. NATIONAL STANDOFF SCALE CHAMPION

FEATURING IN THIS KIT

Full-size plans showing radio and retracting gear installation. Color schemes (and decals) for THREE different F.W. 190's; accurate color-chips for German camouflage. Separate 16-page instruction booklet with cutaway diagrams and in-depth flying hints. Diecut and machined balsa, nylon fittings, formed wire cowl, canopy, etc.

**SPAN 65" LENGTH 58"
WING AREA 730 sq.ins.
WEIGHT 8 lbs.**

**FOR .60 ENGINES &
4 - 6 ch. RC**

Spitfire

STILL The best combination of looks & performance you can buy

ALSO

NORTH AMERICAN

T-28B

Editorial.

We are delighted to be able to maintain our new size of 24 pages for MODELLERS' MONTHLY and trust that our readers will forgive the increase to 50c. We do not expect to increase this amount again for some time, but the way our economy is these days, it is inevitable that there will be another increase within a year. Look at it this way -- 24 pages, 17" x 11" is the equivalent of a 48 page magazine -- for 50c.

Our printers are highly efficient, and we are pleased to toss them a bouquet. They produce a Modellers' Monthly within five days of our delivering the finished artwork to them. We seem to have overcome the organisational problems with contributors and advertisers that have plagued us in the past, and now are reverting to truly monthly publication. We apologise for the combined issues recently but we had no alternative.

We still need your Club News, Secretaries and P. R. men, so keep 'em coming — let us know of your club's future events and report on competitions etc. You may have noticed plenty of MAAQ news in MM, well, that's because Arthur Gorrie is 'on the ball' — he PUBLICISES his Association. Mr. AEROMODELLING, Queensland, deserves much praise for his energetic promotion of our hobby.

We are still lacking news from WESTERN AUSTRALIA. Where are you, fellers? Seceded already? Surely not. We'd like to include your news.

The Boating Clubs there are pushing their activities, why not the Aeromodelling Clubs? We will publish all you send, provided it is up to date.

We would like to mention the forthcoming 29th Australian National Model Aircraft Championships to be held at Loxton, South Australia from 28 December.

The South Australians are preparing for a bumper attendance. Make sure you are going this year too. (See details on page 1).

We wish to announce the birth of a NEW publication on the Australian scene. For aviation enthusiasts, plastic modellers, historians, modellers generally, we are about to publish AUSTRALIAN AVIATION REPORTER — a 24 page newspaper on the same lines as Modellers' Monthly. The high price of overseas journals in Australia has caused us to make this move. We'll provide Australian and World news, plus camouflage and markings info, civil aviation, military aviation history and current news. New plastics releases will be covered.

We solicit readers' contributions — full size aircraft photos, photos of scale models, plastics etc. Plans, camouflage details, historical photos. Incidentally, if readers have valuable historical pictures to send in, PLEASE register them and we will make copy prints and return the originals. If the negative holder is known, write a note with — the photos. If not known, please say so — we'll try to trace the copyright holder.

AUSTRALIAN AVIATION REPORTER
will pay \$15.00 per 1000 words. Photo-
graphs will be paid for at a price to be
agreed between parties.

Much has been made of the friendliness and camaraderie in the aeromodelling movement, and in the main, this is true. Some times, however, human nature at its worst raises its ugly head — recent activity in the Trade includes ill-founded rumours concerning affiliations between dealers, and there has been backbiting about discount prices. All this is a storm in a teacup for there has been little damage done, if any, to the regular trader. We have seen people offended over nothing, and actions taken (punitively) that border on the illegal, in breach of the new Restrictive Trade Practices Act.

We, at Modellers' Monthly, disassociate ourselves from any reports of this, and state plainly that we will publish whatever we are given in advertising unless it breaches any of the Acts governing fair trading.

NOTICE TO ALL CORRESPONDENTS

Due to the recent exorbitant increases in postal rates, no acknowledgment of receipt will be sent to persons sending in subscriptions to 'Airborne & R/C Models' or 'Modelers' Monthly'. Should your copy not arrive within two weeks of publication (check at Newsagents to see if Journal has been distributed) notify us immediately.

Readers wanting a direct reply to their enquiries are asked to send a stamped self-addressed envelope.

Otherwise, brief replies will be made in these journals.

Contributions should be accompanied by a self-addressed stamped envelope in case of rejection or to return original copy after publication.

The Publishers.

THE ILLAWARRA MODEL AERO CLUB

On Sunday 8 February 1976 the South Coast area of NSW will be treated to their first ever Model Air Show. We intend that this show will be a big success.

The organising committee of the Illawarra Model Aero Club would like to ask all available, experienced flyers, with show-worthy models, to take part.

This is not a fun fly, but a show organised solely to portray our hobby to the money paying public. Profits will go to charity.

What we need in the way of models is anything *different*. The stars of the show will not be trainers lumbering around the sky alone nor Pattern models performing individual gyrations which seem meaningless to the average native. They will be big scale models, 'Fat Porters', 'Doghouses', or simply parachute drops. We are fortunate in having a keen pyrotechnic expert in the club, so there will be no shortage of audio and visual effects to go with some of the planned events. A static display of aeroplanes *and* boats is also planned.

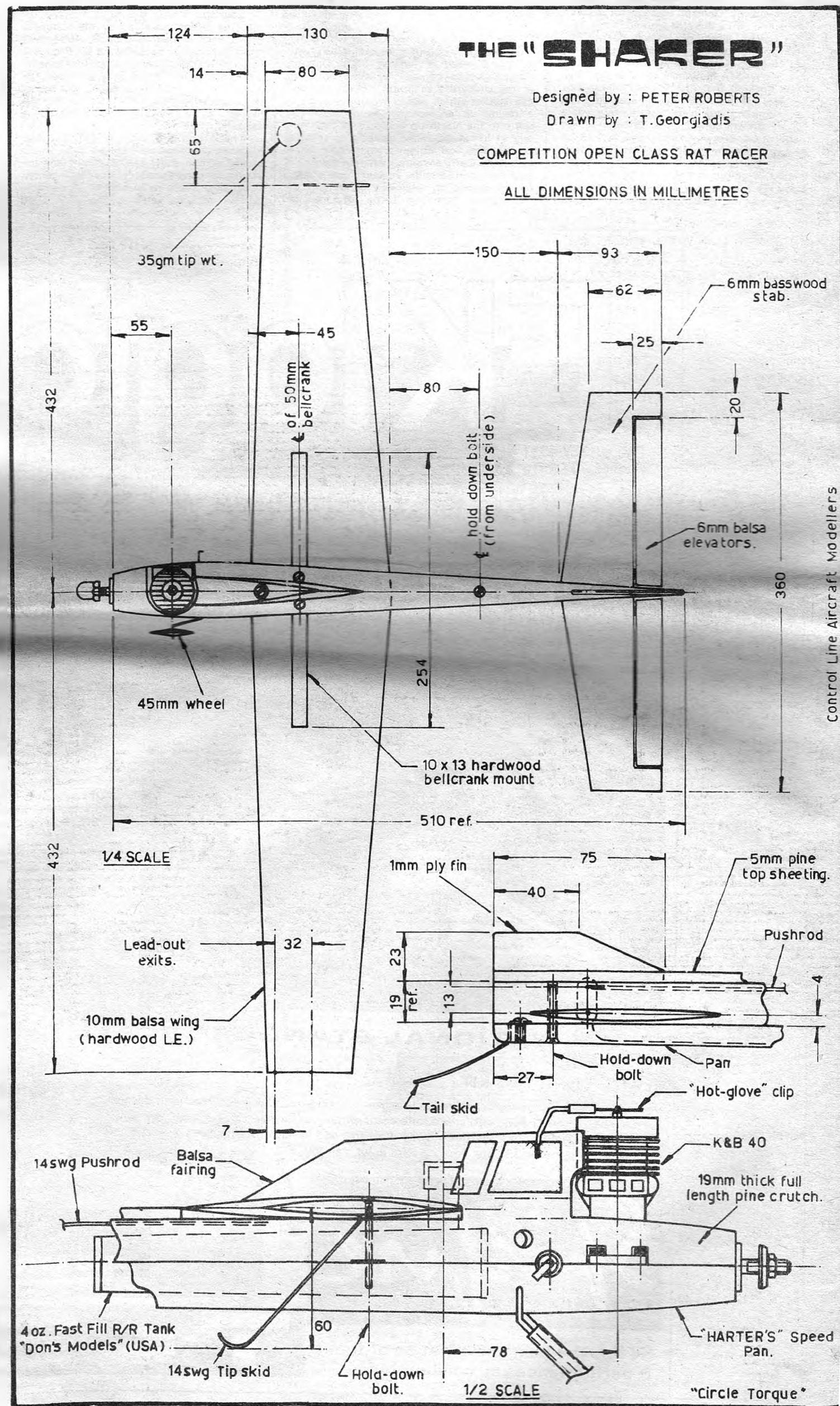
There is a lot more to Wollongong than the Port Kembla Steelworks. Our flying

field is situated centrally in very pleasant surroundings and overnight accommodation is near at hand. Below is the number to contact for more details, and in order for the programme to be drawn up, we need commitments from interested parties *now*.

Our committee's promotion efforts will pack the field with spectators, but only you the modeller, can provide the entertainment.

— Mel Gillott,
64 Beverley Avenue
Unanderra Heights.
NSW. 2526

Ph: (042) 964111 (business)
(042) 714683 (after hours)



*Reproduced by Courtesy 'Circle Torque' – Victorian Control-Line Aeromodellers
– To whom thanks are due. MM*

ELFIN TYPE 600

Just prior to Easter 1968 a new Elfin open-wheeler racing car made its appearance at Calder Raceway. On its first outing with designer constructor Garrie Cooper at the wheel the Type 600 was placed second in its Formula 2 race.

At a time when everybody was looking toward monocoque construction and following in the footsteps of Lotus chief Colin Chapman, the Type 600 was unusual in returning to a space frame. Cooper had already been along the monocoque road with the successful Type 100, and he had decided that the disadvantages of the mono construction far outweighed the advantages of this type of car when put in the Australian environment. Upkeep and general repairs were much more expensive on the monocoque and tied down the limited workforce available in construction. This was at a time when the only sponsors of motor sport in this country were the petrol and tyre companies and advertising space on the body of a racing car was unheard of.

In the same prototype car Garrie Cooper became the first resident Australian driver to win an international grand prix outside Australia or New

Zealand when he won the Singapore Grand Prix. The time was a race record and the Type 600 was firmly launched. The car was sold in Singapore.

John Walker won the Lucas Davison Formula Two series in a Type 600B. The 600A designation was used for the Formula 3 version of the car.

The 600C appeared in 1969. Spurred on by the previous year's win Garrie was prepared to have another crack at the Singapore Grand Prix and try to pick up the Japanese GP on the same trip. This led to the first Australian National Formula car built in Australia with an Australian engine. Into the Type 600 space frame Cooper dropped a Repco 2.5 litre 830 series engine. Unfortunately, the car left Australia without turning a wheel and the previous year's success story was not repeated. The car was sold in Hong Kong and returned to Elfin's for a complete overhaul. The potential of the vehicle was displayed in the Gold Star race at Mallala when Cooper in the borrowed car won the race from Leo Geoghegan in a Repco powered Lotus 39. This same car was bought by Malcolm Ramsay, and so returned to

the Australian Formula 1 fields.

In 1970 the 600B acquired a new body shape and detailed improvements. The Ramsay car was updated and John McCormack first appeared on the ANF1 scene in a 600C to the new specifications and fitted originally with his 2.5 Climax engine and later a series 740 Repco V8.

At the factory in Adelaide the ultimate development of the 600 series was taking shape. This was the car that the reputable NSW magazine Racing Car News described as the best built and finished Formula 1 car in the world. Certainly among the cars assembled for the 1970-71 Tasman series the Elfin 600D had nothing to fear on this score. Based on the well-proven 600 spaceframe the car differed from its predecessors in having the Repco 830 engine fitted as a stressed member of the spaceframe rather than being mounted in an engine bay in the chassis as previously.

It was a magnificent car, but the Australian Formula was up for a change and development time ran out. In that last Gold Star season of the 2.5 litre formula the 600D was placed second

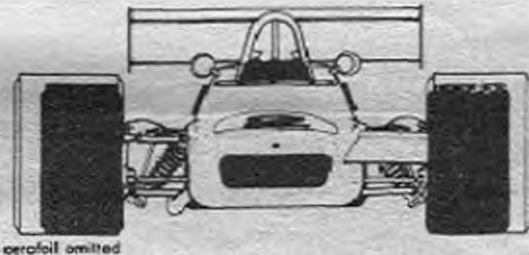
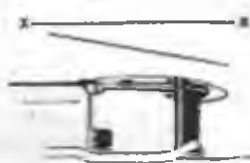
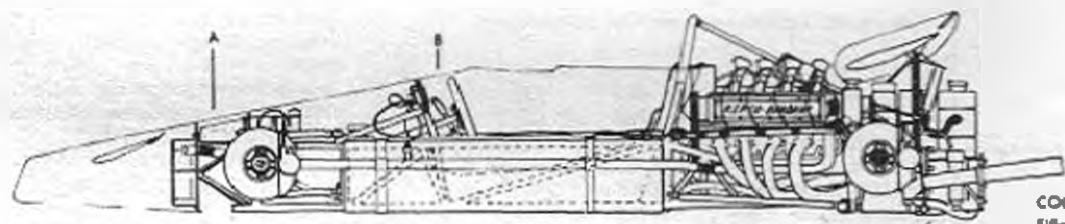
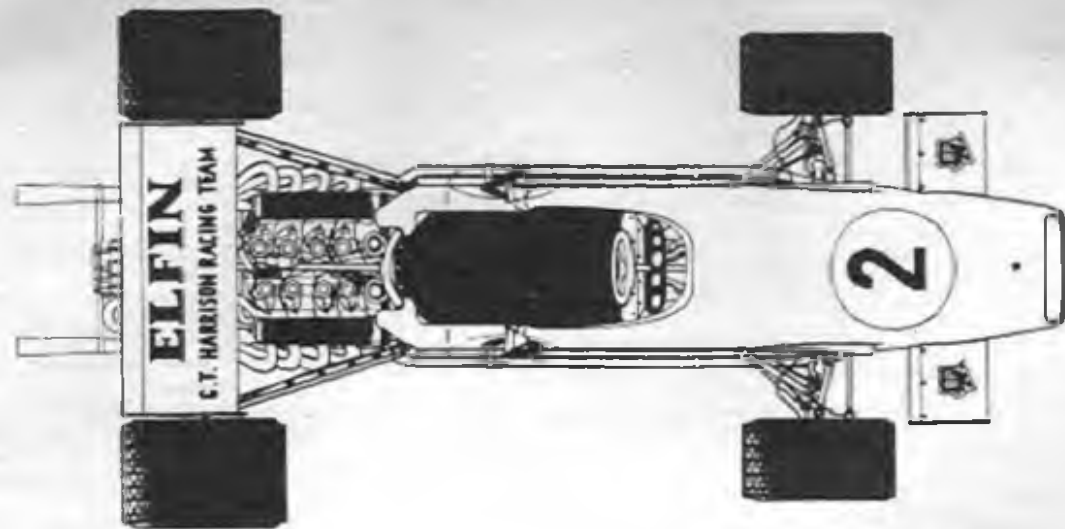
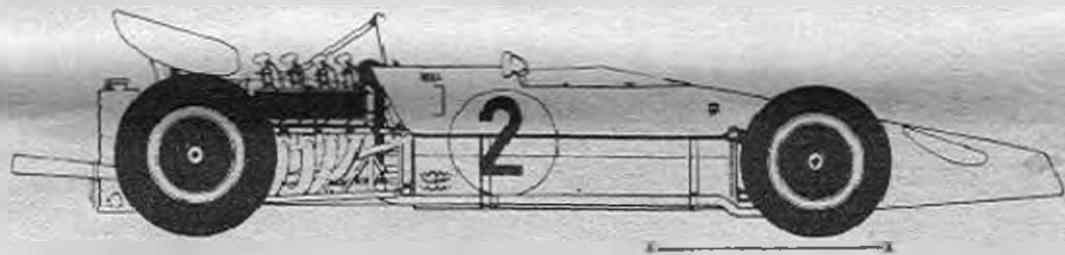
and managed a third. It was in first position when forced to retire at Mallala and third at Lakeside.

The Formula 2 Type 600 was developed to the E series and in the hands of drivers of the calibre of Henk Woelders, Maurie Quincey and John Walker were always in the front of the Formula.

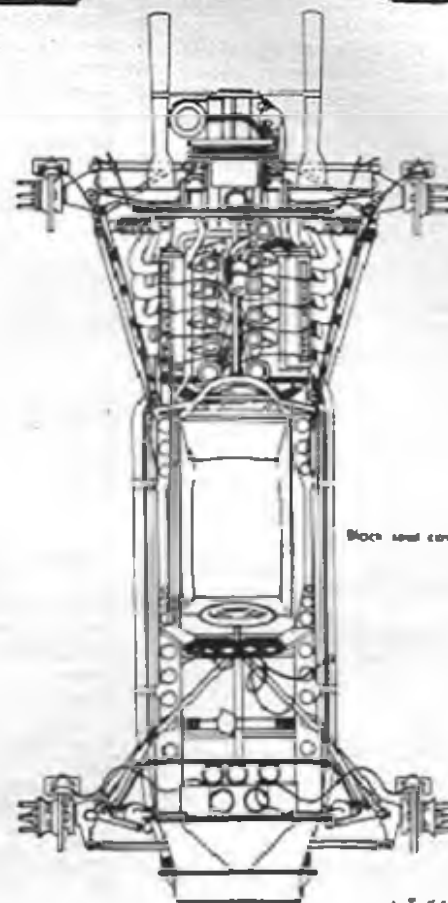
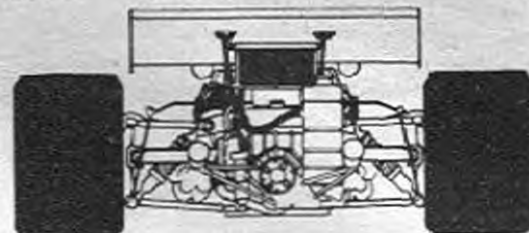
Formula Ford made its appearance in 1970 and the Type 600FF made its appearance. The first Formula Ford was sold to Bob Stillwell for Richard Knight to drive and Elfin was first in the series. When Richard Knight went to Europe the Stillwell team expanded to a two car effort with Larry Perkins and Michael Stillwell at the helm. This is the team represented in the drawing.

The Elfin 600 series opened up an export market for Australian cars in the East and also paved the way for later exports of later series Elfin's to the United States. The 600 also supplied the basis for the later Elfin 300C sports car and the successful Types 350 and 360 Australian Sports Car Championship winning for three years running.

ELFIN Type 600d



Right aerofoil omitted for clarity



Black seat cover removed



ELFIN SPORTS CARS
1 Connors Avenue, Edwardstown
5039, South Australia

COLOR: Red, rear aerofoil silver.
Elfin badges yellow metal on chrome. Wheels matt black. External pipes aluminium. Spaceframe medium grey. Suspension chrome.

L.T. HAN
A. CEMCA 01
MELBOURNE, VICT.

Ronald G. de Chastel ANNOUNCES



SANWA ELECTRIC CO., LTD.



6 CHANNEL 4 SERVO	
5 CHANNEL 4 SERVO	
4 CHANNEL 4 SERVO	
2 CHANNEL 2 SERVO	

at
Model Airsports & Hobbies
33 Station St., Nundah
Phone 67 2260

NATIONALS BULLETIN 1975-76 NATIONALS LOXTON, STH AUSTRALIA.

NOTE: 1. All C.L. events will be held at the Loxton Oval.
2. All F.F. events will be held at the F.F. field (map to follow).
3. All radio events (other than R.C. Thermal) will be held on the Loxton North Oval. R.C. Thermal will be flown on the F.F. field

PROGRAMME

Sunday, 28 Dec.
10 am-4pm Processing at the control centre - Loxton Oval.
8pm Briefing for all contestants - Control Centre.
9pm Sub-committee meetings.
Monday, 29 Dec.
Control Line
9am-10am Practice
10am Open Combat.
10am FAI Team Race
Free Flight
6am A2 Sailplane
Radio
8am Multi Aerobatics (2 rounds) Expert & Novice.
Evening
8pm Rules Conference Loxton Hotel/Motel.
Tuesday, 30 Dec.
Control Line
9am-10am Practice
10am 2.5cc Rat Race (Junior & Senior)
10am Stunt, Round 1.
Free Flight
6am A1 Sailplane Junior Open Sailplane
Radio
8am Multi Aerobatics (2 rounds) Expert & Novice.

Evening
8pm Nationals Conference, Loxton Hotel/Motel.

Wednesday, 31 Dec.

Control Line
9 am-10am Practice
10am Goodyear
Free Flight
6am FAI Power
2pm Indoor at the Control Centre
Radio
8am Quarter Midget
Evening
8pm Control Centre Peanut Scale Indoor H.L.G. New Year's Eve 'do'

Thursday, 1st Jan.

Control Line
9am-10am Practice
10am FAI Combat Junior FAI Combat Static Scale Judging Scale Flying
2pm Free Flight
6am Open Power (5 rounds)
Radio
8am Static Scale Judging and FAI and Class 2 Scale Flying (2 rounds)
Evening
9pm Night Scramble.
Friday, 2nd Jan.
Control Line
9am-10am Practice
10am Stunt, Round 2.
10am Combined Speed FAI Speed.
Free Flight
6am Wakefield (7 rounds)
Radio
8am FAI Pylon R/C Thermal Glider (2 rounds)
2pm
Evening
8pm Auction in Control Centre.

Saturday, 3rd Jan.

Control Line
9am Final 2 rounds stunt.
10am Open Rat Race.
Free Flight
7am-9am Hand launched glider Scramble.
1pm
Radio
8am R/C Thermal-glider (2 rounds)
Evening
7pm Presentation Dinner - Barri Hotel/Motel.

ACCOMMODATION:

Hotels and motels are filling fast. The two motels in Loxton, at which we had block booked, are now fully booked by aero-modellers. The S/C air-conditioned rooms in the hotel section of the Loxton Hotel/motel are also fully booked, but we can still offer standard rooms (single and twin, without air-conditioning) in the Hotel. We still have motel accommodation at Barri, which is close to the Radio practice field and very convenient for the Presentation Dinner. The Kingsway Roadhouse at Loxton offers motel type accommodation, which must be booked DIRECT, as we are NOT handling these bookings.

There are No on-site or over-night caravans available at Loxton, but other Riverland towns offer this facility. Bookings for these must be made direct to the caravan parks concerned - this also applies to holiday flats and cabins in the Riverland area (S.A. Govt Tourist Bureau booklet on The River Murray lists details, addresses, and costs etc., and is available from their offices in Adelaide, Sydney and Melbourne.)

Caravan Parks in Loxton will not accept definite bookings, but will accept list of names, saying they will fit people in somewhere.

We have booked the complete oval complex (Community Grounds) which includes 21 sites for caravans or tents with power, with additional space for sites without power. Male and female shower and toilet facilities are available for campers at oval. Cost of these sites is \$12 (incl. booking fee) for total period of Nats, or \$2 per night.

Pavilion-type accommodation is available at the oval for 20 males, at cost of \$5 for Nats or \$1 per night (supply your own bedding, etc., as this provides only a place to put your own mattress, stretcher or whatever). Arrangements have been made for those who require it to purchase breakfast at nearby roadhouse.

Bookings for Loxton Hotel, motel units at Barri, oval camping sites, and for pavilion type accommodation, may be made by mail, phone or in person to:

John Evans,
52 Underdown Road
Elizabeth South,
SA. 5112. Phone: (08) 255 3682.

Please give your name, address, accommodation required (and acceptable substitutes in case your choice is not available), and proposed dates of arrival and departure. Also advise composition of your party or family (eg, 2 adults and 2 children, or 2 males, or husband and wife, or father and son, etc) and supply any other information which you feel may help us to supply what you want.

Please send deposit of \$10 per room/unit, camp site, plus \$2 booking fee with your booking, or \$5 per person for pavilion accommodation. Please make cheques etc. payable to '29th Nationals Committee'. Phone booking to be confirmed by payment of deposit as soon as possible.

If required we will accept names to pass on to caravan parks in Loxton, without fee, because of the situation which prevents SAAA from being able to accept responsibility for making sure these sites are available.

Please book your accommodation early, as we'd like to see you in Loxton for the Nats.

- 29th NATIONALS COMMITTEE.

RESULTS FREE FLIGHT 1975 CHAMPIONSHIPS : 27.7.75

Beaudesert field - weather fine, attendances good.

OPEN POWER	C of C Score
V. Stewarts, NMAA	401 (3)
J. Stewart Jnr, BMAC	266 (2)
J. Lewis, BMAC	200 (1)
V. Richard Smith, Mt Isa	28
CHUCK GLIDER SCRAMBLE	
J. Stewart Jnr, BMAC	295 (3)
L. Thomas Jnr, BMAC	294 (2)
J. Lewis, BMAC	224 (1)
K. Andrews, BMAC	97
V. Stewarts, NMAA	56
Van Smith, Mt Isa	50
A. Thomas, BMAC	24

C of C Results:	
J. Stewart Jnr	5
V. Stewarts	3
L. Thomas Jr.	2
J. Lewis	2

Contest Money:	
Open Power	\$3.50
CG Scramble	6.00
Total	\$9.50

FOR JUNIOR CONTROL LINE FLIERS

By R. Harris,
Sec., Phoenix MAC.

This article is aimed primarily at the junior control-line model flier and builder.

Some recent observations or juniors on the field have been that their models have had:

1. Rudder held in place with band aids or pins.
2. Wheels held on with PVA glue or a rubber band (!)
3. Engine fitted with 1Nthrust.
4. Engine held with one bolt and nut or two bolts with no nuts, or engine held with self-tapping screws (over size).
5. Tied loops on control lines, no binding or soldering.
6. Undoped and unpainted models being flown (fuel soaks into bel so unless it is painted with enamels).
7. Wet glue on a model about to be released (give it time to dry!)
8. The front half (leading edge forward) fall off on take-off!
9. A 2.5cc engine in a model designed for a 5cc engine.
10. Frayed or kinked control lines.

These points induced me to list the following suggestions:

DON'T FLY NEAR POWER LINES

BUILDING -DO-

1. Read all the instructions carefully then read again.
2. Build according to the instructions.
3. Check all the parts are in the kit.
4. Build carefully and accurately.
5. Take your time - never rush.
6. Use the correct cement in the right place (epoxy cement for areas of great stress).
7. Use plenty of cement - better too much than too little.
8. Fit everything carefully and accurately - especially undercarriage, bearings, fuel tank, wheels, engine, bellcrank etc.
9. Take care with the covering of the wings - that's what keeps the models UP.
10. Take care with the doping and finishing.
11. Select a model that is within your building capabilities.
12. Seek advice and assistance from experienced modellers - don't be afraid to ask.

BUILD SAFELY - STRONGLY

ANCHOR ENGINES SECURELY - AN 8oz ENGINE LEAVING A MODEL AT 70 MPH IS AS DANGEROUS AS SCHRAPNEL OR A BULLET

FLYING -DO-

1. Carry out a check list before you leave home.
2. Check your engine will start and run before you leave.
3. Have your engine running well and tuned correctly before it is released to fly.
4. Carry out a check list before the model is released.
5. Develop good safety habits.
6. Use control lines only in good order - no kinks, broken strands etc.
7. Practice the various stunts and try to improve on each flight.
8. Keep flying, crashing, repairing, flying again in the same model.
9. Repair it correctly and repair it well.
10. Seek advice, assistance - learn from other modellers' mistakes and experiences.
11. Join a club or group and share the enjoyment and satisfaction of this wonderful sport/hobby.
- Good building and good flying.

DON'T FLY OVER OTHER PEOPLE'S HEADS

TAKE ELEMENTARY SAFETY PRECAUTIONS

BUY LOCALLY FROM YOUR FRIENDLY HOBBY DEALER

MM2. PIPER J 3. Free-flight semi-scale or radio control semi-scale for single or two channel radio. This is an old design, tried and tested. Many have been built and flown successfully. Simple construction would allow even a beginner to succeed with this one. Plan was prepared for single channel OS Pixi receiver, but any other current single channel set will do. Price: \$3.50 Postage and packing free.

MM 3 VELIE MONOCOUE
Vintage scale model for multi-R/C. Simple construction, box fuselage. Good flyer. Price: \$6.50 Post paid. J)

MM 4. BABY DUMPLING
Tubby biplane free-flight for beginners. For .75cc to 1.5cc engines. Reliable sport or scramble model. Price: \$3.50 Post paid.

MM 6. STINSON SR-6 Free-flight rubber powered, control-line or free flight power model. Take your pick from instructions on plan. Comprises 2 sheets 17" x 11" \$3.50 Post Paid.

MM 7. CHALLENGER. Theo Georgiadis' superb 'Challenger' stunter for .40 cu. in. engines. Magnificent draughtsmanship. \$10.00 Post Paid.

MM 9 BABY BIRD. A smaller stunter, based on the well-known Thunderbird design. Baby Bird is an elegant stunter for 2.5 to 3.5cc engines. Small scale plans for this model. Designed by Graeme Martin. Build it now from the full-size plans. Price: \$3.50 Post paid.

MM 10 WESTLAND WHIRLWIND
Superscale plans to 1/24 Scale of full size aircraft. WW2 Authentic scale reference. Plan measures 36" x 26". NOT a MODEL PLAN but scaled up from this, would make a superb R/C multi twin-engine scale. Price: \$3.50 Post paid.

MM 11 MOTH MINOR
Rubber powered, 36inch wingspan model Winner of the Southern Cross MFC rubber powered scale contest 1974. Simple to build, a superb flyer, ideal for beginners. Price: \$3.50 Post paid

MM 12 PARAKEET
Single channel rudder only parasol wing trainer for 1.5cc engines. Simple construction. Designed by Russ Hammond, built and flown by Rom Tom Prosser, ideal first R/C trainer. Price: \$4.00 Post Free.

MM 14 THE DOODLER
Three-channel R/C trainer or sport flyer. For .09 to .23 engines. Designed by Geoff Eastwood. Plan Price: \$4.50 Complete kits available on request, from Model Exchange, 255 South Rd., Morphett Vale SA. 5162.

MM 14 TOPSY TRAINER
Simple control-line biplane for 1.5cc engines. Build it in three nights - Easy to fly. Price: \$2.00 Post free.

BRAND NEW GUARANTEED ENGINES AT DRASTICALLY REDUCED PRICES

SUPERSCALE MODELS
356A PACIFIC H'WY,
LINDFIELD NSW

MAIL ORDER NOW!

MM 13 CROWBAR

Rocket climbing 1.5cc free-flight power model by Basil Healy. Simple pylon construction and flat bottom wing section makes for speedy construction and flat glide. Price: \$3.00 Post Paid.

MM1 de Havilland TIGER MOTH

Our best selling control-line plan. Control-line scale/stunter for 1.5cc engines. Fairly simple construction but not recommended for anyone who has not first built a few other control-line models. (Sent folded but flattens out well). Price: \$2.00 Postage and packing free.

**SEND CHEQUE OR MONEY ORDER TO MM PLANS SERVICE,
P. O. BOX 31, ROSEVILLE, NSW 2069**

taipan

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
PIPE Extra \$ 6.00

Model Shop Directory

<p>NSW - RIVERWOOD to SILVERTONE SALES & SERVICE Unit 6, No 2 Schofield Street, Riverwood Phone 533 3517 All R/C Requirements: Space Commander Service: Planes, Boats, Cars SHOP & MAIL ORDER SERVICE</p>	<p>NSW - NEWCASTLE. HUNTER HOBBIES. 40 Beaumont St., Hamilton, N.S.W. 2303. Panser, Kavan, Micromold. Mail Order Service throughout Hunter Valley and Central Coast.</p>	<p>VICTORIA - GISBORNE. RADIO CONTROL MODEL SUPPLIES. 82-84 Howey St., Gisborne, 3437. Phone: (054) 28 2145. Authorized Kraft Agent. Latest 2 to 7 Channel Outfits. Combination Package Deal Bargains. Specializing in Mail Orders.</p>	<p>NSW - PORT MACQUARIE HOBBYPORT 30 Horton St., Port Macquarie 085-831444 All model aircraft supplies, R/C, C/L, Kits and Accessories. Model Railways, Plastics, Cars</p>
<p>NSW - BERRIDALE. BIRNEY'S OTHER SHOP. Myack St. (Dalgety Rd.) Berridale, 2628. Modelers' Supplies for the MONARO & SNOWY MOUNTAINS. Aircraft - F/F, C/L, R/C. Boats - Plastics. Come SOARING in the SNOWYS.</p>	<p>NSW - NEWCASTLE. MAURIE DICK AUTO ELECTRICAL SERVICE. 60 Second St., Boslaroo, 2284. Phone: 58 1964. Local Kraft Agent. Will Test Fly all gear sold. Used Sets Available. Terms Arranged.</p>	<p>VICTORIA - COHUNA R.J. & V.R. MORRIS 11 King George St., Cohuna, 3568 Phone: 56 2412 All Model Aircraft Supplies. Radio Control & Control Line Accessories AGENTS FOR: Enya, O.S., H.P., Taipan Motors and Kraft R/C. MAIL ORDER SERVICE.</p>	<p>A. C. T. - CANBERRA THE HOBBY SHACK 7 Pirie Street, Fyshwick, Canberra. Phone 956225. Hours: 3.00 pm - 5.45 pm Weekdays 9.00 am - 12.00 am Saturday SPECIALIST IN MODEL AIRCRAFT</p>
<p>NSW - BONDI JUNCTION. BONDI MODEL CENTRE. The Royal Arcade, 175 Oxford Street, Bondi Junction, 2022. Phone: 389 8303. Model Aircraft Supplies. R/C and C/L Kits, Engines, Accessories. Full Range of Plastic Model Kits.</p>	<p>NSW - NEWCASTLE UNLIMITED HOBBIES & TOYS. 11 Smart St., Charlestown, 2290. R/C, Panser, Kraft, O.S., Futaba, Kits: A/Flite, Kalkkraft, Veron, Graupner, Goldberg, Svenson, Motors: O.S., Enya, Fox, Taipan, H.P., Webra, Davies-Charlton, Super Tigre Accessories - "You name it - we have it." MAIL ORDER SPECIALISTS - 43 1288</p>	<p>QUEENSLAND - BRISBANE MODEL AIRSPORTS & HOBBIES Ronald G. de Chastel 33 Station St., Nundah. Ph. 67-2260 THE RADIO CONTROL SPECIALIST Complete range of R/C outfits, kits, etc. for Model Aircraft - Boats - Race Cars. Send 9 x 4 S.A.E. for catalogue.</p>	<p>QUEENSLAND - KENMORE KENMORE SPORTS & HOBBY SUPPLIES 2073 Moggill Road, Kenmore, 4069 (Opp. State School. Phone: 78 3796 Specialising in Aeromodelling - Including R/C, BOATS, MODEL RAILWAYS & PLASTICS MAIL ORDER SERVICE</p>
<p>NSW - DUBBO. KENANNE ELECTRONICS & HOBBIES. 202 Darling Street, Dubbo. For a complete range of R/C, C/L, & F/F KITS, Engines & Accessories. For free catalogue - Send S.A.E. to:- P.O. BOX 492, DUBBO. 2830.</p>	<p>NSW - PARRAMATTA. BERGS HOBBIES. Cnr. Church & George Sts., Parramatta, 2150. Phone: 635 8618. All Model Aircraft Supplies, Radio Control & Control Line Access. Japanese & U.S. Imported Equipment.</p>	<p>QUEENSLAND - WOOLLOONGABBA. GORRIES HOBBY CENTRE. 604 Stanley St., Woolloongabba, 4006. Everything for the Modeler and Hobbyist. Package Deal Enquiries invited. Send S.A.E. for free price list.</p>	<p>NSW - RAMSGATE AERO HOBBY SUPPLY FIBREGLASS SALES & SERVICE 362 Rocky Point Road, Ramsgate, 2217. 529-7438 ALL HOBBY SUPPLIES - BALSA, FOAM, PLY, PLASTIC.</p>
<p>NSW - CAMPBELLTOWN ARGYLE NEWSAGENCY Shop 4, 3 Hoddle Ave., Campbelltown 2560 Phone A.H. 046-25-3138 TOYS, STATIONERY, PLASTICS, ENGINES, R/C SUPPLIES, ALL HOBBY SUPPLIES</p>	<p>NSW - SYDNEY. THE FANTASTIC HOBBY SHOP. 33/34 Angel Arcade, Wynyard, Sydney, 2000. MODEL HOBBY SPECIALISTS. Flying Models, Plastic Kits, Model Railways.</p>	<p>TASMANIA - HOBART. TASMANIAN RADIO CONTROL SUPPLIES. 15 Courtney St., Lenah Valley, 7008. Phone: 28 1491. SPECIALISING IN RADIO CONTROL PLANS. Radios, Kits, and Accessories. Send S.A.E. for price list.</p>	<p>NSW - NEWCASTLE JANN-ED TOYS & HOBBIES Pickering's Arcade, Charlestown, 2290 For Plastic Kits Model Railways A/Flite Kits IF WE HAVEN'T GOT IT WE WILL ORDER IT FOR YOU</p>
<p>NSW - ROSEVILLE NORTH SHORE SUPERSCALE BOOKS AND MODELS Rear of 108 Pacific Highway, Roseville 2069. BALSA, OS, TAIPAN ENGINES, KRAFT, EK LOGICTRON, OS RADIOS, SVENSON KITS, R/C SUPPLIES, ACCESSORIES, AVIATION, MARINE, TRANSPORT UNIFORMS, MODELLING BOOKS Afternoons only - No Saturday. Hours: 2pm to 6 pm</p>	<p>NSW - BELFIELD GOLDING MODEL SUPPLIES 16 Boronia St., Belfield, 2191 Veteran, Vintage & Classic Cars Metal Die-Cast Kits & Ready Built 1/76 & 1/43 for Collectors MAIL ORDER SPECIALIST S.A.E. FOR LISTS 642-2414</p>	<p>WEST AUSTRALIA - MT. LAWLEY JACK STANBRIDGE'S 'HOBBY SHOP' 19 Guildford Road, Mt. Lawley, 6050, W.A. Phone 71 8928 - Home of the Trains -</p>	<p>SOUTH AUST. - ADELAIDE BURNSIDE HOBBY DEPOT 427 Porrush Road, Toorak Gardens, S.A. 5085 MODELLING KITS & MATERIALS PHONE: 31 9389 PLANES : BOATS : TRAINS</p>

AUSTRALIAN & NEW ZEALAND MODEL SHOPS - Use this space to advertise.

BUY 'MODELLERS' MONTHLY' AND 'AIRBORNE & R/C MODELS'
FOR TOTAL COVERAGE OF THE ANZ MODELLING SCENE