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AUSTRALIAN & NEW ZEALAND MODELLERS' MONTHLY .50¢*

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Vol 2 No 8/9

OFFICIAL ORGAN OF THE MODEL BOAT CLUB OF NSW

SEPTEMBER 1975



Merv Stevenson of BARCS (in cap) at the SILVER ANNIVERSARY R/C Champs at Rogham Rd, Zillmere, this year. Lockheed Lightning flew fabulously. Merv assisted by clubmate. Photo: Courier Mail via Arthur Gorrie.

IN THIS ISSUE: FULL SIZE FREE PLAN - PEANUT SCALE PLANS - HMAS ANZAC - SE5A - SPECIAL BOATING REPORTS - AMYA - ALL REGULAR FEATURES

SPECIAL BOATING NEWS

MODELLERS MONTHLY



AUSTRALIAN AND NEW ZEALAND MODELLING

VOLUME 2 NO. 8/9

AUSTRALIAN AND NEW ZEALAND MODELLERS' MONTHLY

AUGUST/SEPTEMBER 1975

FIRST NSW MODEL BOAT CHAMPS



Ian Darley with his 'Flying Scot' Mk III, powered by an O & R 1.6 hp — a New South Wales boat.

FIRST NSW MODEL BOAT CHAMPIONSHIPS

NAVIGA SPEED & STEERING

The weather turned out great but very humid, about 100% worth.

As we had not put on a Championship before, it was a very hectic first hour and a half getting set up and ready to operate.

After a late start and plenty of broken and bitten fingernails, the Naviga speed events got under way..

F1V 2.5cc

Hans Fietkau, NSW, was the only entry. He took the trophy with 47.05 secs.

F1V 5.0cc.

The best time being taken by Tony Grey Vic, 23.5 secs, Taipan 3.5 motor, Pascoe hull, Futaba radio. Rod Smith was second with 24.8 secs, Taipan 3.5 'OGEE' hull, Kraft Radio.

F1V 15cc

Rod Smith, Vic, first with 20.15 secs, OPS 10cc, own design hull, Kraft radio. Tony Grey, Vic, second with 21.9 sec, HP 40r, 'OPUS' hull, Futaba radio.

F1V 35cc — Petrol Ignition.

Ian Darley, NSW, first with 27.9 sec, O & R 1.6 hp motor, own design hull, Futaba radio. Grahame Hucheson, NSW, second with 31.0 sec, O & R 1.6 hp motor, 'CRAVEN' hull, Futaba radio.

F1E 500 — Electric Speed.

Philip Connelly, first with 0.54.25 sec. and 139 points, Mirage hull, 3.5 Taipan. Chris Tindall, NSW, second with 1.31.4 sec. and 129 points, BALU hull, 10 cc Webra.

F3E — Naviga Steering - Electric

Ian Darley, NSW, first with 2.16.4 sec and 122 points, Hectaperm motor, Sports Fisherman hull, 12 nicads, Futaba radio. Tony Grey, Vic, second with 1.26.45 sec. and 114 points, Sea-wasp and nicads.

The day ended with the most horrific storm we have ever seen, it brought the level of water in the lake up 6" in 30 minutes, no kidding — it poured.

SUNDAY

Multiboat Racing FSR (2 heats)

Even through the bustle of setting up the excitement could be felt, some boats on the water testing and others being prepared, everyone eager to get started.

Racing was very keen and close, neither NSW nor Victoria dominated. It was a fight to the finish.

FSR to 3.5

Philip Connelly won with 66 laps overall with Jim Pascoe breathing down his neck with 56.6.

FSR up to 6.5.

Tony Grey won with 70.8 laps, hotly pursued by Jim Pascoe with 70.2 laps. Any closer and we would have had a fight to see who got the trophy.

Yours truly had problems of trim in the morning but after modifications, such as a

hull. It was his first attempt at Multi-racing. He returned to Dapto near Wollongong on Saturday afternoon, remade a tuned pipe

and re-organised his rudder system, then came back and competed on Sunday. Unfortunately he broke a crankshaft.

FSR up to 35 cc 'Petrol Ignition'

Won by Bob McIntosh, NSW, with 56.4 laps closely followed by Ian Darley with 55.0 laps.

We hope this class will continue, as they are very impressive boats. In past years they have kept the club together, being the only real racing boat.

FSR Electric.

Tony Grey won this class with his very quick boat with 24.6 laps. Philip Connelly placed second with 23.6 laps.

It looks like electric speed boats are here to stay.

FSR Endurance Racing. (Under 3.5cc.

Jim Pascoe romped in with 41.6 laps with Barry Craven second with 36.6 laps.

Over 3.5 cc.

Rod Smith smashed all opposition with 53.0 laps, with our Andrew Young second with 30.0 laps.

Up to 35 cc.

Norm Varty, Vic, first with 34.0 laps. I think Norm waited for this event all day. Ian Darley was second on 33.8 laps. This was anyone's race — very close.

One thing we can say is that everyone enjoyed themselves. We had problems sure, but next time things will be better.

We would like to thank all those fellows who came from interstate and from the country. There was no response from most NSW country areas, but no doubt this will correct itself very soon.

We look forward to January when we host the 3rd Australian Model Boat Championships to be held over 3rd, 4th & 5th January.

Model boating is growing like wildfire and I am proud to be part of this fine hobby.

Barry Craven,
Hon Sec.,
MBC of NSW.

Barry Craven's Taipan 3.5cc engine with OPS 29 pipe, small Ronson refill can, OPS 29 Nitro pipe for 40 engine, large can) See current Airborne & R/C Models for details of how to construct. (Vol 2 No 2).

me coming out on top after Tony had a brush with a floating slab of concrete, or was it the lake side? bad luck for him as he was ahead at the time. He was faster, but didn't turn as well.

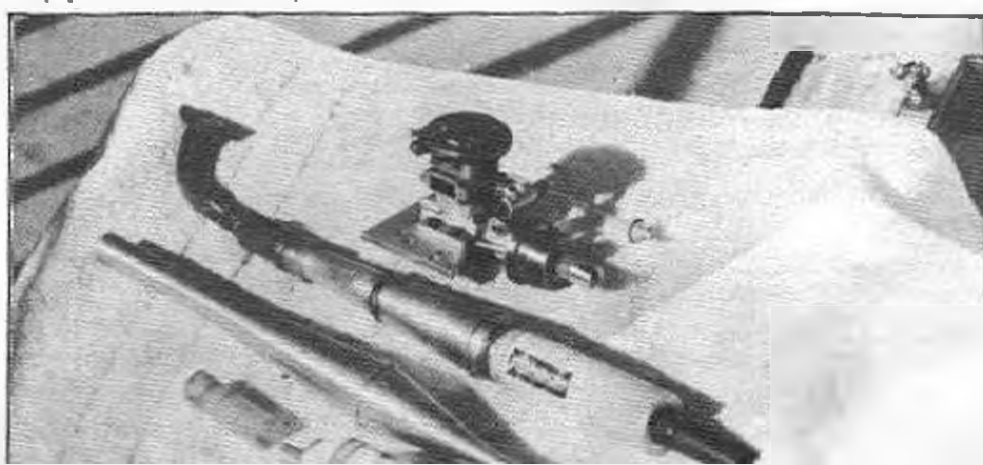
However, that's enough bragging, on with the report.

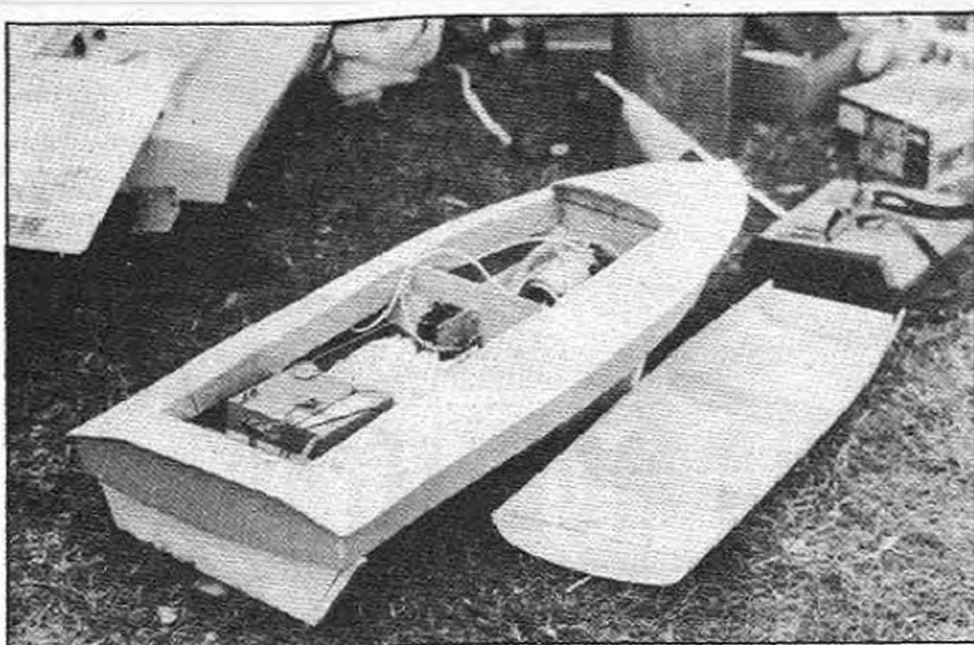
FSR up to 15 cc.

Andrew Young, NSW, took out first with 59.4 laps with Rod Smith second on 59.2 laps. Very close racing by both men.

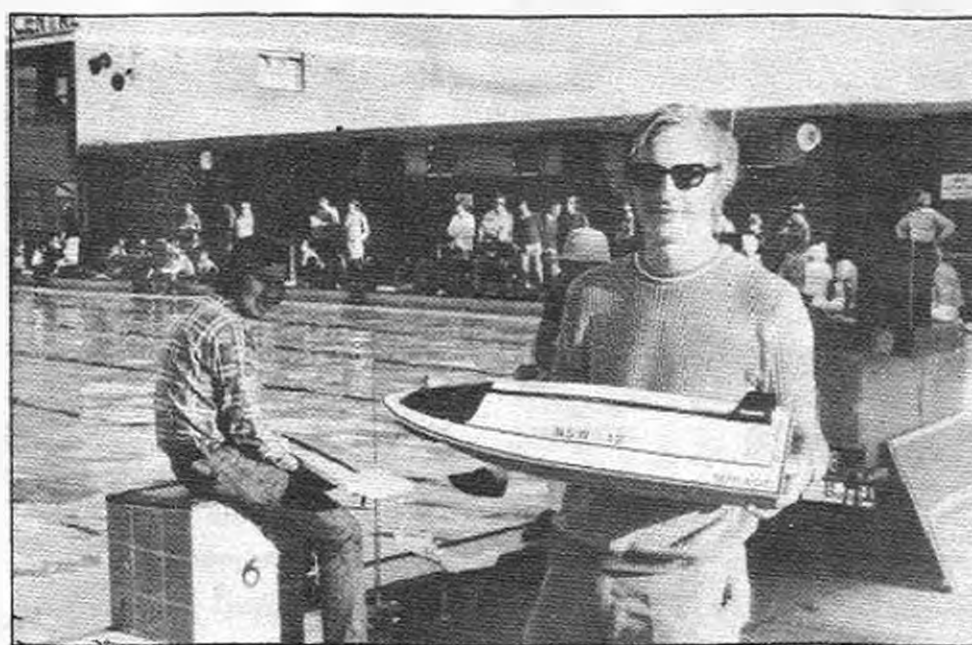
Even though laps were low the times per lap were very quick, down to 11 and 12 secs. There were a lot of motor failures.

A creditable performance was put in by Colin 'The Dapto Dog' Gregory, who had a very potent 10 cc Webra powered 'OPUS'

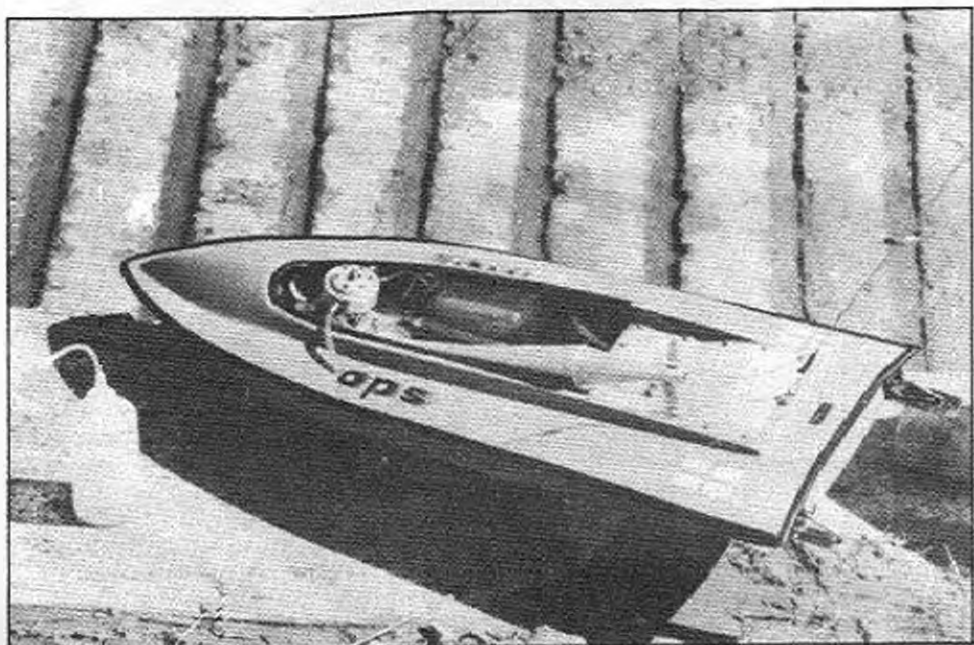




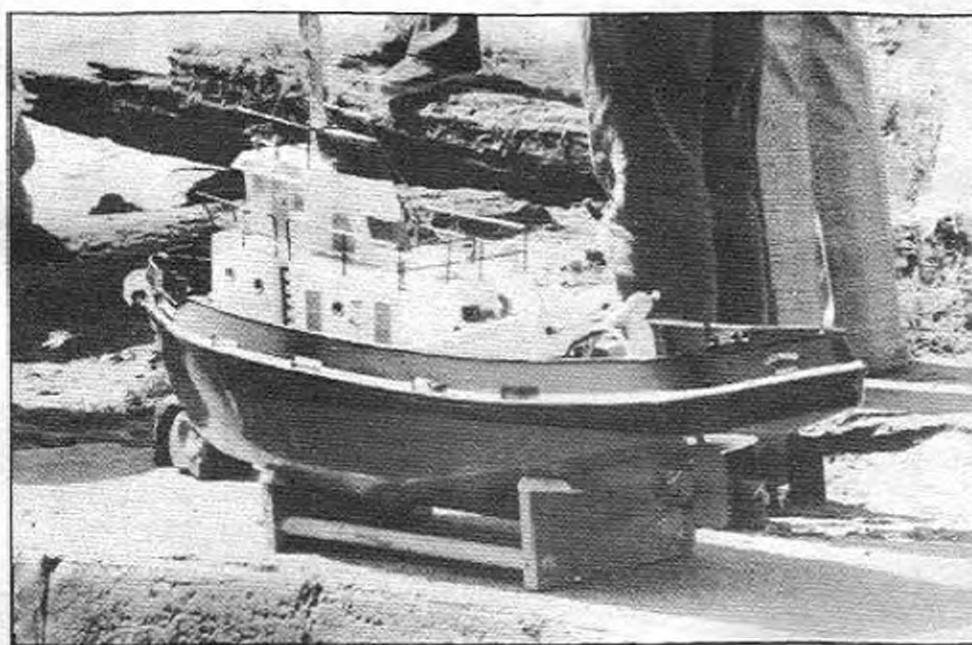
Sea-Ram motor has 12 1.2 amp-hour Nicad batteries.



Philip Connolly at Ryde Pool with the new Mirage.



Maitland modeller John Sharp's 'Ogee' hull, HP 40 motor.



Newcastle member Barry Adam's scale tug performs beautifully.

THE MODEL BOAT CLUB OF NEW SOUTH WALES RESULTS - NSW CHAMPIONSHIPS - 29/30 MARCH, 75.

NAVIGA SPEED: 30 x 30 x 30 Triangle course
F1V 25

	Sec.		Ob.
Hans Fiektau	47.05 NSW		
F1V 15			
Rod Smith	20.15 Vic	92.5	
Tony Grey	21.9 Vic	87.5	
Philip Connolly	22.0 NSW	75	
Ian Eddy	22.9 Vic	—	
Jim Pascoe	24.4 Vic	—	
Barry Craven	24.6 NSW	80	
Andrew Young	25.4 NSW	—	
Chris Tindall	26.45 NSW	80.5	
Brian McKellar	27.65 NSW	79.5	
Brian Jones	31.0 Vic	88	
Den Hiscox	32.4 NSW	—	
Joe Borg	32.8 NSW	83.5	
Colin Gregory	— NSW	89.5	
F1V 5			
Tony Grey	23.5	85	
Rod Smith	24.8	85	
Jim Pascoe	25.4	81.5	
Philip Connolly	30.0	76.5	
Alan Cridland	31.2 NSW	86	
Hans Fiektau	32.8	80.5	
Andrew Young	33.0	—	
Brian Strickland	37.0 NSW	81	
Denis Fredericos	52.0 NSW	76	
Brian McKellar	—	81	
Ray Hammer	— Vic	—	
Colin Gregory	—	79	
F1V 35			
Ian Darley	27.9 NSW	83	
Grahame Hutchison	31.0 NSW	89	
Bob McIntosh	34.0 NSW	91	
F1E 500			
Philip Connolly	27.0 NSW	69	
Tony Grey	35.4 Vic	—	
Andrew Young	35.95 NSW	—	

STEERING:	Min.sec.	Points
F3V (i.c.)		
Philip Connolly	0.54.25	139
Chris Tindall	1.31.4	129
Rod Smith	1.35.9	127
Denis Fredericos	2.03.7	120
Brian McKellar	1.47.5	116
Joe Borg	1.21.1	114
Allan Pygin	1.18.7	113
Colin Gregory	1.33.75	105
F3E (Electric)		
Ian Darley	2.16.4	122
Tony Grey	1.26.45	114

MULTIBOAT: 'M' Shape Course
FSR 6.5 (10 minute heats)

	Laps
Tony Grey	70.6
Jim Pascoe	70.2
Ian Eddy	62.2
Hans Fiektau	43.2
Andrew Young	42.6
Barry Craven	40.0
Ray Hammer	35.8
Brian McKellar	35.8

Colin Gregory	33.4
Rod Smith	33.2
Allan Pygin	31.6
Brian Jones	29.8
Philip Connolly	29.0
Joe Borg	16.4
Den Hiscox	0.4
FSR 3.5	
(10 Minute heats)	
Philip Connolly	66.6
Jim Pascoe	56.6
Rod Smith	40.4
Brian Strickland	32.4
Barry Craven	29.8
Hans Fiektau	29.6
Denis Fredericos	29.4
Tony Grey	26.4
Brian McKellar	16.2
Russel Fredericos	10.0
Alan Cridland	8.8
Andrew Young	1.8
FSR 15 (10 minute heats)	
Andrew Young	59.4
Rod Smith	59.2
Ian Eddy	43.4
Chris Tindall	28.8
Colin Gregory	26.8
FSR 35 (10 minute heats)	
Bob McIntosh	56.4
Ian Darley	55.0
Megan Varty	18.2 No round 2
Norm Varty	2.4 No round 2
FSRE (4 minute heats)	
Tony Grey	24.6
Philip Connolly	23.6
Andrew Young	20.6
ENDURANCE RACES: 15 minutes dur.	
Under 3.5 cc	
1. Jim Pascoe	41.6
2. Barry Craven	36.6
3. Philip Connolly	36.4
4. Rod Smith	32.2
5. Denis Fredericos	11.2
Over 3.5 cc	
1. Rod Smith	53.0
2. Andrew Young	30.0
3. Ian Eddy	25.8
4. Barry Craven	21.2
5. Tony Grey	0.2
Petrol	
1. Norm Varty	34.2
2. Ian Darley	33.8
3. Bob McIntosh	33.0

AUSTRALIAN MODEL POWER BOATING ASSOCIATION TO ALL MODELLERS:

The objects of this association are:

- To encourage and promote the sport of Model Power Boating in all its branches and to organise and control the sport within Australia.
- Promote and recognise suitable classes of Model Power Boats for competition.
- Formulate and publish rules governing competition and measurement.
- Organise, settle conditions, fix dates and venues for running National Regattas that are approved.
- Consider as final court of appeal, all protests lodged under sailing rules.

The third Australian National Model Power Boat Championships will be held on Kippax Lake, Sydney on 3, 4, 5 January 1976 with the Model Power Boat Club of NSW being the host club. To compete, you must be a member of a club affiliated with the AMPBA.

We are dedicated to giving the experienced modeller National and International competition, as well as assistance to those just starting out in this fast growing field of modelling.

If you are at all interested in joining a model boat club, contact your nearest association club listed below. If you are fortunate enough to belong to a club already but the club does not belong to the association, why delay?

Help us help you.

Write direct to:

Bruce N. Taylor,
Crystal Brook Road,
Wattle Grove, WA 6107.

Your nearest Association Club is:

WA West Australian Model Boat Club,
Dick Stein,
6 Zinnia Way,
Willetton, WA 6155.

VIC Victorian Model Power Boat Society,
John Davitt,
177 Canning Street,
Avondale Heights, Vic. 3034

Ringwood Marine Model Club,
Norm Varty,
34 Williamson Road,
Box Hill, Vic 3128

SA Model Ship and Power Boat Club
of SA,
George Middleton,
29 Hooking Ave.,
Royston Park, SA 5070.

W.R.E.I.M.E.E.S.

Barry Dettore,
11 Wild Oak Avenue,
St Agnes SA 5097.

NSW Model Boat Club of NSW,
Barry Craven,
3/187 West Street,
Crows Nest NSW 2065.

Newcastle Model Boat Club,
Kevin Gerney,
12 Anne Street,
Raymond Terrace, NSW 2324.

ACT ACT Radio Controlled Model Boat Club,
Mrs Gwen Maurer,
PO Box 43,
Deakin, ACT 2600

SA Mt Gambier Model Aero and
Experimental Engineers,
G. Butterfield,
PO Box 852,
Mtgambier, SA 5290.

QLD Queensland Model Boat Club,
Michael Saunders,
16 Lanercost Street,
Geebung,
Brisbane, Qld 4034.

Join the association and join in the fun
at the championships in Sydney in January.

W.A.M.B.C. CLUB REPORT

The West Australian Model Boat Club was formed in February 1968 with the inaugural meeting being attended by twelve people. Our main difficulty in the early months was to find suitable water and organise competitions. The water included sailing in the Swan River and the ocean, the competition always being multi boat racing.

In 1969 regular competition began with multi boat racing taking precedence, the meetings being held on Perry Lakes. This type of competition has continued with several significant changes to scoring and event duration, the introduction of endurance racing being on change this year.

Naviga speed and steering were introduced in 1972 so that a comparison can be made with the other states and also Europe, which have the same competition.

In 1972 also, an upsurge of interest was centred around yachting and serious radio control marbled sailing started. We are anticipating introducing 10 rater and A class racing in the near future.

Our calendar in 1975 will be until 30 November and will consist of a monthly Sunday afternoon cycle of:

- 1st Sunday Multi boat racing
- 2nd Sunday Yachting, marlinhead.
- 3rd Sunday Aust. Naviga & steering.
- 4th Sunday Yachting.

These afternoon competitions start at 2 pm and continue until the entire program is completed.

The initial idea of offshore racing started in 1969 has not been forgotten. This will definitely be a spectacular event which will be fostered in the future with runs from Perth to Fremantle and inevitably a run to Rottnest Island, 10 miles from the mainland.

Several members have attended interstate championships regularly over the past four years and this club was fortunate in having a representative in the World Multi Boat Championships held in South Africa in 1973.

Competition events are now run to AMPBA rules and regulations, with special events being conducted with rules compiled by the club.

All correspondence concerning the club should be addressed to:

Dick Stein,
6 Zinnia Way,
Willeton, WA 6155.

THE MODEL SHIP and POWER-BOAT

CLUB OF SOUTH AUSTRALIA

On Friday 15 June 1962 the inaugural meeting of the Model Ship and Power-boat Club of South Australia (MS & PBC of SA) was held in a room of the YMCA, Flinders St, Adelaide at 8 pm. Fifteen people were present and the following officers were elected:

President: George Middleton
Secretary: John Dabrowski
Treasurer: John Dabrowski
Committee:
Members (3): David Leigh
Dean Digusto
Frank Williams

The aims of the Club were 'To further the interest of modelling in respect to power, speed and sail boats'.

In September 1962 W.C.D. Veale, Esq., Town Clerk of Adelaide at the time, accepted the position of Patron and Mr A. Dawson was elected Vice-President.

In November 1962 we sought affiliation with the Model Power Boat Association in Great Britain, and that this Club (MS & PBC of SA) be recognised by the International Model Yacht Racing Union (IMYRU) as the Australian Model Yachting Authority (AMYA) for the purpose of forming an Association (AMYA) as other Clubs were formed.

Both these requests were granted in March 1963. At a meeting of the Club on 20 February 1964 we received a beautiful Challenge Trophy from the Bourneville MY & PBC in England. It was decided to use this Trophy, which is a 16" statuette of Mercury on a black base, as a Perpetual Trophy for an 'Australian Open Marlinhead Championship' to be raced in Australia by yachts belonging to a Club affiliated to a National Association or body recognised by the IMYRU. The Trophy to remain the property of the MS & PBC of SA.

On 28 August 1963 the Adelaide City Council granted the Club permission to use the Round Pond in Bonython Park, in the West Parklands on the 2nd and 4th Saturdays of each month.

On 23 July 1964 the West Beach Recreation Reserve Trust granted us permission to sail on the Patawalonga on Tapleys Hill Road West Beach.

In response to a letter to the Editor of a leading Newspaper in each Capital City during 1963, Mr J. Dailey wrote informing us (about August 1964) of a Model Yacht Club sailing on the Albert Park Lake in Melbourne, Victoria (formed in 1962) and desirous of joining with us to form an Association.

The first Australian National Model Yacht race on record was sailed on the Patawalonga in Adelaide, SA, over the Easter period, 1965. This was the Australian Open 'M' Class Championship.

On 1st and 2nd January 1972 the first 'A' Class Championship was sailed in Adelaide on the Patawalonga.

On 5th and 6th January 1974 we organized the first Australian Open Power Boat Championships and at the first meeting of the newly formed AMPBA (Australian Model Power Boating Association) held on 5th January 1974 we were asked to host the next Championships in January 1975.

Our Power Boating activities during the year are based on the events of the Championships.

THE MODEL BOAT CLUB OF NSW

This club was inaugurated at Kippax Lake in 1965 by Mr Ken Anderson.

General free running was the order of the day with single channel radio gear, models

Gradually multi channel radio gear was introduced and racing in its crudest form took place.

In 1967, the first organised multi boat race was held with disastrous results, crashes were numerous.

A serious look at multi boat racing was taken and racing rules formulated, with better results, less crashes and more smiles.

The Sydney Council have been extremely kind to us and have co-operated in most schemes put forward. We had to fight very hard to achieve this rapport, thankfully we won.

The club owns considerable equipment, included P.A., lap counters, timing watches, equipment trailer which incorporates the official table and a fibreglass dinghy with outboard motor.

The operating area is roped off and official table set up and transmitter pound assembled. A multi-coloured canvas is used for this, very attractive and effective, a peg system is used to control usage of transmitters.

Up to now coloured flags representing band colours has been used to start races, under a handicap system.

The following classes are in effect:

- A — up to 3.5 cc
- B — 3.5 cc to 6.5 cc
- C — 6.5 cc to 15 cc
- D — 15cc to 35 cc petrol (spark ignition)

ELECTRIC — Speed, multi, steering

SPEED PIN — Hydros (tethered) or mono.

NAVIGA — International events

SAILING

Variations in the competitions held for

is as follows:

- Multi boat marathons
- Multi sprint races (handicap)
- Naviga speed events and steering
- Speed trials — 110 yd straight for 100 metres)

- Electric Multi
- Electric Steering
- Naviga Electric Speed
- Electric Scale Steering

The most popular class by far is the 3.5cc allowing a cheap form of racing, also very exciting as all boats are very similar in speed and design.

Class D is the big petrol motors' class, also very competitive. This class was previously referred to as 'A' Grade and has been the mainstay of the club.

We look forward to great things from this class in the future.

B & C Classes are a little more expensive to contest, but are the fastest of all with 6.5 cc boats keeping up with 10 cc.

I'm sure these classes will be most popular in coming years, especially 'B' class — 6.5 cc.

We are affiliated with the Australian Model Power Boating Association, an association formed to bring together model power boaters from all over Australia, with unity in rules, courses, classes and friendship.

President: David King
Vice President: Ian Darley
Treasurer: Graham Hutcheson
Secretary: Barry Craven,
3/187 West Street,
Crows Nest, 2085.

VICTORIAN MODEL POWER BOAT SOCIETY

Our club first originated about forty years ago and was then known as the Melbourne Model Boat Club. It is reputed to be the oldest club for model boat builders in Victoria. Competitions ranged from steering events to judging of true to scale model building. Around 1956 the name of the club was changed to its current day title, Victorian Model Power Boat Society. Our longest standing member is Mr Clarence Cotter. Now a life member, he has been with the club since 1958. Competitions now range from Naviga speed to steering events but since the inception of the AMPBA, our club has become heavily involved in multi-boat racing. Trophies competed for are a club trophy which is a trophy commemorating points gained at competitions held throughout the year.

The Eric Whellan Trophy is a perpetual trophy donated to the club by the family of the late Mr Eric Whellan, a past president and member of our club. The holder of this trophy is the member who has gained the most points in club trophy events. Yachting in our club is not in very big demand.

President: Mr H. Baldacchino
56 Ladd Street,
Watsonia, Vic.
Sec/Treas: John Davitt,
177 Canning Street,
Avondale Heights 3034.

QUEENSLAND MODEL BOAT CLUB

This club was formed in 1948, has 22 members and runs regular competition on the

Up till now we have run offshore-type racing on rules from America.

We have just affiliated with the AMPBA so that we make take part in interstate competition.

Queenslanders may contact us by writing to:

Michael Saunders,
16 Lanercoot Street,
Geebung,
Brisbane, 4034 Q.

UNOFFICIAL AUSTRALIAN 'NAVIGA' RECORD CORRECTION

In the last issue of Modellers' Monthly we announced that Andrew Young had broken the unofficial WORLD 'Naviga' triangle speed record at 17.2 seconds.

This is, of course, an error! The unofficial record broken was the AUSTRALIAN 'Naviga' triangle speed.

Andrew's 'Manta' is going very fast — we witnessed some impressive runs recently. But... the boat needs trim tabs. It is a little difficult to handle at high power. We never did see the boat at full throttle on the day we visited Kippax Lake.

Andrew did some runs for our camera. He tells us he will add trim tabs and try again.

We also saw a 'Manta' going with a Taipan 3.5 cc Marine glo engine — went very well too for such lower power (Andrew's boat has an OPS .601).

'Manta' kits are proving quite popular and at \$65.95 the kit is a real bargain.

Also seen at Kippax Lake was one of Laurie Cantrell's 'Competition Engines' 'SK' Fibreglass hull for .19 engines, going very fast. Up till now no-one has set this hull up properly, consequently the results have not been spectacular. However, trimmed and set up as this boat now is, expect some success from this excellent low priced fibreglass hull.

GOULBURN VALLEY MODEL BOAT CLUB

This is a newly formed club meeting at the ornamental lake in Tatura (which is 12 miles west of Shepparton) on the 2nd Saturday and 4th Sunday of each month.

We are holding the Goulburn Valley Invitation Championships on Saturday 8th November and anyone interested can get more information by writing to the Club Secretary. The day is open to Speed as well as scale.

We held a big day at the beginning of the year with all Melbourne clubs being represented, being a total of 41 boats. It was a great success, hence the Championships, which we hope will become an annual event.

We would be pleased to welcome new members or visits from members of other clubs who may be in the area.

For further information, write to:
Secretary: Jack Forster,
41 Fraser Street,
Tatura, 3616 Vic.

THE SCALE CLUB'S CLASS II SCALE CONTEST AT LUDDENHAM, 27 JULY 1975

Some days are just made for flying, and Sunday 27 July was one of these days. Not a cloud in the sky, warm and not enough breeze to rustle the long grass round the perimeter of the field.

This was the scene for the Scale Club's Class II Scale contest at Luddenham. I was surprised that only eight contestants took advantage of the perfect conditions.

There was a small organizational hitch when the Scale Club couldn't supply judges, but this was quickly overcome by Ross Woodcock, who most unselfishly gave up any chance of placing by offering to judge.

First to be judged was Barry Bowerman's Sig Piper Cub, which now sports the markings of the RAF Benevolent Fund and has grown cylinder heads since its last outing. Barry's documentation was excellent and he received a static score of 80.

Dick Everett followed Barry with his Mooney Statesman. This airplane is older than Dick cares to remember and was recently rebuilt again after Dick did one of his famous touch-and-no-goes.

I was next with my J. & J. Mustang on its first outing and Eric Minell followed with his Top Flite Mustang. I saw this airplane on the Friday before the contest and it was an unpainted airframe. How he finished it by Sunday morning is beyond me.

Next to face the judge was David Trewin's beautiful Tiger Moth. The undercarriage has to be seen to be believed. I'm sure it's better than the real thing. David received a well-deserved 79 points.

Tony Golden's Blériot was next, but unfortunately Tony forgot his proof of scale as did the entry from the Scale Club.

After lunch the flying bit got underway.

Barry Bowerman was first off with the Cub, and for the first time in a recent contest the normally cantankerous Enya 29 performed perfectly. The Cub is set up to drop a parachute, which in this case, Roman candled all the way down, mortally injuring the jumper.

The Mooney was next in the air and Dick flew it the way which can only be done after flying the same model for years.

I flew after Dick and found I didn't have enough hands to operate the flaps, throttle, elevator and try to keep it more or less level at the same time. Luckily it got itself back on the ground in one bit.

When Eric Minell came to fly his Mustang he found he left the needle valve of the Webra at home. Fortunately, he was able to borrow one. The first few seconds were a bit hairy, being the first flight, but Eric managed to get it under control, do the prescribed manoeuvres and get it back to the strip only to find an aileron linkage had fallen off.

David Trewin's Tiger was a different story altogether. Slow, sedate and beautiful, as was Tony Golden's Blériot. Both of these models flew exactly like their prototypes.

The second round followed with most flyers improving their scores marginally.

Ross Woodcock flew the Cornell whilst perched on his crutches (he nearly severed his foot the weekend before with a chain saw) and it's obvious he flies better with one foot in the air than both feet on the ground.

The final results were:

PLACE	CONTESTANT	CLUB	MODEL	RADIO	MOTOR	RETRACTS	SCORE
1.	K. Burke	MARS	J & J Mustang	EK	Webra 81	—	147
2.	B. Bowerman	MARS	Sig Piper Cub	EK	Enya 29	—	145
3.	D. Everett	MARS	Own Mooney Statesman	EK	Enya 60	—	127
4.	E. Minell	UMAC	Top Flite Mustang	Kraft	Webra Speed	Goldberg	124
5.	D. Trewin		Tiger Moth	Futaba		—	120
6.	T. Golden		Blériot	Futaba			46
7.	R. Woodcock	ROMC	Cornell	Titan			45



H.M.A.S. ANZAC, January 1953

SCALE: 1 inch = 24 feet.

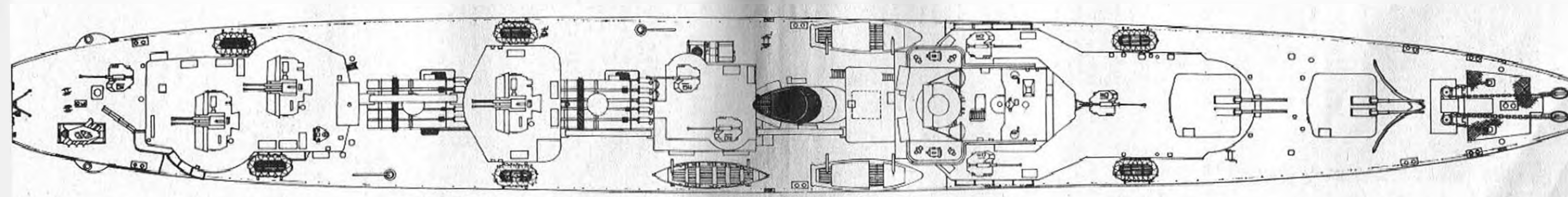
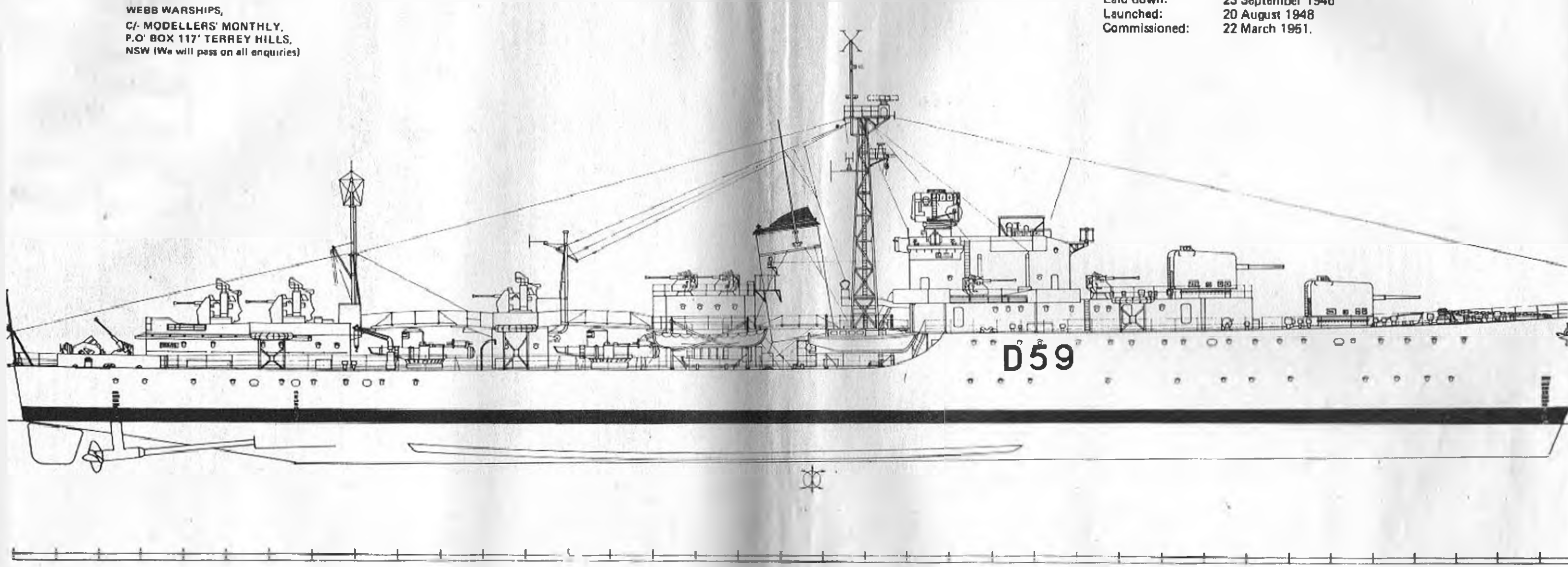
SERIES No 5, DRAWING No 8
P.A. Webb 26/6/70
COPYRIGHT

FOR CATALOG OF PLANS FOR
OTHER WARSHIPS, WRITE TO:
WEBB WARSHIPS,
C/- MODELLERS' MONTHLY,
P.O. BOX 117, TERREY HILLS,
NSW (We will pass on all enquiries)

(Now up for sale by tender. It is hoped
that some benefactor of Museum group
will raise the money to preserve this
historical Australian warship. She
should not end up as scrap-iron.)

Modified "Battle" Class Destroyer

- Displacement: 2,430 tons, standard (3,360 tons, full load)
- Armament: Four 4.5-inch D.P. (2x2), Twelve 40-mm A.A. (3x2, 6x1) & Ten 21-inch (2x5) torpedo tubes, One SQUID A/s Mortar
- Dimensions: 355-ft. (p.p.) 378-ft. 4-in. (o.a.) x 41-ft. 1-in. x 10-ft. 4-in. (15-ft. 9-in. (max.))
- Machinery: Two Admiralty 3-drum boilers, Two-shaft Parsons geared turbines. 50,000 SHP = 35.75 knots
- Oil fuel: 750 tons.
- Radius of Action: 4,400 miles at 20 knots.
- Builders: H.M.A. Naval Dockyard, Williamstown.
- Laid down: 23 September 1946
- Launched: 20 August 1948
- Commissioned: 22 March 1951.



TRADE NEWS

Vimy, built and flown by the Royal Aircraft Establishment, Farnborough, Hants, 1919-22, and used for experimental purposes, including bombing trials and automatic landing experiments.



FROG

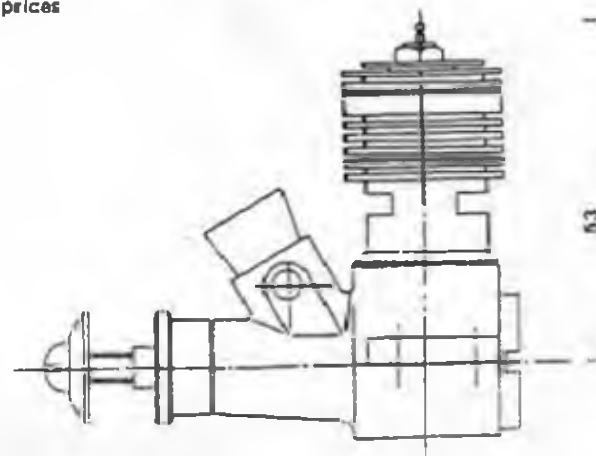
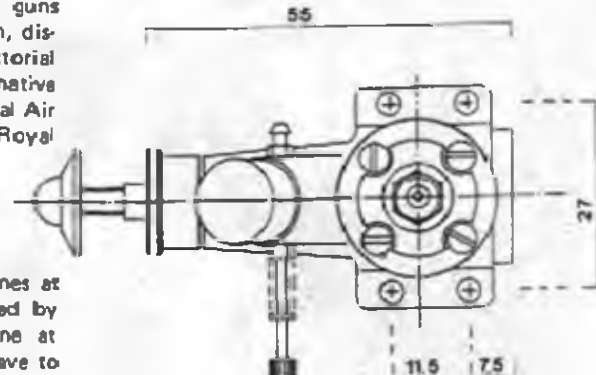
A re-release, is Frog's 1/72nd scale Vickers Vimy — this time, as a Mk IV heavy bomber. The parts for the sample kit show heavy 'flash' and were not as clean as they could be.

It could be that the dies are 'ageing' and were not as good as they were. However, once the flash is removed, the kit goes together well. Alternative markings are supplied for a silver Vimy of No. 70 Sqn, at Heliopolis, Egypt, in 1921, or for a brown-painted Vimy from the Royal Aircraft Establishment, Farnborough, Hants, 1919-1922.

The model has 38 parts, missiles, aux. fuel tanks, undercarriage which may be fitted up or down, detailed pilot, full colour painting, guide, pictorial assembly instructions, sky base display stand, and two alternative markings for either *Escadron de Chasse*, 1/3 'Navarre' Nancy Air Base, French Air Force 1972 or No. 3 Sqn, Butterworth, Royal Australian Air Force 1972.

The model has 33 detailed parts, guns and rockets, undercarriage up or down, display stand, all parts numbered, pictorial assembly instructions and two alternative markings for either No. 609 Sqn, Royal Air Force, Manston, Kent 1943 or No. 56 Royal Air Force, Matlaske, 1943.

TAIPAN 2.5 cc Ball-Bearing glo engines at rock bottom prices are being offered by Superscale Models. The bare engine at \$29.50 and R/C version at \$33.95. Have to be the best prices in Australia. Dealers will grizzle, retailers will protest, but manufacturers themselves will be selling at low prices soon.



NEW ENGINE FROM ITALY

We have had the opportunity to examine a new engine from Italy. Essentially a medium performance engine, the 1.5cc Cipolla Junior is a neat lightweight glo engine of conventional appearance. Radial ported, it features an unusual exhaust throttle — this is a rotating barrel around the cylinder and serves to mask off the exhaust ports to throttle the engine. Despite the apparent simplicity, this works very well. The R/C modeller may wish to fit a small return spring from the 'throttle' to the spraybar as a means of firming up the movement.

The engine is a front rotary and beam mounted. We have purchased a Kraft nylon engine mount to convert it to radial mounts. This was easily done as the fit was excellent, the backplate of the 'Cipolla' actually fitting

F.226 1/72nd BAC Lightning F.6

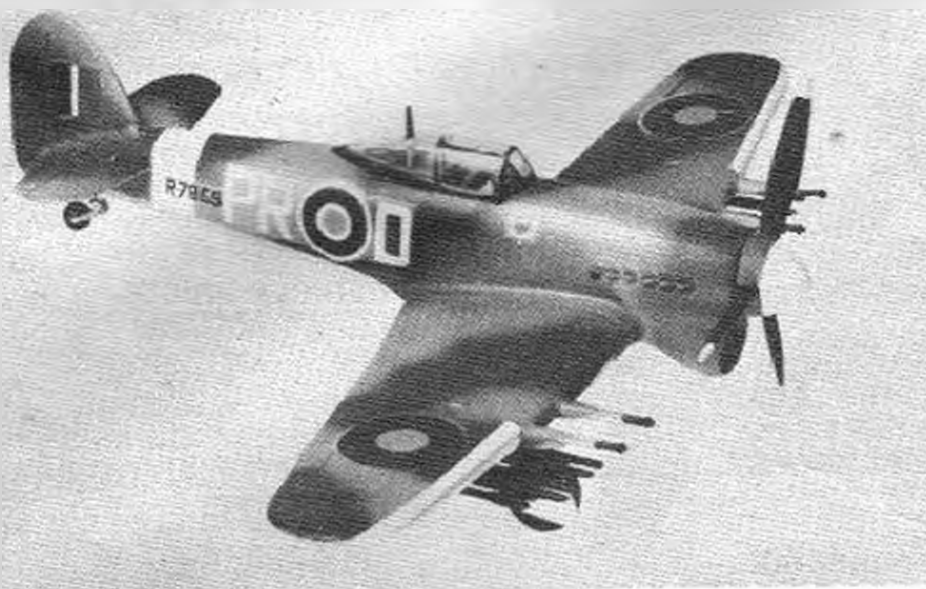
The Lightning F Mk 6 is an all-weather interceptor fighter with flight refuelling probe fitted. When the first Lightnings entered service with the RAF in 1960 they provided a dramatic step forward in speed and fire-power, being capable of maintaining Mach 2 in level flight and of launching radar-guided missiles so that the pilot did not actually need to sight his target. Engines: Two 12,690 lb. thrust Rolls Royce Avon 301 turbojets. Max speed: 1500 mph at 40,000 ft. Service Ceiling: Over 60,000 ft. Armament: Two Red Top or Firestreak missiles and twin 30mm Aden guns in ventral pack.



Above: Mirage III/O 1/72nd Scale from Frog is available in markings of 3 Sqn, Butterworth, RAAF. Below: Typhoon in 1/72nd is of early version.



Above: F226 — BAC Lightning F6.

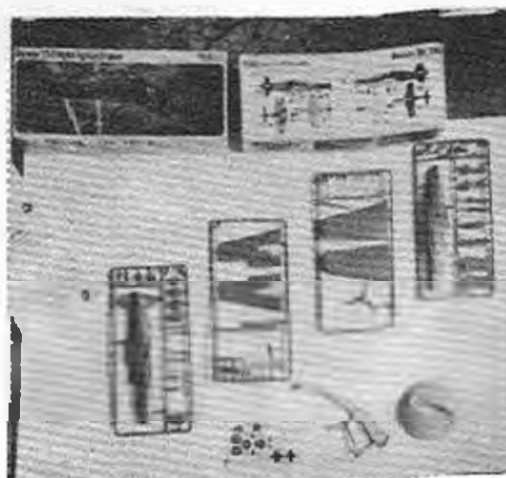


NEW RELEASES FROM FROG

F.400 1/72nd Mirage IIIE/O
Designed and manufactured by Dassault in France, the prototype Mirage first flew in November 1956 and shortly after achieved a speed of Mach 1.5 in level flight. Delivery of the later Mk III E version began in 1964 and these planes are now operated by the air forces of France, Lebanon, Pakistan and South Africa. The Mk III O version is manufactured under licence in Australia for the RAAF. Engine: 13,670 lb static thrust with afterburners SNECMA ATAR 9c turbojet. Max speed: 1386 mph at 40,000 ft. Armament: Two 30mm DEFA 5-52 cannon, Matra R.530 and two Sidewinder air-to-air missiles.

F.231 1/72nd Typhoon 1B Fighter/Bomber

The model represents an early Typhoon 1B which had a framed cockpit canopy and three-bladed airscrew whereas later versions had bubble-type canopies and four-bladed airscrews. The earlier Typhoons had some successes against low level tip-and-run raids by FW 190s, but they gained their greatest fame by their train and tank busting activities. Engine: 2,200 hp Napier Sabre IIA. Max Speed: 412 mph at 19,000 ft. Service Ceiling 35,200 ft. Armament: Four 20mm Cannon and provision for Two 1,000 lb. bombs or eight 60 lb. rocket projectiles.



Above: Dornier DO223 from Frog
Below: Aust. Spit Mk IX from Frog



'inside' the circular hole in the radial mount with a little reaming of the mount. We will be bringing a report on the performance in due course, but preliminary runs indicate an excellent 'sport' performance.

The 'Cipolla' is available from Sequoia Distributors, 221A Wentworth Avenue, Pendle Hill, NSW at an agreeably low price of \$24.95 retail. Dealers' enquiries are invited.

SKUAL BOATS — SEQUOIA

Australian manufacturing rights for overseas designs are expensive to obtain and jealously guarded by those who pay good money to obtain them.

Sergio Taccoli of Sequoia Models has purchased from Giorgio Merlotti, Italian World Champion, the rights to manufacture and sell Merlotti's SKUAL Naviga hulls and SILAK multi-racing hulls in Australia.

At the same time, Sr. Merlotti sold UK rights ONLY to a UK firm.

We understand that another party has begun importing the SKUAL from the UK firm!

Mr Taccoli advises us that he has proof of his SOLE RIGHT to manufacture and sell these hulls in Australia. (We have seen the design material provided to Mr Taccoli by Sr. Merlotti).

It would appear that modelers may be offered the UK produced hulls from another party.

TRADE NEWS

TAIPAN PRODUCTS.

The Gordon Burford Company's line of fibre glass filled nylon props now covers the requirements of most motors from 1.5 to 10.0 cc capacity. The sizes available are; 7 x 4, 7 x 6, 8 x 4, 8 x 6, 9 x 4, 9 x 6, 10 x 4, 10 x 6, 11 x 6 and 11 x 8, and they are fast gaining a world wide reputation for performance. The glass re-inforcement enables the blades to retain their true shape at all speeds, giving maximum efficiency, as well as the extra safety factor of added strength.

A recent change to a superior quality glass-filled nylon, has eliminated the need for colour classification of propellers for sport or competition needs. All propellers are now produced in the one colour — grey.

The range of Glow Plugs has been extended to include the new competition high speed plug, identified by its purple coloured insert.

A first in the modelling industry of Australia, the 3.5cc BR glow engine was recently awarded the GOOD DESIGN LABEL by the Industrial Design Council of Australia.



TAIPAN PROPS

Low-priced bulk buying! If you are a 'user' of props (they do break, even fibre-glass ones) why not buy in bulk? Clubs might find this a good idea. The Taipan propellers are precision injection moulded from a high strength Polyamide plastic reinforced with glass-fibres. Sizes are: 7" x 6", 7" x 4", 8" x 4", 8" x 6", 9" x 4", 9" x 6", 10" x 4", 10" x 6", 11" x 6", 11" x 8". The

table reproduced below shows recommended props for various sizes of engines.

These props are available in boxes of 10 at a low price from Superscale Models, P.O. Box 31, Roseville 2069. Other retailers are invited to enquire from G. Burford & Co.

Engine	cc	Glow Plug								D-lead
		1.5	2.5	3.5	5	6.5	8	10	1.5	2.5
Size	cu in	08	15	21	29	40	49	61	08	15
18x10	2x4	•	•							
18x15	2x6	•	•						•	
20x10	3x4			•					•	
20x15	3x6			•					•	•
21x10	3x4			•					•	
21x15	3x6			•	•				•	•
25x10	4x4				•	•	•			
25x15	4x6				•	•	•	•		
28x15	11x6							•	•	
28x20	11x8								•	
Size	cm									
Propeller	Size									



PANAVYCE — from Competition Engines. Can be adjusted to variable positions. Has nylon jaws that will not damage metal parts. This handy bench vice is extremely useful and to be recommended.

Care has to be taken not to damage the nylon jaws when drilling parts, but this is only a reasonable precaution.

NEW BURFORD .40 for R/C. An AUSTRALIAN MADE .40!

On a recent visit to Gordon Burford & Co. we were pleased to inspect parts for the new .40 to be marketed by the firm later this year. With a longer stroke than most .40s, the engine is strongly built, and should be a reliable powerful engine.

The porting is rather different to previous Burford engines and provides practical placement of the exhaust. At last check, the crankcases are now being made, so we expect to see the first engines around September-October. In due course, we shall provide an Engine Test, and performance details in Modellers' Monthly and Airborne & R/C Models.

We realise we haven't given much away in our description of the engine, but we prefer to wait till a finished engine is in our hands before revealing the full details.

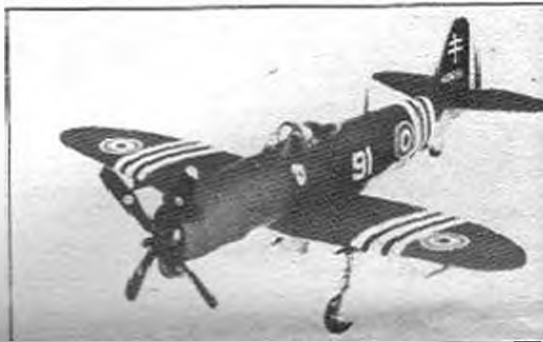
MODEL REFERENCE BOOKS

Modellers seeking reference for scale events should contact Regency House Publishers Pty Ltd., P.O. Box 117, Terrey Hills, 2084.

Regency has available Profile Publications, Cars, Armour, Aircraft, Aero Publications, MacDonald Famous Fighter Series at \$4.95 each. Ducimus Books — Camouflage and Markings etc.

NEW PUBLICATION

Expected in Mid-September is Peter Anderson's MUSTANGS OF THE RAAF & RNZAF. 112 pages, 11" x 8 1/2", case-bound. Loads of colour, many photos. \$8.95 Postpaid — Regency House.



Frog's new Thunderbolt is in 1/72nd scale.

SUPERSCALE MODELS

MAIL ORDER ONLY DIRECT TO YOU!

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

YES, WE KNOW OTHERS ARE SELLING TAIPAN 2.5cc B.B. GLO ENGINES AT LOW PRICES! SO? THAT'S COMPETITION — WE'RE NOT COMPLAINING. WE'RE JUST OFFERING A GOOD DEAL TO THE MODELLER WHO CAN'T GET TO A HOBBYSHOP.

ENGINE ONLY. PIPE, CARBURETTER AND PROP AVAILABLE AS EXTRAS.

SPECIAL OFFER!

(WITH FULL FACTORY WARRANTY)

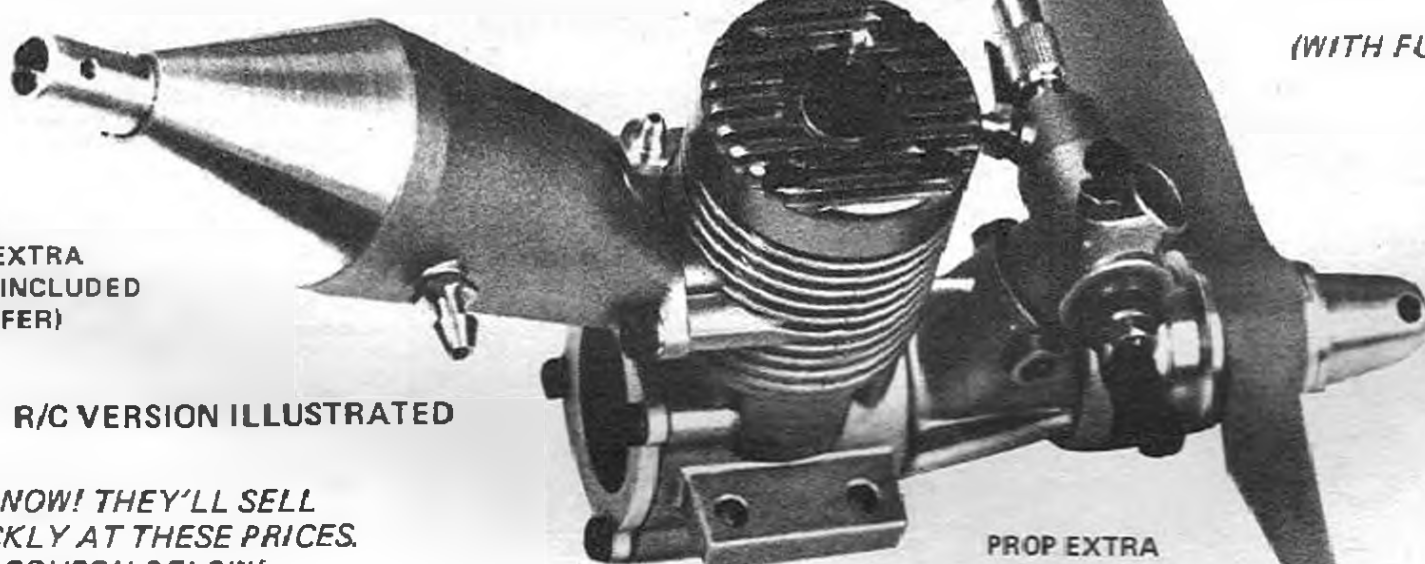
WE HAVE THESE FAMOUS-MAKE 2.5cc BALL-BEARING GLO ENGINES AT THESE INCREDIBLE PRICES.*

- TAIPAN 2.5cc BALL-BEARING GLO ENGINES (STANDARD) WITHOUT PIPE:

\$29⁵⁰

- TAIPAN 2.5cc BALL-BEARING R/C GLO ENGINE, WITH CARBURETTER (MULTI-SPEED). NO PIPE SUPPLIED:

\$33⁹⁵



PIPE EXTRA (NOT INCLUDED IN OFFER)

R/C VERSION ILLUSTRATED

BUY NOW! THEY'LL SELL QUICKLY AT THESE PRICES. CLIP COUPON BELOW!

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

Please send me TAIPAN(S)

I enclose CHQ/MO for \$

NAME

ADDRESS

POSTCODE

taipan

- 2.5cc BALLRACE GLOW ENGINE — STANDARD (NO PIPE)
- R/C GLO ENGINE — WITH CARBURETTER (NO PIPE)

*THIS OFFER AVAILABLE ONLY TILL OCTOBER 31, 1975.



Northern Mariners

NORTHERN MARINERS AFLOAT

Modellers' Monthly earlier carried the news of the formation of The Northern Mariners, a group whose interests lie with the world of model radio control yachts and scale boating.

In the six months or so of their existence some remarkable progress has been made in getting existing boats and skippers together and introducing newcomers to the sport.

The building programme which the new group sparked off is now resulting in a growing fleet taking to the water.

After a thorough investigation of the water available to the club, the North East shore of Narrabeen Lake has been selected as the official water. This area is adjacent to the Wakehurst Parkway, the turnoff from the Parkway being about half a mile past the National Fitness Camp entrance, travelling east.

The group sails every Sunday morning on Narrabeen Lake and we would invite all those interested to join us there.

The Northern Mariners would particularly welcome those who want to get started in Sail and Scale. The meetings of the club are held every second Thursday evening of the month at 8 pm at the Forestville Memorial Hall, corner of Starkey St and Warringah Road, Forestville.

These meetings are anything but formal and are more in the nature of workshops, where assistance and advice on any aspect of the sport can be sought and is very willingly given.

A wide range of craft is sailed by the group, with 'A' class, Marblehead and 10 Raters to the fore in the yachts. Scale sail and power is equally well represented and some fine examples of all these types are now operating on sailing days.

Affiliation with AMYA is now being arranged and with the number of class yachts now sailing, this will broaden the club's scope of activity in this area.

The Northern Mariners are set to become very strong competitors in all branches of model boating and will inject a lot of extra life into the sport, particularly within the NSW metropolitan area.

With the space available to mention only a few of the craft and their skippers, the choice is difficult, however, more detailed and we hope, interesting articles will follow on these pages.

Bob Short's 'Mellow Yellow', a consistent 10 rater, has just changed hands within the club, with Bob now sailing a new 10, 'Green Thing'.

Of interest to starters without building facilities is Bob's recent announcement that he will now undertake construction to any stage, a yacht on a professional basis.

As well, the club now have access to two moulds. One for 'Radar', a top 'A' class and 'Sailplane' a very successful marblehead which is proving to be the design criteria for designers in England.

Don Gilmartin's 'Bismark', which follows his earlier 'Valarde' and attendant tug 'Zulu' (see picture) was successfully launched on Sunday 17 August and is now 'fitting out'. After his completion, scheduled for mid-September this year, we will be featuring her story in these pages.

'Bismark' will lay claim to several firsts as being the smallest naval unit in the world at 11 ft in length, 20 in. moulded beam and a displacement of 250 lbs. Add to this the fact that she can also be manned or remote radio controlled, has auto re-loading guns with fire control and directors, a ship to shore communications system, bilge and ballast tank pumping system, siren and navigation equipment, develops 0.3 shaft H.P., geared to triple propellers and you begin to see the basis for the claim.

'Bismark' was conceived as a fund raising idea for charity following the Darwin disaster and is to be joined by at least three more naval units of a similar scale.

Don Cherry's scale model of the island trader motorship 'Zephyr' can also be seen cruising club waters most Sundays, weather permitting, and will soon be joined by his 'A' class yacht 'Vivian'.

Ron Adams' 10 rater 'Careel II' would have to be one of the best, if not the best, turned out yacht on the Sydney scene. Now tuned to within fine limits, her performance is improving every time she takes to the water.

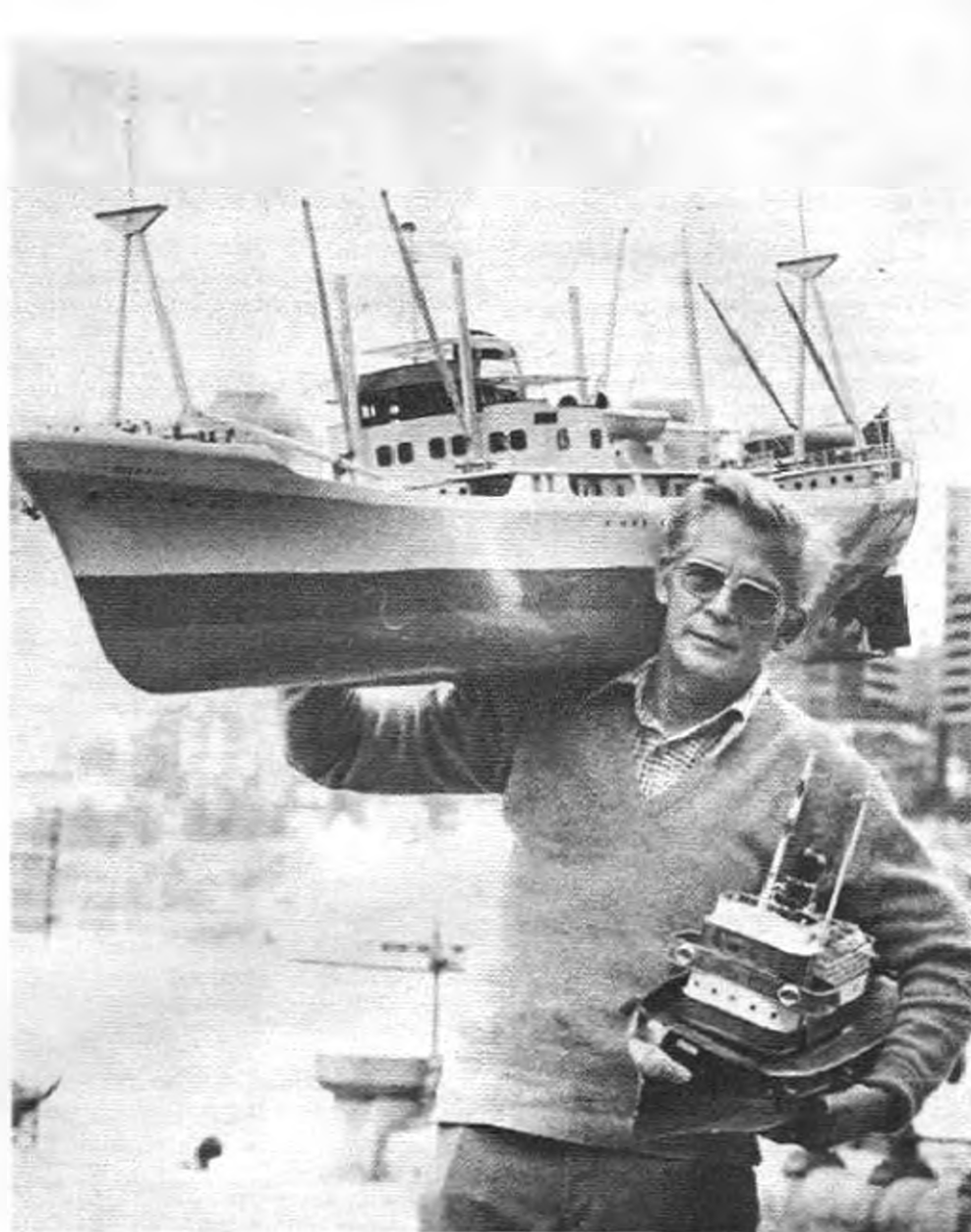
Kevin Mitchell's new 'A' class, 'Windlord' will soon work up to championship class when Kevin gets himself off the sick list. Not content with this design he has just completed the design of a new 'A', 'Vela'. At 54 lb the static water line measures 55 inches, stretching to a remarkable 71% when heeled!

Ray Bennett's 'A', 'Razzamatazz', due to launch shortly, will join his Marblehead 'Flash Nick', the original 'Sailplane' design that has proved so successful overseas. 'Razza' we understand is very much like a big Star, but multi-hulled. It should be a flier downwind.

Max Stokes' 'Radar', the successful yacht in the 1974 State Championship for 'A' class has now joined the fleet and this will stimulate competition within the 'A' Squadron.

The next issue of Modellers' Monthly will bring you pictures and story of the Northern Mariners' yachts in action, but why just read about it and look at the pictures? Why not get down to the lake next sailing day and have a good look at what you are missing and find out just how simple it really is to get into the sport yourself?

If you want to talk it over with Don Cherry, phone 451-1470 or Ray Bennett, phone 449-3486.



Freighter 'Valarde' and Tug 'Zulu' built by Don Gilmartin. 'Valarde' will be fitting out following successful launch. Completion is scheduled for September 1975.

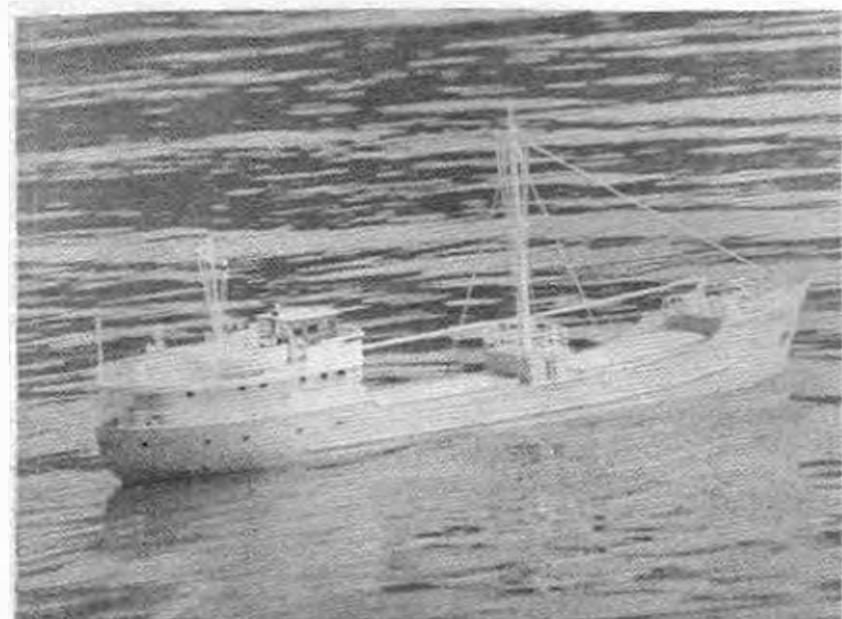


Above: 'Valarde' and Tug 'Zulu' 'do their stuff' in view of the Sydney Opera House. Wide angle lens makes tug seem larger than freighter. For correct proportion, see above.

Huge model of the 'Bismark' (below) is 11 ft long, and displaces 250 lbs. May be manned or R/C controlled! Left: Realistic freighter trader motor ship 'Zephyr' cruises regularly.

SPECIAL NOTICE

SUPERSCALE MODELS ANNOUNCE THAT THEY HAVE NO CONNECTION WITH BONDI MODEL CENTRE, EXCEPT IN A SUPPLIER-RETAILER RELATIONSHIP — ANY RUMOURS TO THE CONTRARY ARE FALSE.



AEROMODELLING WHAT DOES IT COST?

Aeromodelling can cost as much (or as little) as you have to spend.

FREE FLIGHT

A small check glider can cost as little as 30c, made from sheet balsa and will provide hours of enjoyment. Competition models or kit models can cost \$2.00 upwards.

Sailplanes built from kits cost from \$5 with cement and dope. These are towed up on nylon line (fishing line) and require no motor. Plans cost from \$1.50 to \$2.00.

Power models vary from \$20 upwards including a small motor. Larger models naturally are dearer but the life span with care and repairs, can be many years.

CONTROL LINE

These can be simple, quick to build models, popularly built from kits from \$5.95 upwards using motors valued at about \$14. An investment of from \$30 to \$45 gives a beginner greater value for money and provides a durable model which will absorb his early 'pilot errors'. Models may be damaged but are repairable and motors have a remarkable resistance to 'hard' landings. An 'all balsa' trainer is a good starting point unless you have a private instructor to guide you through those important early flights. Being a member of a club is the best way to cut down crashes and costs at the same time.

Sophisticated competition models can cost \$60 and more, using exotic motors and are often painstakingly designed and engineered and built with loving care. Be sure of this fact, with club guidance you can derive a great deal of enjoyment and remain within the limitations of your budget.

RADIO CONTROL

This highly specialised electronic aspect of aeromodelling starts at approx. \$200 including a sailplane kit (no motor required). Aerobatic, scale and pylon models naturally cost more because of the motor required and greater degree of control required. A reasonably priced model of approx. 50" span with a 4 channel set and 3 servos, nicad batteries and battery charger with a 4 cc motor with engine control costs about \$360. Once again you would be well advised to join a club and get the needed initial assistance to enjoy the long life your machine is capable of having.

Electric starters and electric pumps are all additional aids to getting the modeller into the air flying and not fiddling on the ground. The radio field provides a wide variety of equipment to make construction relatively quick.

NOTE

May we advise that you seek advice from established hobby shops and if you are interested in pursuing the sport and hobby of aeromodelling —

JOIN A CLUB!

Arthur Gorrie,
Public Relations Off.
MAAQ.

Phone 444-829.

MAAQ NEWS

CREDIT WHERE CREDIT IS DUE

Bob Seeney, schoolteacher, Secretary of Circle Masters, looked after static display at Redcliffe Air Pageant on 11th September.

Willingness by this new club is appreciated by MAAQ.

TRUCK SHOW

The MAAQ provided a display at the Queensland Truck Show — many hours were spent there with great success for aeromodelling.

NOTICE

We apologise to New Zealand readers for the shortage of our newspaper there. Recent NZ regulations have reduced imports including Modellers' Monthly.

(Continued from Column 4)

many members willing to assist and advise the newcomer with any building or flying problems.

As with any organisation, little can be achieved without help and member numbers.

A lot of Aeromodellers give their spare time willingly to help organise our hobby and the least we can do to assist is join an active club and become part of our Association.

Warren Williams.

THE WORLD WIDE AEROMODELLING ORGANISATION

Many questions sometimes arise as to why Aeromodellers should join clubs and should affiliate with the Model Aeronautical Association of Australia.

In one simple answer, to do this is to promote, encourage and ensure the future of our hobby.

We not only join a club but become part of a world wide Aeromodelling movement and receive many benefits from this.

To understand just what happens, let us look behind the scenes.

FAI The Federation Aeronautique Internationale is the controlling body for all Aeronautical Sports — Sport-flying, Ballooning, Aerobatics, Gliding, Parachuting, Flying Model Aircraft, and Model Rockets.

CIAM The Commission Internationale d'Aero Modelisme is a sub-committee of the FAI which specifically handles Aeromodelling. It holds a meeting (called the Plenary Committee meeting) of delegates from various member changes, approve venues for World and International Championships etc. The top Officers of the CIAM (President, Vice-President, Secretary and Technical Secretary) form an executive group called the Bureau, which meets every year in April. This group is responsible for the Sporting Code — Section 4.

NAC National Aero Club is the general name given by the FAI to the organisation in any Member Country which administers Aeronautical sport throughout that Country.

RFACA The Royal Federation of Aero Clubs of Australia is our NAC Aero Clubs, Gliding Clubs and Parachuting Clubs throughout Australia are affiliated with, and administratively controlled by the RFACA.

MAAA The Model Aeronautical Association of Australia has been delegated by the RFACA to administer Aeromodelling throughout Australia. It deals with State Associations, which in turn handle the administration of Clubs within their respective States.

As our governing body of Aeromodelling in Australia the MAAA represents its members, you and I, with items such as:

A. Rules — Compiles and publishes our Rules books.

Competitions — Nationals — World Championships — International Events — Trans Tasman Challenge.

C. Government Departments — Assistance with flying fields — Assistance in sending Teams to other countries — Public Relations — Frequencies for Radio Control use.

D. Safety Code for members to follow.

E. Transfers and Badges

State Associations: Queensland, Victoria - South Australia - Western Australia - Northern Territory - Tasmania - NSW - ACT.

All States are affiliated with the MAAA. IE: NSWAA.

Clubs register with the State Association, which covers members with insurance, and provides information to the clubs of all Aeromodelling activities. Rules — Contests — Trophies etc.

Monthly meetings are conducted and all clubs should have delegates in attendance. Minutes of these meetings are forwarded to all Registered clubs, keeping them in touch with current activities.

CLUBS

Clubs welcome and encourage new members into the hobby, and have

(Continued foot of Column 2)

ANNOUNCING CHM SYSTEMS

MODEL CONTROL
ELECTRONIC MANUFACTURERS

Phone: 741 1121
A.H.: 547 2539

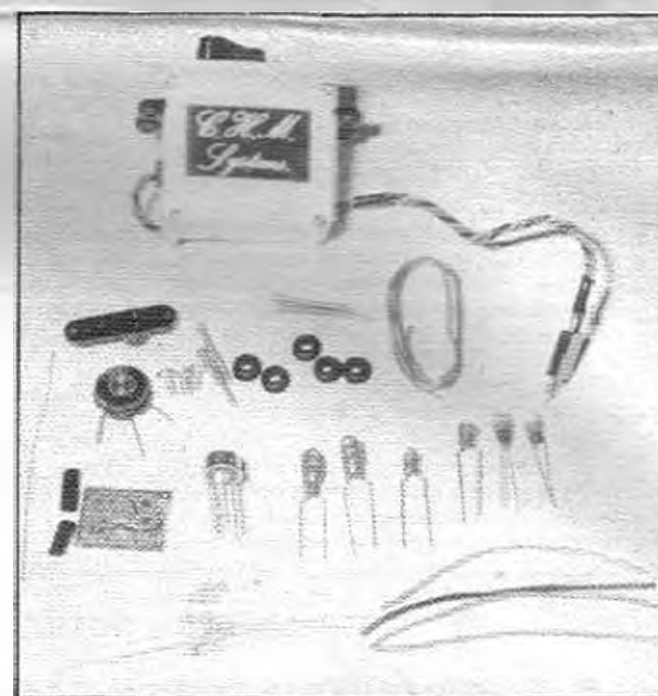
KS.3 SERVO

- DESIGNED FOR STABILITY AND RELIABILITY
- FAMOUS D & R BANTAM MECHANICS
- HEAVY DUTY — HI POWER GEARS
- HIGHEST QUALITY COMPONENTS
- LOW IDLE CURRENT — HI RESOLUTION
- COMPATIBLE WITH MOST SYSTEMS
- COMPREHENSIVE ASSEMBLY INSTRUCTIONS
- U-BUILD: \$24.45, WITH PLUG: \$25.50 D & R PLUG ONLY)
- ALSO AVAILABLE FACTORY WIRED AND TESTED: \$35.00 INCLUDING D & R PLUG

RADIO CONTROL

AIRBORNE EQUIPMENT

— WITH A DIFFERENCE!



CHM Systems have designed this system specifically to allow Modellers with a limited electronic knowledge to construct it. Hence, expensive labour costs can be eliminated at the same time as increasing your personal satisfaction in knowing you made it work! However, should it become necessary CHM Systems have a corrective service available. Also available is a complete range of Servo Spares, Mounting Trays, Battery Cases, Heavy Duty Ni-Cads, D & R Plugs and Sockets, Rx Switches and Tx Open Gimble Stick Assemblies.

KR.1 RECEIVER

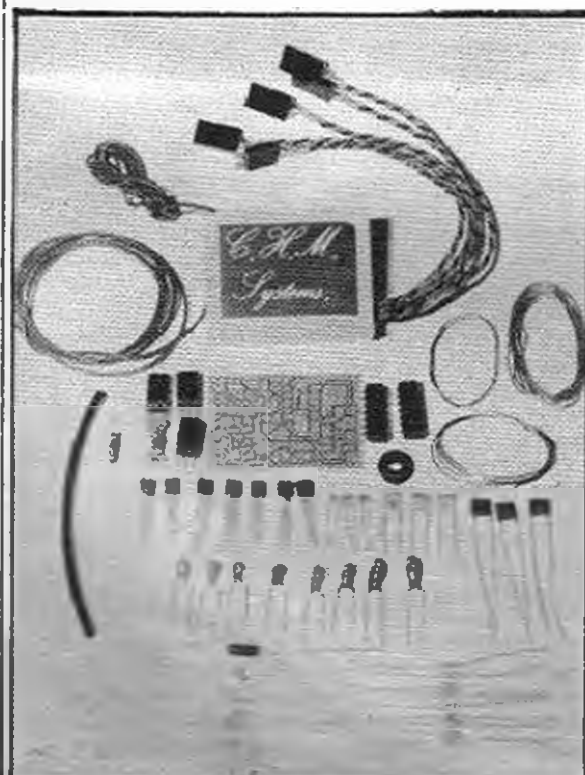
- HALF BAND FREQUENCY SELECTIVE
- OUT OF SIGHT RANGE
- UP TO EIGHT CHANNELS
- LOW CURRENT DRAIN
- SMALL SIZE
- HIGHEST QUALITY COMPONENTS
- COMPREHENSIVE INSTRUCTIONS
- U-BUILD: \$29.95 (LESS PLUGS & XTAL)

ALSO AVAILABLE FACTORY WIRED AND TESTED COMPLETE WITH D & R PLUGS AND 27 MHz XTAL: \$59.95 (4 Channel). Add \$2.00 PER ADDITIONAL CHANNEL.

FOR FURTHER INFORMATION AND PRICE LIST — Write To:

CHM SYSTEMS,
7 WOODSTOCK PLACE,
SPRINGVALE SOUTH. VIC. 3172.

DEALER ENQUIRIES INVITED



COMPETITION SCENE

TASMANIAN RADIO CONTROL ASSOCIATION

CONTEST CALENDAR

All contests are held at Richmond, Tas., unless otherwise stated.

Aug 31	FAI & B Pattern
Sept 28	Thermal Soaring EVANDALE
Oct 26	FAI & B Pattern
Nov 16	Quarter Midget & Open Pylon
Nov 30	Fun Fly
Dec 14	Thermal Soaring
January 18	FAI & B Pattern EVANDALE
Feb 15	Thermal Soaring

RESULTS FAI PATTERN June 1975

1. G. Anderson, Uplift, OS 60, Kraft.
2. G. Levarton, Tiger Panzer, OS 60, Kraft
3. P. Foxton, Mach 1, OS 60, Kraft.

CLUB NEWS

Bernard McKay did a fine job in keeping the flag flying at the Victorian Championships over the June long weekend. He was unfortunate enough to write off his new Quarter Midget Mustang just prior to this event and then proceeded to prang his reserve Spirit of St. Louis in Melbourne.

A fine second place in the FAI with his OS 40 powered Brigand made up for all the heartbreak and it must have been very satisfying in view of the top class field.

Southern fliers have had their activities curtailed by one of the wettest winters for some time and activity has been at a fairly low ebb. If the present pattern continues there will be some pretty rusty fliers when and if warmer weather returns.

There seems to have been a higher rate of crashes of late with Novice fliers suffering most. The demise of Jack Tonks' well-built Ace 303 was totally unexplained, however many other crashes were either from pilot error or structural failure.

Chris Cooper appears to be making a good comeback to the hobby and is managing his scaled down Andromeda quite well apart

from landings. Wayne Moore has been flying consistently with his low wing version of the Sky Squire and with flaps fitted this model flies as well as it looks.

Tony Benada should have his Expo 80 ready for the air shortly and this monster has already been fitted with flaps. The landings should be really worth seeing.

We noticed Bruce Dykstra's photo in the Advocate with his R.M. Class yacht. We hope this will be the first of many of this class yacht and Bruce reports that he is pleased with its performance.

It appears that there could be open R/C Sailing Championships held in Melbourne in late December. More news will be published as it comes to hand.

There appears to be several 'A' class boats not currently being used. I am sure there would be buyers for the same if the boats are for sale. The hobby is currently not attracting many new members because of lack of hulls. As the owner of the moulds (in Tasmania) is not able or prepared to supply hulls, or sell or lend the moulds, it is obvious that an alternative source must be found.

There seems to be increased interest in model boating of late with both power and electric having devotees. Members are currently operating near the Jordan River Bridge on the Old Beach Road and persons requiring further information should contact Rod Norman on 25 2693 during business hours. (Tasmanians).

EVANDALE FUN FLY 16 June 1975

It was heartening to see all the newer members entering the precision spot landing event. Ten entrants took part and it appears Northern members prefer this type of event.

1. Tim Sydes	228 pts
2. Mike Adams	195 pts
3. Jim Lindsay	189 pts
4. Greg Robertson	167 pts
5. Max Wiggins	136 pts
6. Richard Owo	135 pts

Prizes were donated by Repco and the friendly Futaba dealer and it is to be hoped that the next Fun Fly scheduled for Evandale will be as successful as this day.

The Thermal Soaring Contest programmed for 6 July was cancelled due to foul weather.

YACHT RACING NEWS

JUNE 15: Weather fine and mild with little or no wind. Two races were sailed on this day with Clockwork Orange taking the honours from several very frustrated helmsmen, who along with Clockwork, were belated for anything up to an hour on some occasions.

The newest boat to the fleet, Road Runner, sailed by a junior member Mark Harris, performed well for the first outing. This boat had to be retrieved at the end of the day by the Waterboard dinghy due to the wind completely dying out.

RESULTS : Race 1.

1. Clockwork Orange	Ray Tyson
2. Tangari	R. Youd
3. Tickled Pink	J. Harris

Race 2.

1. Clockwork Orange	R. Tyson
2. Tangari	R. Youd
3. Tickled Pink	J. Harris
4. Marce Joy	R. Cairns
5. Road Runner	M. Harris

JUNE 29: Weather was kind to us again. Fine and Mild with a good breeze early, but fading out later in the afternoon.

The highlight of the day was the launching of Don Mann's new boat (finally) Dam Buster (look out Water Board) which performed well for its first outing as the results show. Competition was keen with five boats starting in all events. Unfortunately for one member of our Club, he turned up with his diamond which was on the same frequency as an 'A' class boat which was racing.

RESULTS : Race 1

1. Tangari	R. Youd
2. Clockwork Orange	R. Tyson
3. Dam Buster	D. Mann
4. Tickled Pink	J. Harris
5. Road Runner	M. Harris & Mum

Race 2.

1. Tangari	R. Youd
2. Clockwork Orange	R. Tyson
3. Dam Buster	D. Mann
4. Road Runner	M. Harris

Race 3.

1. Dam Buster	D. Mann
2. Tangari	R. Youd
3. Road Runner	M. Harris
4. Clockwork Orange	R. Tyson
5. Tickled Pink	J. Harris

Race 4.

1. Clockwork Orange	R. Tyson
2. Dam Buster	D. Mann
3. Road Runner	J. Harris
4. Tickled Pink	R. Cairns
5. Tangari	R. Youd

YACHT RACING CALENDAR

September 14th
September 28th All 11.30 START.

Further information from Tas. R/C Assoc., G. O. Wilmot, 15 Courtney Street, Lenah Valley. 28-1491.

QLD CONTROL-LINE

(Continued from Col 4)

A RAT

1. N. Hinricks/L. Winterton, T. Birds (446 laps)
2. K. Baxter/K. Mansfield, Snoopys (322 laps)
3. L. Cash, T. Birds (93 laps)

B RAT

1. K. Dawes/R. Hart, T. Birds (371)
2. M. Dillon/J. Dillon, Ips. Lightnings (296)
3. R. Morrison/R. Walter/J. Johnstone, T. Birds, (149)

FAI SPEED

1. R. Morrison/R. Walter, T. Birds, 128.57 mph, 205.71 mph.

CLASS II SPEED

1. B. Stanbury, T. Birds, 129.5 mph
2. R. Walter/R. Morrison, T. Birds, 114.94 mph
3. K. Dawes/R. Hart, T. Birds, 94.24 mph

CLASS III SPEED

1. R. Morrison/R. Walter, T. Birds, 127.66 mph

PROTO SPEED

1. K. Dawes/R. Hart, T. Birds, 92.31 mph
2. L. Cash, T. Birds, 69.77 mph

INTERMEDIATE SPEED

1. R. Walter/R. Morrison, T. Birds, 128.57 mph
2. K. Dawes/R. Hart, T. Birds, 90.91 mph.

SCALE NOVICE

W. Bloye, NBAC	Static 163.75
	Flying 241.00
	Total 404.75

BENDIX 35

1. P. Morandini/N. Corney, NMAA, 11.69 sec.
2. B. de Chastel/J. Edgyed, Stardusters, 12.50 secs.

QUEENSLAND FREE FLIGHT CHAMPIONSHIPS RESULTS

A2 SAILPLANE

1. V. Stewarts	NMAA	919
2. J. Lewis	BMAC	839
3. D. Ryan	BMAC	755
4. C. Mahoney	BMAC	727
5. Van Smith	Mt Isa	715

MAAQ F/F CHAMPIONSHIPS 1975 AT BEAUDESERT 25.5.75.

A 1 SAILPLANE

1. J. Lewis	BMAC	467
2. J.A. Stewart (Jnr)	BMAC	379
3. C.J. Mahoney	BMAC	354
4. W.J. Thomas	NMAA	319
5. Van Smith	Mt Isa	245
6. B. Parsons	BMAC	55

WAKEFIELD

1. P. Van Leuven	BMAC	911
2. J. Lewis	BMAC	875

CHAMPION OF CHAMPIONS RULING:

J. Lewis	5
P. Van Leuven	3
J. Stewart Jnr	2
C. Mahoney	1

CONTROL-LINE RESULTS QLD

GOODYEAR

1. J. Jameson/D. Emmerson NMAA, La Jollita 12.41.
2. B. Gonzales/J. Madson, Stardusters, LAirbourne Starduster Spec 15.24.
3. J. Dillon/M. Dillon, Ips. Lightnings, Miss San Bernardino, 15.37.

FAI TEAM RACE

1. F. Dawes/R. Hart, T. Birds
2. P. Morandini/N. Corney, NMAA

'B' TEAM RACE

1. K. Dawes/R. Hart, T. Birds.
2. L. Winterton/N. Hinricks, T. Birds
3. P. Morandini/N. Corney, NMAA.

1/2 A COMBAT

1. N. Cash, T. Birds
2. J. Jameson, NMAA

FAI COMBAT

1. J. Jameson, NMAA
2. N. Cash, T. Birds
3. B. de Chastel, Stardusters

OPEN COMBAT

1. R. Walter, T. birds
2. N. Corney, NMAA
3. M. Brown, Stardusters

JUN. FAI COMBAT

1. B. de Chastel, Stardusters
2. J. Pollard, Stardusters
3. J. Genn, NMAA

OPEN STUNT

1. J. Johnstone, T. Birds
2. B. Hampton, Ips. Lightnings
3. R. Walter, T. Birds.

NOVICE STUNT

1. J. Jameson, NMAA
2. D. Rowell, Stardusters
3. F. Edgyed, Stardusters

JUNIOR STUNT

1. B. de Chastel, Stardusters
2. D. Emmerson, NMAA
3. D. Rowell, Stardusters

1/2 A RAT RACE

1. K. Dawes/R. Hart, T. Birds
2. M. Dillon/J. Dillon, Ips Lightnings
3. L. Cash, T. Birds

(Continued on Column 3)

SILVERTONE FLIGHT SERVICES FLIGHT INSTRUCTION COURSE

In the past, enthusiasts wanting to fly radio controlled model aircraft have bought the necessary radio gear and model kit, proceeded to build the model and then attempted to fly it. The need for assistance has normally been recognised and sought from the only available source: experienced model fliers at club flying fields. This system suffers from a number of disadvantages. The learner is very much dependant upon the goodwill and skill of the other flier, and he is generally obliged to join the model club before he starts to fly, or before he knows fully what his requirements will be. The method also has the drawback that learning is slow and unco-ordinated, and frequently results in many model crashes which add to the cost and time of learning.

To overcome these and many other problems, Silvertone Flight Services is pleased to be able to offer Australia's only model FLIGHT INSTRUCTION COURSE. This course is staffed by experience model fliers who are prepared to devote their full attention to the student, and instruct-

on is given in a systematic way to a programmed syllabus.

It is necessary to make a small charge for the course, and the rates are listed on the attached application form. Students may either provide their own models and radio equipment, or hire these from Silvertone Flight Services. Dual-control buddy-box transmitters will be provided by Silvertone Flight Services for Silvertone transmitters.

Students are strongly recommended to have dual-control fitted to their transmitters as experience has shown that the additional safety to the model, and the reduction in instruction time, quickly repays the cost of this modification.

Flight instruction is given on Sundays between the hours of 9 am to 5 pm at Silvertone Flight Services flying field in Bringley Road (Highway 69), Kingswood.

Lessons by appointment only. Interested parties contact: Bob Young, Silvertone Electronics, Phone 533-3517.

SILVERTONE FLIGHT SERVICES FLIGHT INSTRUCTION ENTRANCE FORM

I, hereby apply for instruc

I, hereby apply for enrolment on the Silvertone Flight Services FLIGHT INSTRUCTION COURSE.

I agree to meet the conditions laid down by Silvertone Flight Services, for participation on the Course and for use of the Silvertone Flight Services model flying field.

I understand that the charges for this FLIGHT INSTRUCTION COURSE will be to the following schedule:-

(a) Flying lesson (10-15 mins) using own model/equipment:	\$2.00
(b) Flying lesson (10-15 mins) using Silvertone Flight Services model/equipment:	\$4.00
(c) Minimum Daily Charge (Payable on Booking):	\$6.00
(d) Minimum Daily Charge (payable on booking):	\$6.00
(This charge covers first 3 flights with own equipment or first flight using Silvertone Flight Services equipment)	

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JEW WITH THE BLUE MAX

Silvertone NEWS

By BOB YOUNG

TECHNICAL REVIEWS

SILVERTONE MARK 9

Sales of this system are booming, with the production currently running at triple anything we have achieved in the past. The component shortage that almost stopped production two years ago has long since been overcome and deliveries are currently one week.

The orange vinyl TX case has proven very popular, as have the D & R servo mechanics. These mechanics use virgin nylon gears and will not shed teeth in crashes or hard knocks.

The Mark 9 comes complete with dual control and standard equipment. The Silvertone Dual control system allows mixed mode operation, as well as active or passive master, i.e. an instructor who flies opposite mode can still instruct on the pupil's own aircraft, and is definitely the most advanced dual control system on the market today.

The Mark 9 still retains all of the Silvertone innovations such as Automatic disarming of all Dual Control switches, Frequency Interlock, Optional Failsafe, 27 mhz or 40 mhz operation and many others. Now available in 2 expandable to 3 channels or 2 expandable to 8 channels.

SILVERTONE FAILSAFE

Still a steady seller. Available to suit most commercially available radios. May be used to operate parachute recovery system or to send motor to low throttle in the event of loss of radio contact. No fitting required, simply plug into servo lead. Will send servo to predetermined position 1/2 sec. after radio contact is lost. Failsafe position adjustable with inbuilt potentiometer.

SILVERTONE KEYBOARD

Over 50 Boards are now in operation in Australia, and definitely voted the most advanced frequency control system available. When used properly and in conjunction with frequency interlock this is the most secure frequency control system yet devised.

Available in the MAAA 30-20 khz configuration or the full board for those clubs wishing to take advantage of the 57 or more

frequency slots available in the PMG allocation. Ideal for yachting clubs who need to use available frequencies to the utmost.

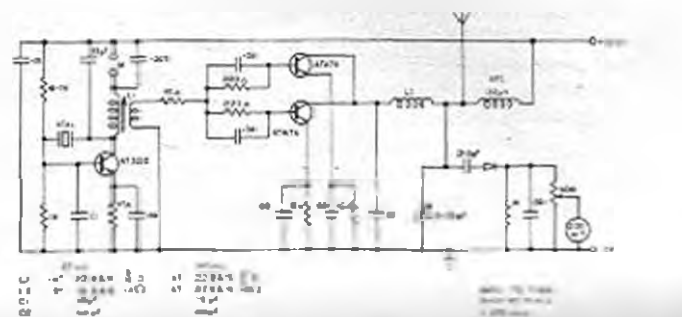
Moulded frequency keys now available. These are 3" wide as supplied and may be cut down to suit RX Bandwidth.

SILVERTONE SERVO CONVERSIONS

Silvertone can now supply the D & R servo conversion kits to convert other brands of servos to D & R mechanics. These are available to suit Futaba S-5 servos — Specs Commander and Micro Electronics. Simply wire in existing amplifier to D & R potentiometer. The servos are now available with the new 3 speed gear box. By replacing the pinion and/or the No 1 gear, three distinct radios may be selected.

R/C PERMITS

Modellers wishing to fly R/C should apply for a permit to use R/C — the PMG has application forms or they are available from Silvertone Electronics, 6/2 Schofield Street, Riverwood. Silvertone users can cut out the accompanying circuit and send it in with their application (mandatory). Users of other R/C must obtain the appropriate circuit from the dealer.



Recommended for use as follows:
 Reduced Torque — High Speed Aileron Elevator (Small aircraft to .40)
 Medium Torque — Med. Speed. Aileron Elevator (.60 size aircraft)
 High Torque — Reduced Speed Throttle — Rudder, Nosewheel (all aircraft)
 Also available is the Bantam Heavy duty gear conversion kit. Converts old style Bantams to modern standard. Eliminated stressed gears in all but the most severe accidents.
D & R PRODUCTS
 Silvertone now carries a full range of these fine American moulded products. All mouldings are in virgin nylon. This range includes many novel items such as power pods, safety switch covers, servos control sticks, servo trays, etc.
GENERAL MERCHANDISE
 It is not widely known but Silvertone has been gradually expanding the range of general R/C merchandise to include a wide variety of hard-to-get items. Among these, to list but a few:

Stafford B-24 Liberator
 Nosen Cessna 310G (120" span)
 Nosen Aeronca Champion (120" span)
 Soarcraft Fibreglass sailplanes
 Fliteglass Miskeete (150" span)
 Sullivan Products
 D & R Products
 and many more. Write to Silvertone for price list.
 Well, that is about it for this month — Keep 'em Flying!
 — SILVERTONE.



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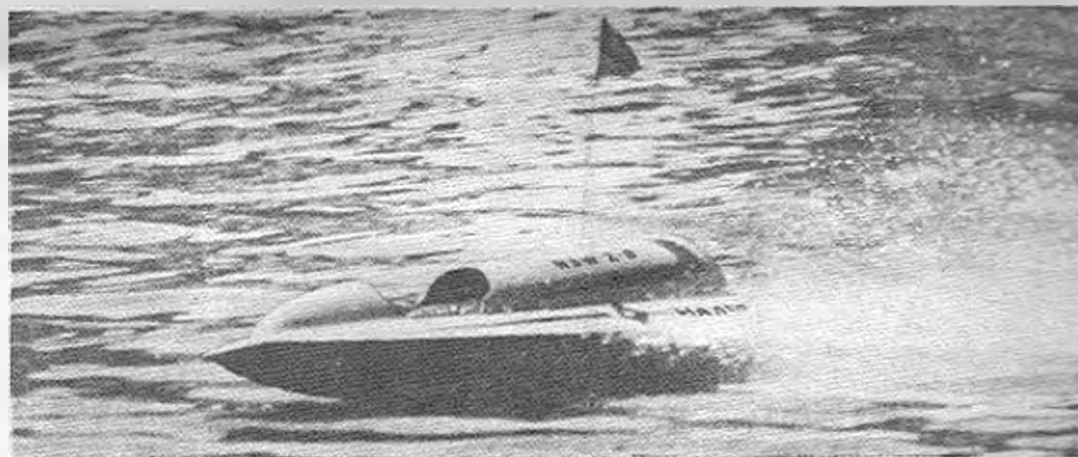


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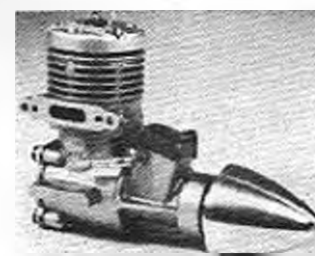


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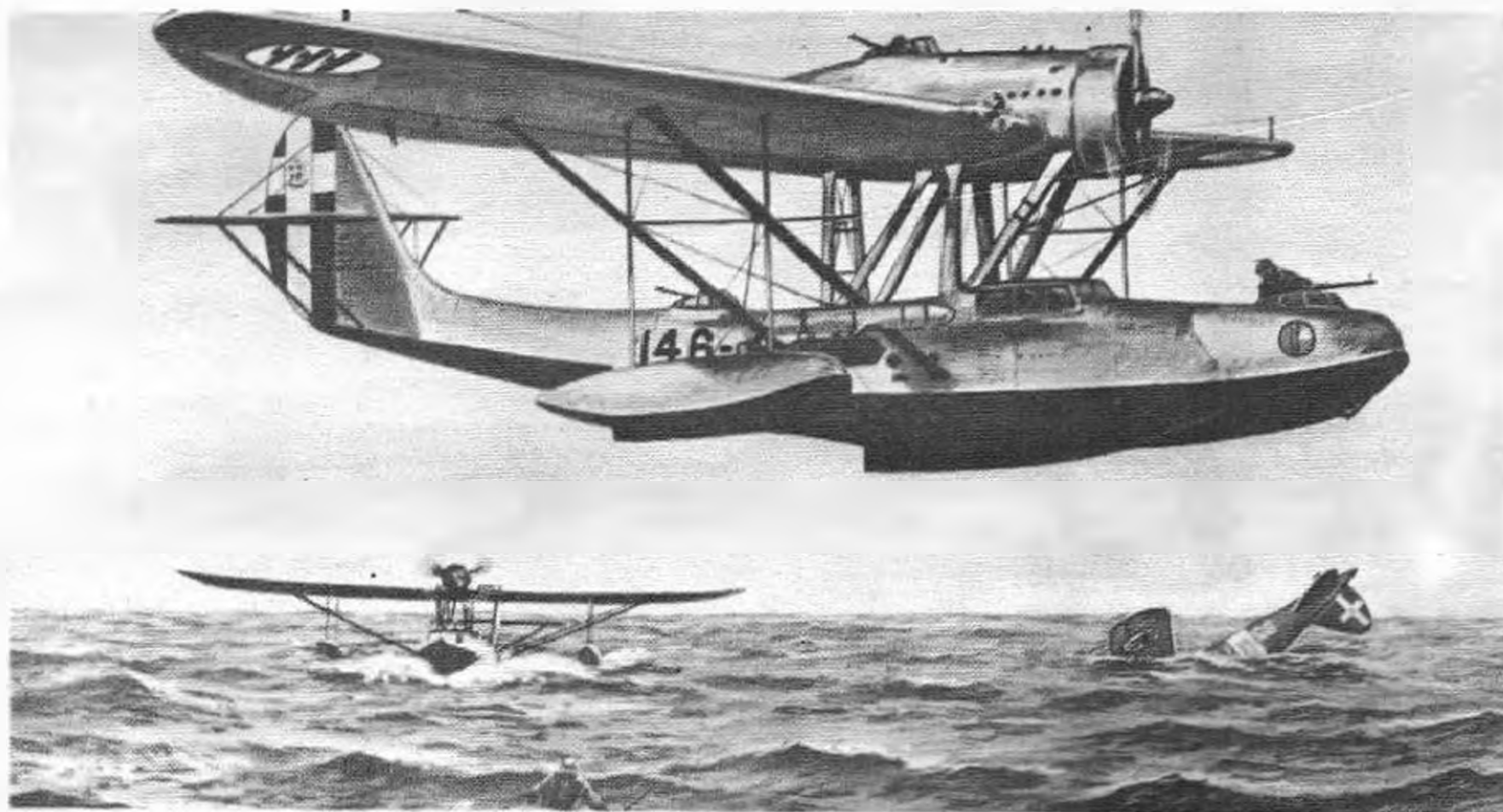
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- C.R.D.A. CANT.Z 501**1/72 SCALE KIT. N. 112**

Slow majestic - fascinating - with its characteristic central hull line the CANT Z.501, (Mamma ut -) forerunner of the Italian rescue aircraft rendered invaluable services to all pilots, friends or enemies who had the misfortune of being shot down in the Mediterranean.

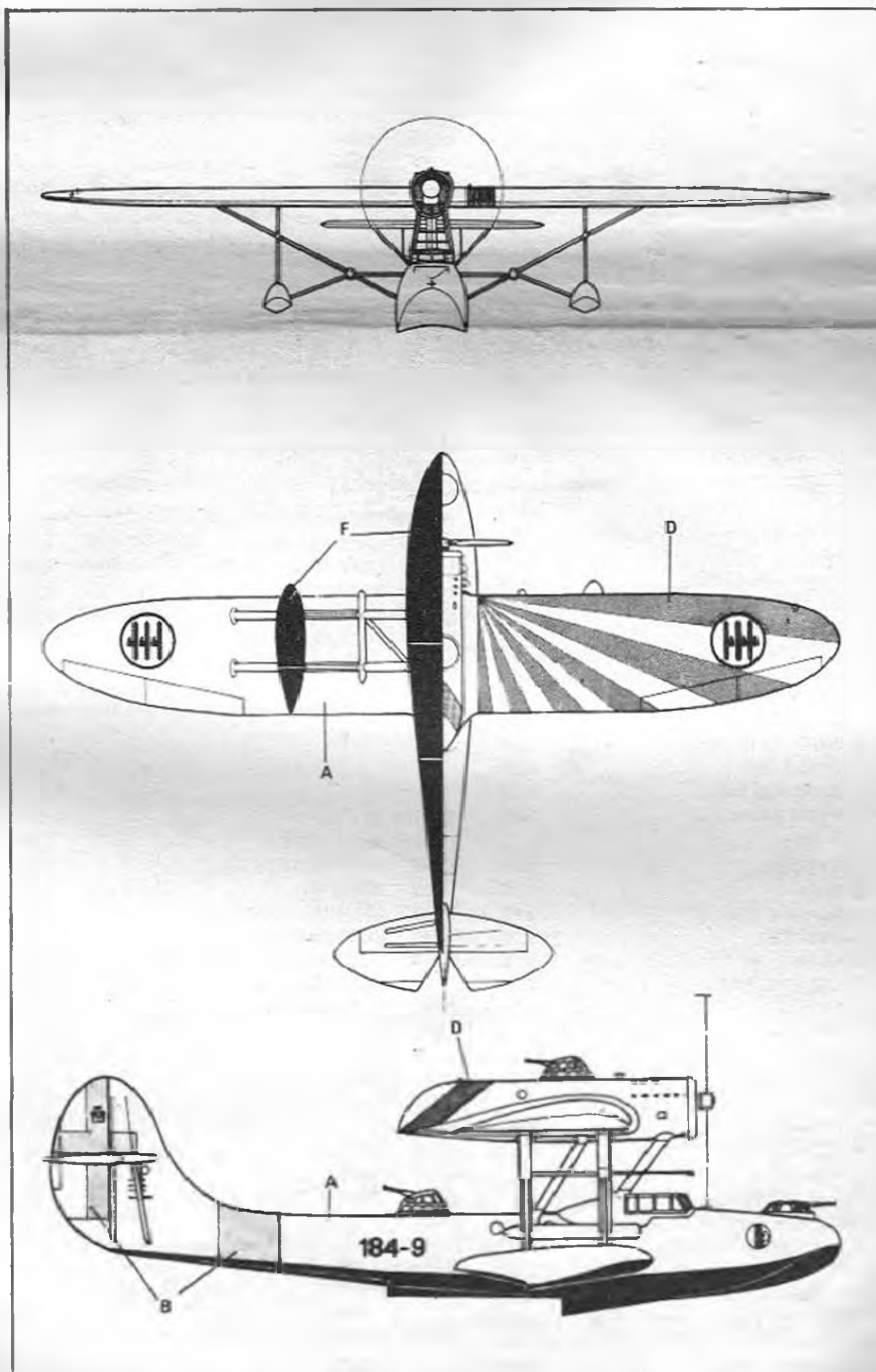
**PLASTIC KIT REVIEWS***We build***CANT Z.501 'GABBIANO' (Seagull)**

The Italaerei 1/72nd scale kit for the Cant Z.501 has been available for some time, distributed by Sequoia Distributors. However, the aircraft is not well known and consequently has not received the attention it deserves. It is well worthwhile to take a look at this one. Flying boats make attractive models, and this one lends itself to a variety of markings.

The Z.501 was designed by Ing. Filippo Zappata for Cantieri Riuniti dell'Adriatico in the early Thirties and the prototype flew in February 1934. In October 1934 it established a World Seaplane Distance Record by flying 2,560 miles (4130 km) non-stop, Montalconc to Massawa, Eritrea.

The French broke the record soon afterwards but in 1935, Mario Stoppani, who had flown the Cant Z.501 in both attempts, regained the record for Italy in July 1935 with a distance flight of 3,080 miles (4930 km) from Montalconc to Berbera, Somaliland.

The Cant Z.501 joined the Regia Aeronautica in 1936. It equipped the Squadriglia di Riconoscimento Marittimo, probably the 41st Squadron. When Italy entered World War II, in 1940, 202 'Gabbiani' had been delivered to reconnaissance squadrons of the Italian Air Force and equipped seventeen squadrons





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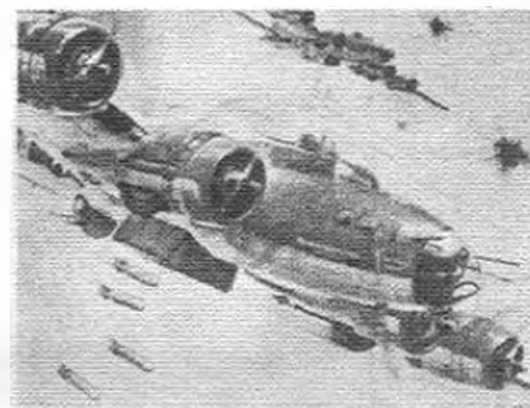


1/72 SCALE AIRCRAFT



H-216 RAAF F-111C

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



H-201 BOEING B-17 FLYING FORTRESS

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

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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
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H146	HUGHES CAYUSE	2.75
H199	STARFIGHTER (NEW)	2.75
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H2	F-4C PHANTOM II	2.75

SERIES 'C'

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H213	RAF FLYING FORTRESS	4.50
H257	F-15 EAGLE (NEW)	4.50
H258	SKYCRANE	4.50

SERIES 'E'

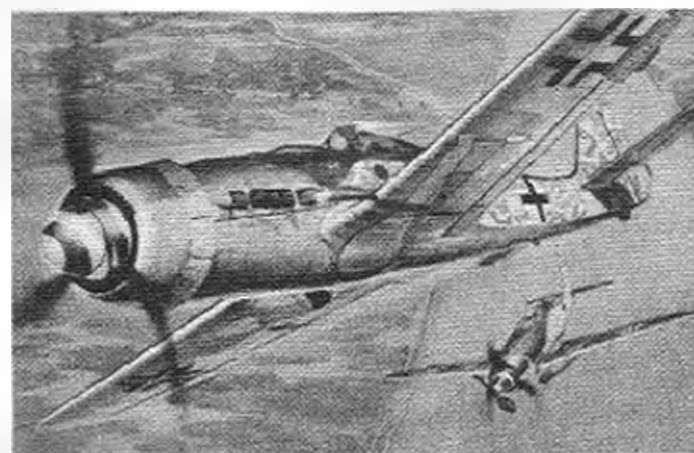
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H271	CURTISS P-40E	5.25
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H287	BELL HUEY COBRA	5.25
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H292	FOKKER (1/48 Scale)	5.25
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H295	MUSTANG 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

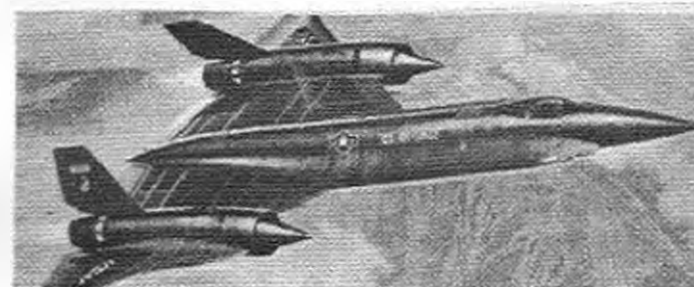
SERIES 'F' 1/32 Scale

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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
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H-215 FOCKE WULF 190D-9

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H-206 LOCKHEED YF-12A

The World's most advanced piloted aircraft - it holds the World's absolute 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 decals supplied are the markings of SAS and British Airways.



H-363 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
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H260	SKYRAIDER	9.95
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SERIES 'G1'

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H-188 McDONNELL PHANTOM F-4J
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SERIES 'P'

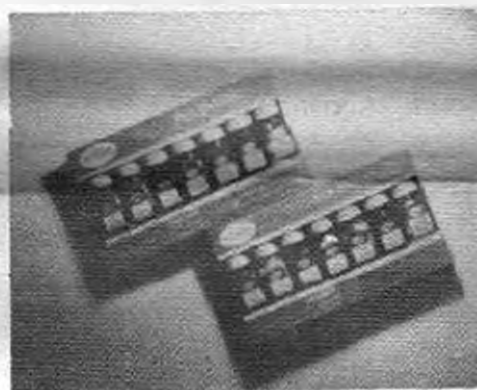
H390	THERMOPYLAE WITH SAILS	32.50
H395	CUTTY SARK	32.50
H399	CUTTY SARK WITH SAILS	39.00



H-559 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.

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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.

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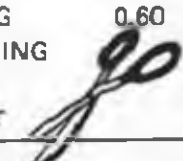
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CUT HERE



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 1/2".

SERIES 'M'

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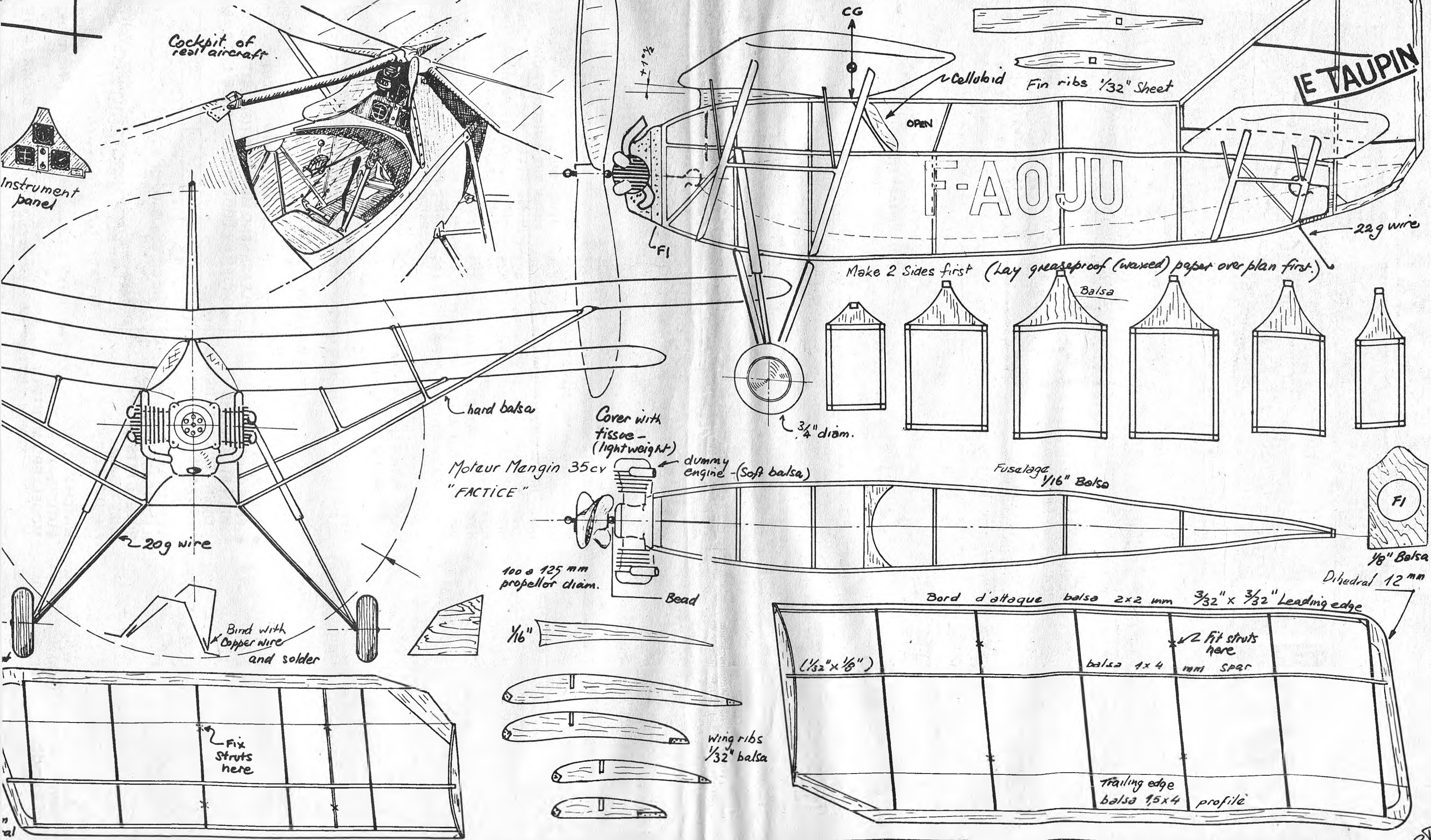
rench
chide

le tandem S.F.C.A.

par E. FILLON (noted French modeller)

"TAUPIN"

Maquette volante "Peanut"



CANT Z501 (Continued)

of the Squadriglia Riconoscimento Marittimo (the 141a-148a, 171a and 182a-189a) and four (1a, 3a, 4a, 5a) equipped the Sezione Costiera based on the Adriatic, Tyrrhenian Seas and the Islands.

The Cant Z.501 remained in service until 1949-50 when the last one was retired.

In April 1937, 9 Cant Z.501s were supplied to the Spanish Government Aviazione del Tercio and served with the Lontana Maritima Reconnaissance Squadrons in Majorca. The squadron number (62) was carried by the aircraft, and the numbers 1 to 9.

A number of Cants served with the Flotila de Hidroaviazione Rumania and were used at the Black Sea during 1943.

The name 'Seagull' has been popular for flying boats. Supermarine had their 'Walrus' (nee 'Seagull') and Curtiss used the name for their SOC3-1 'Seagull'.

The Italian 'Seagull' was designed as a patrol bomber but was deficient in speed and armament, and was replaced by the Cant 506. The 'Seagull' was relegated to rescue, coastal patrol and escort duties. The Italians called them affectionately 'Mamma' (help!) and the 'Seagulls' served valiantly in that capacity.

In 1943, Cant Z501s of the Co-Bellgerent Air Forces were stationed at Brindisi and Taranto.

THE MODEL

The Italaerei kit is moulded in grey plastic (wish it had been silver grey!). The parts are finely detailed and flash-free. An extra radiator is provided for the alternative Isotta Fraschini 750 or 900 hp engine. Extra transparencies are provided for covered turrets or the later open gun positions.

We decided to try out some Pewter 'rub-n-buff' type paste on this model after trying it out on a spare piece of sprue. The resultant finish, buffed to a high polish, exactly resembles metal.

The instruction sheet, criticised by 'Scale Models', Feb 1975, and justly so, was difficult to follow in places. This may be due to the 'apparent' complexity of the 'struttrery'.

However, once we decided that there were TWO pairs of 'Vees' of struts between the fuselage and the engine nacelle, we had no trouble.

We assembled the fuselage, then rubbed on and polished the finish (having chosen the early pre-1936 version). Wing and nacelle assembly was polished as one piece — (if using aluminium paint, it is better sprayed on — brush will have to be carefully applied, several thinned coats with a little black added to dull the metal in the paint).

When assembling the wings to the nacelle, we noticed a gap at the lower side. If this is not filled with plastic putty, the wings may sag into anhedral. We fixed this by setting the assembly upside-down till dry, then fill the gap with putty and cement.

We used Testors liquid cement for most joints, but any polystyrene cement will do.

Care should be taken to assemble the struts exactly as the instruction sheet shows. (We didn't and still got out of it OK — we cemented struts to the wings FIRST — NOT recommended!)

The only poor fit was the bomb-rack fairings at the strut junctions. These may give some trouble, but patience will overcome it. Cut away the fairing slightly where the out-board struts fit in.

Note that the rec on the sunburst is ORANGE-RED, not crimson — a touch of yellow in Bright-red will give the right shade.

There is a choice of three sets of decals — well printed. We used the early ones and we think you will agree the model looks most realistic.

The Cant Z.501 is available from most good hobbyshops and Mail Order suppliers and sells at a recommended retail price of \$4.75.

CANT Z.501 GABBRIANO

SPECIFICATION:

TYPE: Four or five-seat light reconnaissance bomber flying boat.

POWERPLANT: One 900 hp Isotta Fraschini

Asso XI R2 C15 twelve-cylinder Vee liquid-cooled engine.

ARMAMENT: Two or three 7.7mm Breda-SAFAT machine guns and max. bomb load of 1,404 lb.

PERFORMANCE: Maximum speed, 171mph at 8,200 ft; 155 mph at sea level; cruising speed; 149 mph at 6,560 ft; time to 13,120 ft; 16 min; max range: 1,490 miles.

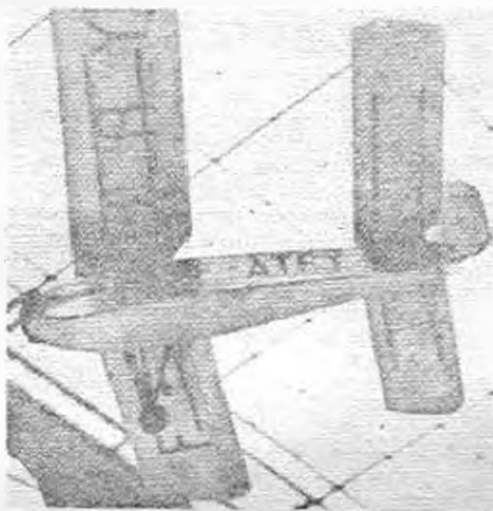
WEIGHT: Empty: 8,488 lb; Normal loaded: 13,117 lb; Max overload: 15,542 lb.

DIMENSIONS: Span, 73 ft 9-7/8 in; length, 46 ft 10-7/8 in; height, 14 ft 6 in; wing area 657.36 sq ft.

LE PEYRET TAUPIN

MAQUETTE TAILLE CACHUETE

Emmanuel FILLON



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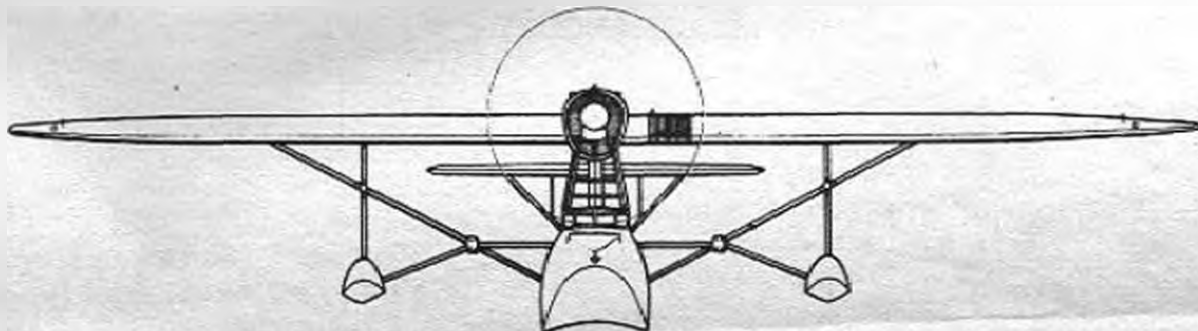
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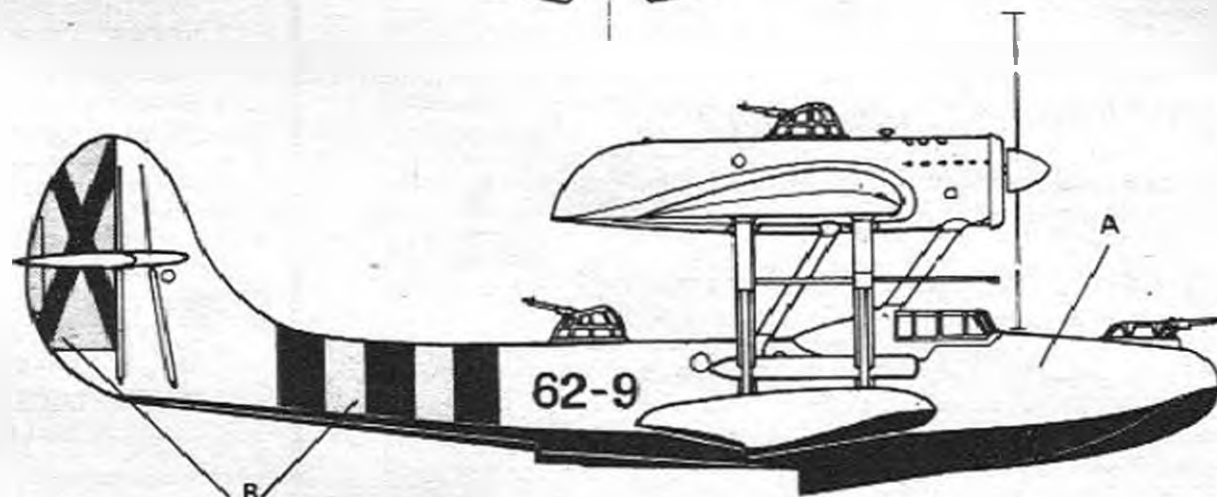
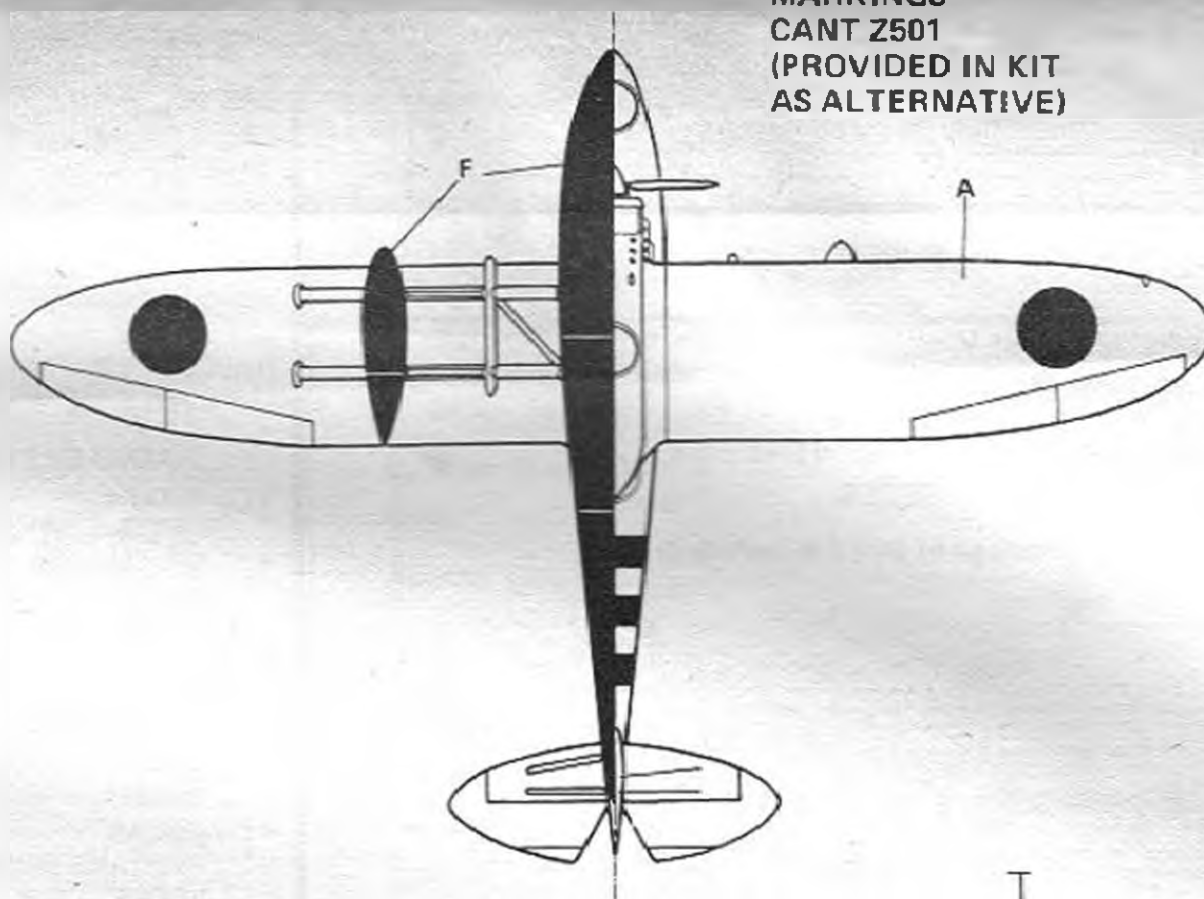
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SPANISH CIVIL WAR
MARKINGS —
CANT Z501
(PROVIDED IN KIT
AS ALTERNATIVE)



SAFETY!

(READ IT! THIS MEANS YOU TOO!)

The MAAQ is proposing a Safety Code for modellers. We think it so good we are reproducing it here.

GENERAL

DO Ensure adequate ventilation when using: Dopes, fibreglass resins, (epoxy or polyester) hydrocarbons paints (especially in spray packs).
Wear safety glasses and use guards when using power tools.
Ensure power tools are properly earthed if necessary.
Exercise care with cyanoacrylate adhesives (super glues).
Wear safety glasses and disposable gloves.
Keep a solution of acetone and water handy for a possible solvent if you are quick but DO NOT use this solution on the eye.
Boil nylon propellers before use. Allow the propeller to cool in the water.
Make all adjustments to needle valve and/or compression screw from behind the propeller.
Wear Safety glasses when operating any power model.
Ensure spectators stand behind a power model — never in front or in line with the propeller.
Wear safety glasses when operating any power model.
Use a chicken stick or electric starter (if permitted) especially with larger motors.
Treat all fuels as dangerous. Diesel fuel can form an explosive mixture rapidly in a confined space and can asphyxiate.
Methanol in gas fuels can cause liver damage and is absorbed through the skin.
Use mufflers and if necessary, wear ear muffs.

DO NOT

Repair propellers.
Use metal propellers.
Store any liquids (dopes, paints, fuels, etc.) in any drink bottle.

FREE FLIGHT

DO

Watch out, when retrieving, for snakes, potholes, ditches, fences and cliffs.
Ensure a tow line will not fall across power lines.
Launch models downwind from spectators and cars.
Keep spectators away from rubber powered models when winding.
Ensure the winding hook is secure in its check and that the drill handle is pinned (if necessary).

DO NOT

Use fuse de-thermalisers.
Fly near aerodromes.

CONTROL LINE

DO

Use an engine tether.
Use a safety thong.
Carry out a pull test before each flight.
Appoint a safety officer to keep spectators clear.
Ensure mechanics wear hard hats.
Mark the handle clearly — check control movement before launch.
Wrap and solder all joints in the control system.

DO NOT

Use kinked lines.
Use fishing swivels as line connectors.
Fly within 150 feet of power lines. High voltages can permit 'jumping' especially in damp air.
Fly near or during a thunderstorm.
Fly off long grass.
Leave the centre of the circle if another model is still airborne in the circle, unless wearing a safety helmet.

RADIO CONTROL

DO

Use a method of Tx control — pegs or keyboard.
Place your Tx in the pound as soon as you arrive at the field.
If first, open the pound. If club rules require, remove the antenna if possible.
Operate all models from a designated pit area away from motor vehicles.
Determine and enforce a traffic pattern for each wind direction.
Ensure all pilots stand together while flying (except perhaps at take-off or landing).
Set aside an area for aerobatics away from the traffic pattern.
Check controls for full movement in the correct direction before every take-off (pay particular attention to aileron direction).
Check the centre of gravity.
Check for other models before moving onto the take-off area.
Call take-off, landing and dead stick.
Check radio and model after any hard landing, arrival or crash.

Appoint a safety officer, give him responsibility AND authority and support his decisions.

DO NOT

Fly over or towards spectators or cars.
Fly over main roads — your model may distract drivers.
Fly near or during thunderstorms.
Mount the RCVR or Servos rigidly in the model.
Fly helicopters near spectators. Check rotors after every flight.

DISPLAY FLYING

DO

Appoint a Controller whose word shall be LAW.
With R/C, have a Tx pound operated by a responsible member.
Ensure spectators and non-flying members stay behind barricades.
Publish a programme and stick to it.
Advise the MAAQ and obtain sanction.
Ensure that only MAAQ or MAAA affiliates fly.
Use only proficient flyers.
Obey all rules in this leaflet.

DO NOT

Fly within two miles of aerodromes without DOT (Air Group) permission.
(The MAAQ will arrange this if necessary).
Permit flying towards or over spectators or cars.
Permit first flights of models.

VINTAGE EVENT.

Since the last NZMAA Bulletin, in which I outlined how the proposed rules for the Vintage event would be applied, I have had a few comments about the flying of rubber and glider. Council has agreed that rubber and glider be flown unofficially at the Nats and I have been approached by two aeromodellers offering assistance with prizes. Their generosity is appreciated.

To clarify the position of the flying, these events would be run concurrently but not in competition with the vintage gas class and the time keeping and scoring would be on the same basis except for the obvious lack of engine points. The rubber and glider classes would be to the same 2 min. flight with deductions of 1 point a second under 120 secs. and 2 points a sec over with use of d/t after 3 mins. The maximum line length of 300 ft may be used for gliders but any length to get that 2 mins is all that is required.

It has been suggested that 2 mins may be a hard target to achieve with the older designs and especially if flown as an evening event. However, with the greater knowledge that aeromodellers now have of trimming techniques, this may not be the impossibility some imagine. Two things that must be borne in mind are that the rules are for trial only and may be amended. (I hope a meeting will be held after the event to discuss all aspects of Vintage model flying). The second point I wish to stress is that all contestants will be flying to the same rules and the older design gains those extra bonus points which should offset the possible poorer flight time.

QUARTER MIDGET TAKES OFF IN AUCKLAND.

The Auckland Radio Flyers Scheduled an invitational meet on 22 June and five aircraft raced. There are always those who are not quite ready (including yours truly) so the racing was scheduled for the following Sunday as well. The wisdom of this was confirmed when 8 aircraft turned up to fly. Mainly Taipan 2.5 Schneurle with one ST 15. The racing was close and keen. Times were down to 2-21.

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17th OCTOBER, 1975

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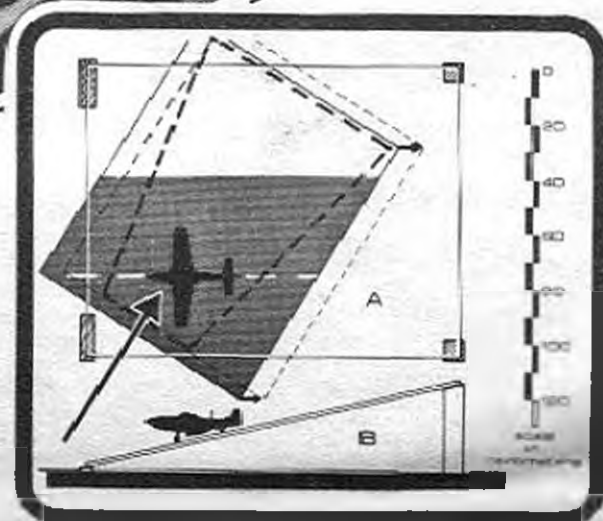
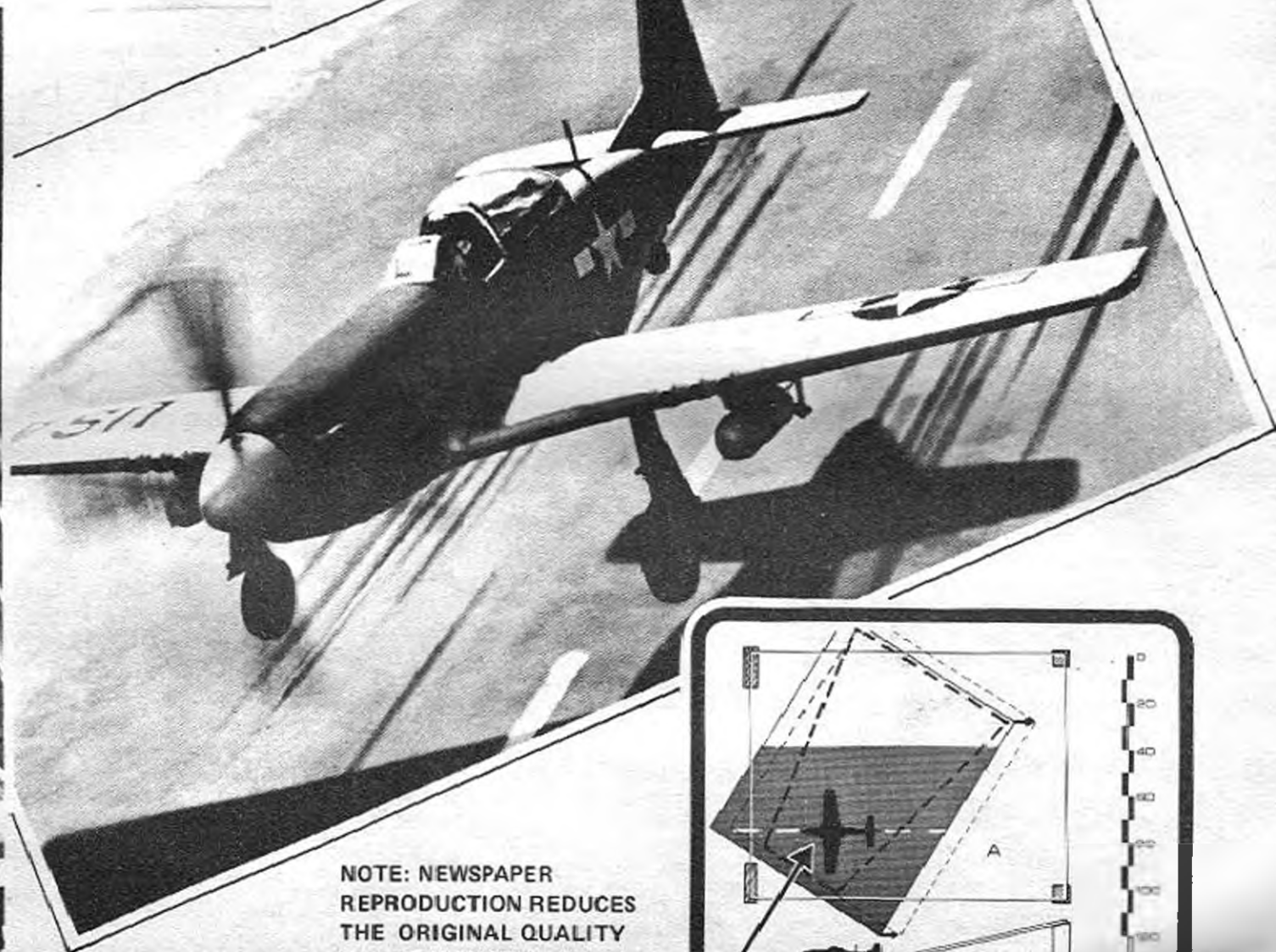
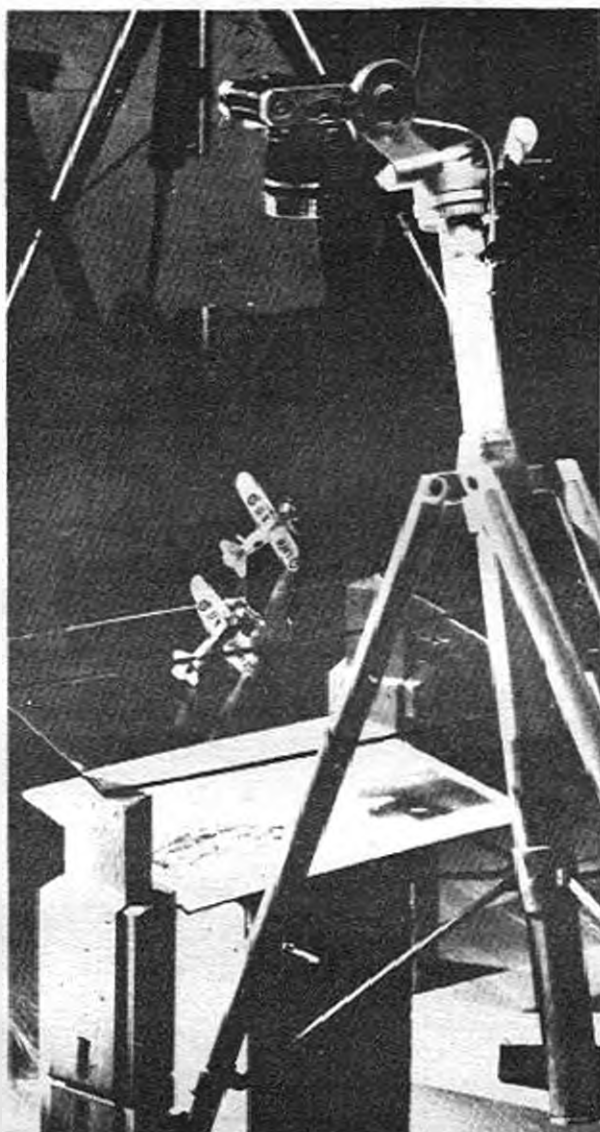
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DOODLER

In July we published the plan for the
DOODLER. Geoff Eastwood has kindly provided
instructions for building the R/C
Trainer.

In designing the 'DOODLER' the aim
has been to produce a model with good
stable flight characteristics suitable for a
novice to have a reasonable chance of success
and at the same time getting away from the
usual stereotype high-wing trainer. Providing
care is taken in the construction and
radio installation, you will have a model that
will put you well on the way to accomplished
radio controlled flying.

Primarily designed for rudder and elevator
control with .09 (1.5cc) or .15 (2.5cc) engine.
If a .19 cu in engine is used it should be
fitted with throttle control.

CONSTRUCTION:

Familiarize yourself with the drawing
and ensure that all stages of the construction
are thoroughly understood, check all parts
before commencing construction as this will
save time at a later stage. PVA glue is recommended
for all construction with the exception of
engine bearer joints to plywood where epoxy
may be used. Try to keep the

FUSELAGE:

Start by marking the position of the
doubblers on fuselage sides, making sure you
have one left and one right side. Proceed to
glue the doublers F5 to sides F4. Note that
the grain should run at approx. 45 degrees
angle. When dry mark position of formers
F1, F2, F3 and bearers F7 on fuselage sides
glue together ensuring that all formers are
square by placing over top view of plan.
When dry, bring together rear ends of
fuselage sides and glue in F12, then add top
F8, rear bottom sheeting (cross-grain), 1/8" ply
F13, 1/8" sheet cross-grain F14. Complete by
adding 1/4" nose blocks F15 and wing seat
doubblers F6. Sandpaper thoroughly,
rounding off the corners of the fuselage
slightly.

TAIL SURFACES:

Construction of the tail surfaces is straight-
forward and should be obvious from the
plan. Join elevators with 3/16" dowel, sand-
paper all tail surfaces smooth, rounding off
the edges. Check for true alignment of fin
on fuselage before glueing in position with
1/4" square supports on either side. Hinges
should be fitted after surfaces have been
doped etc. Make sure score line is square

WINGS:

Wings are constructed in two sections and
joined together with a ply dihedral brace.
After cutting 3/32" slots in main spar as per
plan, begin by pinning the right-hand spar
vertically over the plan. Pin the bottom 1/16"
trailing edge W5, then glue all ribs into position
on spar and trailing edge, noting that the
root rib is angled for dihedral. Glue on the
leading edge making sure the height of all the
wing ribs is identical. Add the top trailing
edge sheet then leading edge W9 top and
bottom. Fit ply brace W10, then centre
section sheeting, wing tips and cap strips
over ribs. Repeat the operation for the left
wing. Glue the two wing panels together,
checking for true alignment and dihedral
and leave pinned together until completely
dry. Sand the whole of the wing smooth,
rounding off the leading edge.

FINISHING:

Doping and painting is recommended for
the fuselage and tail surfaces. At least three
coats of dope will be necessary, sanding down
between coats and paying particular attention
to the engine and tank bays where fuel seepage
may occur. Covering the wings with one of
the plastic materials, Solarfilm, Kwikcote,
etc. is recommended.

RADIO INSTALLATION:

There are so many alternative radio control
systems that it is impossible to cover
installation of all types. It is strongly recommended
that you seek help from someone with previous
experience. Needless to say, it is essential that the
radio equipment works 100% both on the bench and
at the flying field.

Make sure it is installed neatly with no
loose wires hanging about etc. The receiver and
batteries should be well protected and pushrods
should all be smooth and easy in operation.

One last thing before flying, make sure
the centre of gravity is on the position shown
on the plan.

— Geoff Eastwood

(The Doodler plan (full size) is obtainable
from MM Plans Service, PO Box 31, Roseville
NSW, 2098, PRICE \$4.60.

Kits for the Doodler were obtainable
from Geoff at THE MODEL EXCHANGE,
255 South Road, Morphett Vale, SA. 5182.
We do not know if kits are in stock, but no
doubt, if there is a demand, Geoff may put
it back into production — over to you Geoff!
Ed.)

TRADE NEWS (Cont'd)

However, Mr Taccolli says that the officially Australian-produced Sequoia hulls for SKUA1 naviga and SLAK multi, both Merlot world class design hulls, will be available at an extremely low recommended retail price soon from Sequoia Models, 221A Wentworth Avenue, Pendle Hill.

We hope that the parties concerned will get together and settle their differences amicably. Otherwise, this matter will result in confusion to modellers generally.

We applaud the availability of top-quality world class hulls but must it happen this way?

EK-LOGICTRON RADIO

EK-Logictrol Radio is represented in Australia by EK-Logictrol (Australia) run by Barry Bowerman and Ken Burke. The sales of EK have been growing and we shall be seeing more of this equipment on the flying field this summer.

We at Modellers' Monthly are testing an LRB 2/3 channel set in a beginner's R/C aircraft and will report eventually.

Queensland modellers can obtain EK from EK-Nomic Hobbies, Brisbane, and full spares and servicing back-up is provided by both firms.

CHM SYSTEMS RADIO KITS

CHM Systems are selling kits for their receivers and servos, and Modellers' Monthly will be testing this equipment soon. The advent of low-priced kits on the Australian market is welcomed. Fancy your ability with a soldering iron? Try one of these. If you make any mistakes, CHM will sort you out!

BOOK REVIEWS

RAILWAYS AT THE ZENITH OF STEAM
— 1920-40: by O.S. Nock — Blandford Press. 7 1/2" x 5 1/2" 184 pages.
Price: \$4.50 Post Free.
Available from: Regency House Publishers Pty Ltd., P.O. Box 117, Terrey Hills, NSW. 2084.

These compact volumes, of which this title is one of several, are a mine of information for this historical railway enthusiast and modeller.

The colour artwork of engines, carriages, station buildings, signals etc., are impressive, and are ably backed by the text covering details of each illustration. There are no less than 96 pages of colour! This is an incredible quantity for the money.

Railways of many countries are described in their heydays. Australia is represented by the C-36, NSW Govt Railways, a '520' Class of the South Australian Railways, a Class 'X' 2-8-2 goods from Victoria, and numerous others. Carriages and signals are also represented. The illustrations are slick, fairly detailed and well executed.

Necessarily, because of the moderate size of the book, each Railway is covered in a brief history.

STEAM RAILWAYS OF BRITAIN

in Colour: by O.S. Nock — Blandford Press. 7 1/2" x 5 1/2". 195 Pages.
Price: \$3.95 Post Free.
Available from:

Regency House Publishers Pty Ltd.,
P.O. Box 117, Terrey Hills, NSW 2084.

From the Series, 'The Pocket Encyclopedia of World Railways', this compact volume comprises 86 pages of colour illustrations, plus 109 pages of text.

This handy volume covers many famous and less famous trains in colour. Coats of Arms are also illustrated in colour.

The book begins with Richard Trevithick's locomotive of 1804 and ends with 'BR9', a 2-10-0 of British Railways. Many signals are illustrated, and the liveries of many railroads appear herein.

This is excellent value for money.

RAILWAYS AT WAR BEFORE 1918.

by D. Bishop & K. Davis. — Blandford Press. 7 1/2" x 5 1/2". 154 pages. Illustrated.

This interesting volume associates Railways with war munitions, and the illustrations show many different kinds being transported. Of particular interest are the pages covering rail mounted guns, and tanks on low loader freight flat cars. These jewels of rare machines are fascinating and will be of use to the scratch builder.

Covering the American Civil War period to 1918, the text provides fascinating glimpses of the railway past. As with other Blandford books reviewed, this is good value for money.

FIGHTERS, BOMBERS, FLYING BOATS

— WW II.

FIGHTERS — WW I.

FIGHTERS Vol 1, Vol II, Vol III: \$4.95

Each.

FIGHTERS WW II

Vol 1, Vol IV, Vol V: \$4.95 Each.

FLYING BOATS: \$4.95 Each.

BOMBERS: Vol 7, Vol 8: \$4.95 Each.

These ageless little books are ideal for the young enthusiast wanting to build up a reference library, or for the older enthusiast who needs handy reference in a compact form. If you have missed certain numbers

in the past, now's the time to collect them. the prices can't go anywhere but up. (We collected ours when they were selling for \$2.95 — yes, that was years ago!)

Each aircraft is covered in text, photographs, and three-view line drawings. Small, but still useful as they comprise considerable detail.

WARPLANES OF THE FIRST WORLD WAR SERIES

WARPLANES OF THE SECOND WORLD WAR SERIES

Casebound, art paper, dust jackets —

\$4.95 each.

Available from:

Regency House Publishers Pty Ltd.,

WANTED URGENTLY —

CRAFTSMEN — model makers, miniature carpenters. Newly formed Cartoon Film Co. wishes to contact suitable people in respect to joining a young creative concern.

Write details - experience and work completed etc., to: Peter Solomon, Punch Films, 4/25 Reginald Street, Cremorne, NSW. 2090

Editorial..

We publish the following letters from Mr Gordon Burford, MAA of A, and the Dept of Tourism and Recreation. The news that the Department has granted financial assistance to Australian competitors attending World Championships is a tribute to Gordon Burford and his hard-working MAA of A Committee. Their efforts have provided a great boost to Australian aeromodeling and has given our top sportsmen a chance to get to World Championship events.

In addition, it will be seen that a sum of \$2,210.00 has been allocated to assist with the costs of the 1975 Australian Nationals!

We extend our thanks to the Minister and the officials of his Department for taking this action. Australian modellers and the modelling game in general must benefit from this grant.

The Editor,
Modellers' Monthly,
Dear Sir,

Herewith photocopy of letter from Dept of Tourism & Recreation advising approval of grant.

This is the result of much correspondence dating back to Feb 74. The letter March 3rd 1975 quoted was a final estimate of costs made up after a visit from an officer of the Dept in February 75.

Wheels of Government grind slowly and it is essential that intending competitors at World Championships must make up their minds immediately after the Nats so that application can be made early in January. Yours sincerely,

(Sgd) Gordon Burford.

(COPY OF LETTER from Dept of TOURISM and RECREATION)

Dear Mr Burford,

I refer to your letter of 3 March 1975 seeking Australian Government assistance for participants competing in the World Championships, the attendance of an Australian delegate at the World Conference and administrative assistance for the National Championships.

I am pleased to advise you that the Minister has approved a grant of up to \$7,623 for these events and distributed as follows:

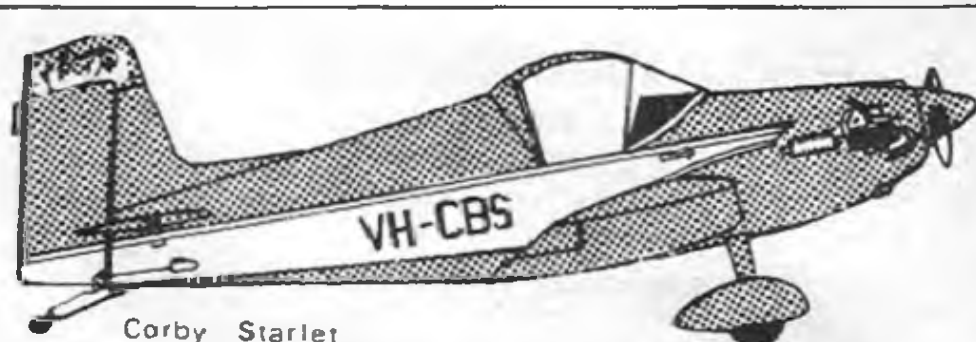
— up to \$1,508 as fares assistance for the Australian team attending the World Free Flight Model Aeroplane Championships to be held in Plovdiv, Bulgaria on 15-20 August 1975.

— up to \$3,103 as fares assistance for the Australian team attending the World Championships for Radio Controlled Class Model Aeroplanes to be held at Berne, Switzerland 8-13 September 1975.

— up to \$802 as fares assistance for the Australian delegate attending the Commission International d'Aero Modelisme Plenary Meeting to be held in Paris on 3-4 December 1975.

— up to \$2,210 to assist with the administrative costs of staging the 1975 National Model Aeroplane Championships to be held in Loxton, South Australia from 28 December 1975 to 3 January 1976.

These subsidies are to assist with the fares of two competitors attending the World Free Flight Model Aeroplane Championships and three competitors and a team manager attending the World Championships for Radio Controlled Class Model Aeroplanes.



Corby Starlet

K. H. PLANS SERVICE

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

Our range of Scale only model plans and Scale drawings has been further extended with the addition of Complete-a-Pac and Model Airplane News plans. A few examples of the 150 odd drawings now available are:

FOR RADIO CONTROL

C.A.P. Stuka, 1/9th scale 60" span \$5.50

C.A.P. Mosquito, 5/48th scale, 63" \$5.50

M.A.N. Grumman Albatross, 72" \$8.00

M.A.N. Pitts S15 \$5.75

FOR CONTROL LINE

C.A.P. Defiant, 1/12th, 39" \$3.00

M.A.N. Kittiwake, 1/6th, 48" \$5.75

FOR RUBBER POWER

M.A.N. Leopard Moth, 42" \$2.00

M.A.N. Monocoupe, 1/16th, 24" \$3.25

M.A.N. Rearwin Speedster, 1/16th, 28" \$1.00

Towner P-47, 1/18th, 27" \$2.00

FOR FREE FLIGHT

M.A.N. Bonzo, 24" \$1.50

M.A.N. Rearwin 9000L \$3.00

Towner Jodel DR 315, 1/12th, 28" \$2.00

PLUS MANY OTHERS — send S.A.E. for full price list.

K. H. PLANS SERVICE,

P.O. BOX 346, HURSTVILLE, 2220. NSW.

BOOK REVIEWS

PIETER STROETHOFF — MODEL PHOTOGRAPHER

We have received advance proofs of Pieter Stroethoff's new book, PHOTOGRAPHY FOR THE SCALE MODELLER. The present owners and publishers of Airborne & R/C Models have no connection with author, previous publisher or any other party and orders placed with the former prospective publishers cannot be honoured by us.

We do, however, highly recommend this publication, as a useful aid to modellers, of plastics, models, aircraft, ships, armour etc., and for modellers generally who would like to photograph their models in realistic surroundings.

The book itself contains a very fine collection of model photographs, and it is hard to tell at times if the subject is really a model or not. How Pieter obtained these effects is told in text and diagram, over some eighty pages, all in hard covers with a colour cover. The subject for the cover appears to be Revell's 1/28th scale SPAD XIII kit and very good it is too.

Subjects covered are:

Model V Reality
The Camera
Lighting
Moving Parts
Filters
Airborne (flying photos)
Extreme Close-ups.

LETTERS TO THE EDITOR

Dear Sir,

I am writing to you about the availability of good racing propellers. It seems that they must be ordered from shops interstate or from Mr Bartels himself. As his are the only real racing propellers made commercially, ridiculous prices are being paid for these items when they are readily available. Five-dollar propellers do not encourage racing participation much and the same old 'Drazek-Special' is a bit out-dated for present uses.

I know that the Taipan grey propellers are of a good quality and material, so please Mr Burford, would you run off some 7 x 8's, 8 x 8's etc. It can be done; even Tornado made some in yellow nylon.

If they are of the same standard as the other Taipan grey propellers and are modified for better efficiency as often as the others have been, we are sure to end up with a good range of propellers, at one tenth of the price of the Bartels products.

— James Darroch.

Mr Darroch,

The economics of producing racing props for a small market are just not on. Considering the many thousands of dollars necessary to make the metal dies from which props are moulded, tens of thousands of props have to be sold. Too few modellers use 8" x 8's and 7" x 8's today.

We will bring your letter to Peter Burford's attention, but we don't hold out much hope. Peter is preparing an article for us though, on modifying Taipan propellers, and this will appear in Airborne & R/C Models late this year.

Dear Ed,

SILVER ANNIVERSARY - MAAQ.
A GOOD TIME TO INFLUENCE PEOPLE OF INFLUENCE.

Although I admit that I am always on the look-out for opportunities to spread the word about Aeromodeling and its benefits to Society, I have embarked on a crusade which would be one of the most pleasant I have ever undertaken.

Through the actions of friends who are members of Rotary International, I have now spoken at three of these Branches on the subject of aeromodeling. I have endeavoured to make an informative talk as humorous as possible for I don't believe that tired businessmen are entirely in the mood for a lecture with their evening meal.

The scheme is ticking like a clock and MAAQ leaflets of the type enclosed are distributed at each meeting. I feel this way I am getting a message to people who have a bit of get up and go and the more of this type we, in the movement, have on side the better for us all.

A great deal of emphasis is placed on the 'craft' side of modelling and that members create the implement with which they compete, also that they are at home most of the time building or repairing models for week-end flying. Consequently, they are not roaming the streets and becoming involved in some seemingly childish prank which may cause them to fall foul of the law.

As Rotarians and Lions are almost essentially businessmen and thus employers of labour I also emphasise the value to them of the aeromodeler's capacity and desire to solve problems quickly, economically and often in his own time. An aspect, which, as employers they seem to appreciate. I feel I am only moving from strength to strength in this new approach to 'spreading the religion'.

— Arthur Gorrie,
PRO, MAAQ.

P.S.

We are having souvenir Parker pens to commemorate the Silver Anniversary prepared and colourful plastic licence folders made to mark a quarter of a century of continuous operation. Available through club secretaries. Available to anyone interested.

PROVISIONAL PROGRAMME 1975-76 NZ NATIONALS, FEILDING, NEW ZEALAND. 27 December to 1st January, 7

Saturday 27 Dec.	Arrival, Registration, Processing, Contestants Meeting.
Sunday - 28 Dec.	6am to 1pm. Nordic A2, R/C Scale Classes 1 & 2, 2pxo 6 pm. C/L Combat, Speed Classes IV & V 7pm on - Vintage (Gas, Rubber & Towing) Separate classes.
Monday - 29 Dec.	6am to 1 pm. FAI Power, F/F Scale 1 & II, HLG., R/C Class B. 2 pm to 6 pm. 1/2 A Team Race, Speed Class 1, R/C Class B. 8 pm. A.G.M.
Tuesday - 30 Dec.	6 am to 1 pm. C/L Scale 1 & 2 Control Line Aerobatics (All day Wakefield, Class A Power, R/C Class C. 2 pm to 6 pm. C/L Aerobatics, C/L Scale, 1 & 2, Indoor 8 & D, R/C Class C. 7.30 pm Indoor H.L.G.
Wednesday - 31 Dec.	6 am to 1 pm. Nordic A1, Ladies event, R/C Class D. 2 pm to 6 pm. FAI Team Race, Speed Class 3. 7.30 pm start. Aggregate 8.30 pm start. Indoor Peanut Scale?
Thursday - 1 January.	6 am to 1 pm. Open Rubber, Vintage Gas, Rubber & Towing, Payload, R/C Pylon. 2 pm to 6 pm. Speed Class 2, Class B Team Race, R/C Pylon. 8 pm. Prizegiving and Presentation and Supper.

DARWIN MODELLER'S CLUB

I am a founder member of the Darwin Modeller's Club, formed mid-1974 with 20 members. The cyclone destroyed most of our equipment, magazines, models built and unbuilt. We also lost members, who after the cyclone, shifted to other states. We have reformed the Club again, with only eight members, but have hopes to regain strength again and start from the bottom and build our membership up again.

We displayed a few models at the Annual Darwin Show held recently. Magazines and information on other clubs around and throughout Australia is impossible to obtain in Darwin and the Northern Territory. We have started a section in our club on Model Engineering involving live steam, stationary and marine engines.

- R. E. Haynes.
45 Jingili Terrace,
Casuarina,
N.T. 5792.

Thought we might publish part of Mr Haynes' letter in the hope that somebody might clean out that bottom drawer (shocking mothers and wives!) and pass on magazines and other useful junk and equipment to the Darwin Club. Imagine how you would feel if your mother/wife threw out all your stuff - quite lost! Suggest anyone intending to send something best contact Mr Haynes first.

29th NATIONALS, S. AUST.

ACCOMMODATION

All accommodation enquiries should be addressed to:

Mr. J. Evans,
52 Underwood Road
Elizabeth South,
SOUTH AUSTRALIA.

Please include a deposit of \$10.00, Booking fee \$2.00, payable to SAAA Nationals Committee.

Bookings have come in from many people already. If you need accommodation, book NOW.

INDOOR CHUCK GLIDER

Each contestant will be permitted six flights with the best flight to count.

PEANUT SCALE

This will be run to the American rules, details of which will be published next month.

These will be as per the MAAA Rules Book except for the latest FAI amendments, which will be issued with the next bulletin.

Please note that in FAI R/C Sailplane a national vote has been taken and we will be flying 4 rounds of Task A - duration only.

PROGRAMME

Details will be published in the next issue but basically C.L., F.F. and radio will be flown concurrently. Control line events will be held on the Loxton oval, radio events (other than RC Thermal glider) will be held near the Loxton North oval and free flight and RC glider will be held in a field approximately four miles from Loxton.

DINNER

The presentation dinner will be held in the Berri Hotel/Motel. The dining room is air-conditioned and will seat approximately 240 people. The Berri Hotel/Motel is approximately 20 minutes drive from Loxton.

N.Z. PEANUT SCALE

Following great interest in the UK and America, the Peanut Scale Class seems ready to take on in NZ and Council has set aside an evening at the Nats for this event to be tried. Rumour has it that fine crops of Peanuts exist in many clubs throughout the country and hopefully we should have good numbers of this inedible delicacy at the two scheduled events this year, namely the Whakatane indoor meet at Kawarau on 13th September, and at the Nats at Feilding. I understand that a meeting is to be held in the Wellington-Manawatu area and I would appreciate receiving details of this and any other meeting.

Following last year's successful indoor meet, the Whakatane club is again staging the decentralised events and those of you with Peanut Scale models are invited to participate, either in person or by proxy and models may be sent to me and I will do my best to obtain competent flyers.

The Scale Association has agreed to use the slightly modified 'Miami' rules as published in the June 1975 Aeromodeler, and are similar to those in the March issue, except for additional points for colour and r.o.g.

If you send models for proxy flying, please ensure that you allow for return freight charges. NAC is probably the best means of transport.

Many plans have been published, but if anyone is in difficulty with a design or lack of plans, please write to me. I would also welcome comments and hints that may help others. My address is: Jack Godfrey,
27 Glenview Tce.,
Hamilton, NZ.

RADIO CONTROLLED AIRCRAFT SOCIETY

R.C.A.S. Annual Championship.

The RCAS Annual Points Score Championship was introduced in 1974 and initially created little interest among flyers probably through the lack of promotion. However as the year progressed interest increased as could be judged by the larger turn-ups at contests. By the time the '75 circuit got under way, in early February, it was obvious there was a much greater awareness of the championship and in fact by May a number of flyers had already exceeded the points which had won the '74 championship. This year many flyers who were anti contest last year have not missed a contest event and in fact one of those flyers is in the top ten. To keep the flyers informed of their progress RCAS send out a monthly progress report on individual flyers and club scores.

The championship was devised to encourage novice flyers to enter competition which improves their flying as well as allowing them to mix with other flyers and facilitate the exchange of ideas and generally make RC a more sociable sport.

The championship runs on a points score system and ties in with the RCAS Contest Calendar. The Contest Calendar designates which events are applicable to the points score system and every flyer that participates in these events is automatically awarded points. The system of scoring is extremely simple. It is determined by subtracting the position a flyer finishes in the contest from 100 and this figure is his contest points. That is the flyer who finishes first would receive 99 points whereas a flyer say in twenty-first place would get 79 points. Because the championship is designed to encourage novice flyers it applies only to the novice events in the Contest Calendar which are Thermal Glider, Quarter Midget Pylon, Novice Pattern and Class 2 Scale (Expert Pattern, FAI Pylon and FAI Scale are not applicable).

Besides the individual points score there is also a club points score. Clubs obtain their points by adding together the scores of all their members flying in the contest. This was introduced to encourage more members to go along. Even if they did not place highly they would still accrue valuable club points.

The championship culminates with what promises to be the social event of the flying year in the form of a dinner-dance. At this dinner prizes will be awarded for the Grand Champion and the two runners up. These will be the flyers who obtain the three places in each of the four individual categories as well as trophies for the top three clubs. To finance the trophies contest directors collect an extra dollar from each flyer at each contest.

- KEN BURKE.



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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"



ENGINE CYLINDERS

P & W "WASP" 1", 1 1/2", & 2"
UNIVERSAL 3/8", 1/2", 3/4"



Lanier RC
Our 10th Year



KAVAN



WILLIAMS BROS.

SHERLINE

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







BRIDI HOBBY ENTERPRISES

The NORTH AMERICAN AERO COMMANDER "SHRIKE"



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



JAR
national

SE-5a

(1916)

POWER PLANT:
WOSELEY VIPER
200 HP

EXPANSION PIPE FROM
WATER HEADER TANK

EXPANSION PIPE FROM
FUEL HEADER TANK

SPAN 26 FT 7 1/2 IN
LENGTH 20 FT 11 IN
HEIGHT 9 FT 6 IN
SPEED AT 15000 FT —
— 120 MPH
CEILING 19500 FT
ENDURANCE 3 HOURS

WHITE

BLUE

RED

COLOUR SCHEME

ENTIRE AIRCRAFT, — OLIVE GREEN.
LOWER SURFACES OF WINGS,
TAILPLANE, — LIGHT BLUE GREY.
PROPELLER WARMISH.

FUSELAGE STRUCTURE

FAIRING
SPRUCE STRIPS

SPRUCE
LONGERON

FABRIC
COVERING

LACING

FUSELAGE SECTION

WINDOW FOR ILLUMINATION
OF INSTRUMENT PANEL

CONTROL WINDOW

ADJUSTABLE IN FLIGHT
STABILIZER

WING SECTION

WING STRUCTURE

FRONT SPAR

PULLEY

MAIN RIB

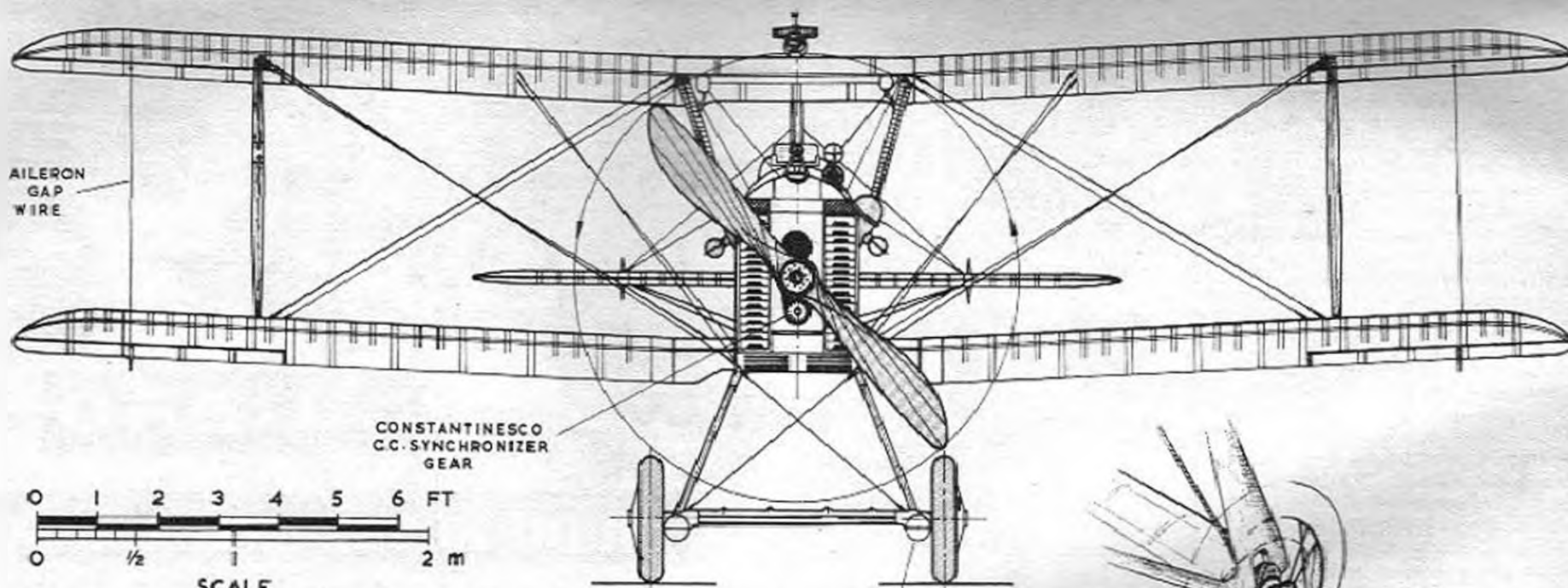
AILERON
PULLEY

REAR SPAR

PLYWOOD
STIFFENER

AILERON

AILERON GAP
WIRE



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SCALE

STEEL TUBE
WITH WOODEN
FAIRING WRAPPED
WITH CLOTH

FIXED VICKERS MACHINE GUN

LEWIS MACHINE GUN
ON THE FOSTER MOUNT

SHOCK CORD FAIRING

LEATHER BEADING

BLUE

WHITE

RED

BLACK

F5459

BLACK SERIAL

FOOTSTEP

TAILSKID CONTROL
CABLE

STEERABLE
TAILSKID

AUSTRALIAN MODEL YACHTING ASSOCIATION

Editor's Note: Because of late receipt of this report, just before going to press, we have little space available. However, we will provide further details of the AMYA's activities in the next Modellers' Monthly.

This is the first of a series of reports from the AMYA. Formed in 1962 to cater to the needs of the model yacht clubs, to co-ordinate championships on a national basis and generally promote the sport of model yachting, both vane and radio control

NATIONAL CHAMPIONSHIPS

MARBLEHEAD CLASS: The 'M' Champs held in Sydney last Easter and brilliantly won by Rod Clark sailing 'Fes Gee' marked the first ever R/C Championships, for this class. The Vane 'M' event was cancelled due to considerable confusion by the locals. However, the AMYA has been reassured by Sydney that this will not happen again. It does point up the fact that the AMYA needs to be more involved in the actual organisation and running of these events.

10 RATERS: 'Top Cat', top boat in the last 10 R/C Champs, will have another chance to show its paces during the long weekend, 5 October, at Cockle Creek,

Newcastle. Trevor Watts, reassuring all and sundry that while he will be sailing 'all-out' to win, he will also be putting in his order for a 'real blow'.

VANE: Vane sailing still seeking the needed reassurance from Sydney members to muster a fleet of '10s' for the Nationals. The event has been moved to Sydney due to lack of suitable water at Canberra. Ted Milne (SMYC) is doing a fine job of putting Vane back into gear again. Ted is finishing a new 10. Ray Bennett soon to launch a heavyweight 'Cracker' (67" LWL - 27 lb).

'A' CLASS: Vane champs will sail off in Adelaide later this year December 27/28. The AMYA's Annual General Meeting will be held at the same time. Radio 'A's' will

not have their Nationals this year although it seems Melbourne are to act as hosts to an Open Invitation Race, Dec 27/28 at Albert Park Lake. It is hoped some of the Hobart fleet will come across as there are few 'A's' in Melbourne. Three or four 'A's' from Sydney would make it worthwhile. The trip would be worthwhile - a chance to sail in two of the strongest R/C classes against some of the hottest ships around.

MERGER: The recent ARCMYA and AMYA merger has resulted in the biggest publicity push model yachting has had to date. Futaba, makers of R/C equipment, are helping the AMYA with publicity with a two-colour 4 page brochure on the sport soon to be available to all hobbyshops.

TELEGRAM

Please use BLOCK letters

Please give full address to ensure delivery

Words *34*
Charge *free*
Time *by arrangement*
By *Janie*

TO ALL CHURCH GROUPS, YOUTH CLUBS,
SCHOOLS, SCOUTS, ROTARY, LIONS, APEX
Etc

STATE *all*
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WE NOT ONLY SELL MODEL AIRCRAFT BUT WE HELP DISPLAYS
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FROM (for transmission)

GORRIES HOBBIES

(A CHAPTER IN AUSTRALIAN AEROMODELLING)
604 STANLEY STREET, WOOLLOONGABBA

Sender's Signature

and Address

PHONE (072) 444829

AMYA COMMITTEE:

Ron Dunstan:	President
Alan Dawson:	Registrar
Geo. Middleton:	Secretary
Geo Middleton Jr:	Treasurer
Ray Bennett:	Radio Control Officer.

STOP PRESS NEWS!

TRIPLE TRANS TASMAN

(R/C, FREE-FLIGHT,

CONTROL-LINE) WILL BE

HELD IN QUEENSLAND

IN 1976

PROBABLY ALL ON THE ONE

FIELD.

DETAILS NEXT ISSUE!

ANNOUNCEMENT

PHONE 389-8303

BONDI MODEL CENTRE HAVE PLEASURE IN ANNOUNCING THEIR APPOINTMENT

AS

DISTRIBUTORS IN NSW

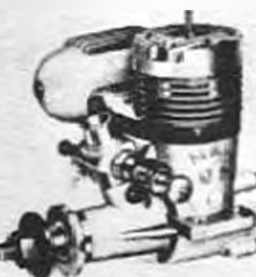


MAX-H80R/C

ALL KRAFT SYSTEMS, SERVOS
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MAX-40R/C

MAX-20R/C



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PET-III 099R/C



O S ENGINE PRICES

MAX - H80 R/C	\$125.00
MAX - 60 BLACK HEAD	\$89.95
MAX - 40 SR	\$89.95
MAX - 40 R/C	\$59.95
MAX - 35 R/C	\$42.95
MAX - 35 STANDARD	\$35.95
MAX - 25 STANDARD	\$32.95
MAX - 25 R/C	\$38.95
MAX - 20 R/C	Not Available
MAX - 20 STANDARD	\$29.95
MAX - 15 R/C	\$34.95
MAX - 15 STANDARD	\$26.95
OS 'PET' .099	\$19.95
MAX - 40 SRC	\$89.95

MAX-S35R/C



MAX-S30R/C



MAX-25R/C



HAWKER SIDDELEY
GNAT R/C For .40 - .60s.
REDUCED TO \$98.00

Bondi Model Centre

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. 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.

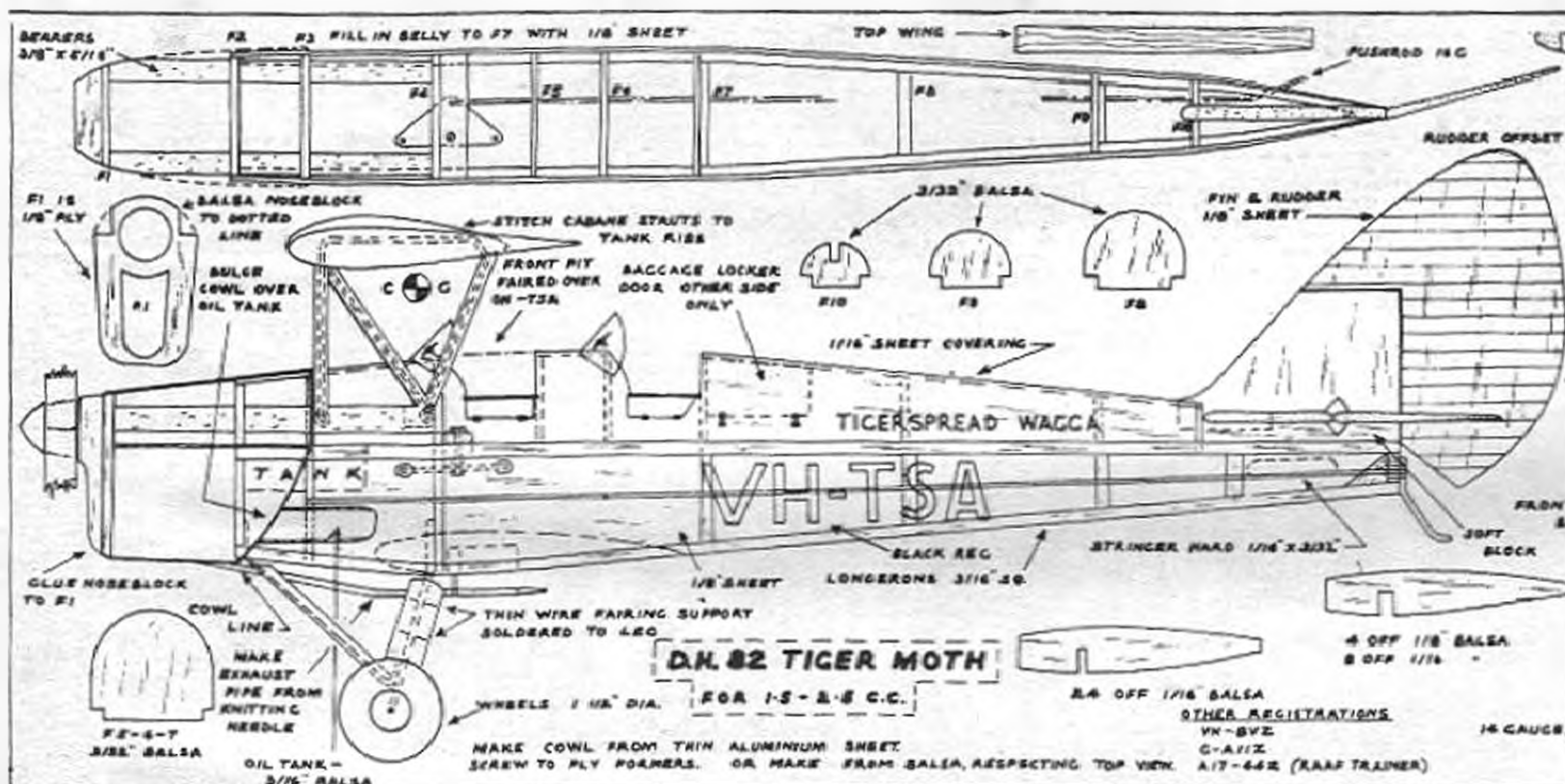
MM 3VELIE MONOCOUE
Vintage scale model for multi-R/C. Simple construction, box fuselage. Good flyer. Price: \$6.50 Post paid. J)

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

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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.

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

Model Shop Directory

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.

MM 13 CROWBAR

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