



at CAMDEN, N.S.W.
DEC 27th, 1958
JAN 2nd, 1959

NATIONAL EVENTS,
FREE FLIGHT,
12th AUSTRALIAN NATS!
CONTROL LINE,
Australian National Championships



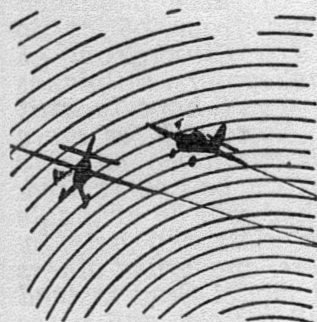
The 12th Nats. held by the New South Wales Associated Aeromodellers will go down in modelling history as the biggest Nats. yet with a grand total of over 200 modellers with over 800 entries.

The weather during most of the period was overcast with occasional showers; fortunately the heaviest rain fell during the night. The wind was reasonable, although on a couple of days it was quite strong but not enough to stop free flight.

The accommodation wasn't up to Nats standard and the meals provided by the canteen will take some beating as the worst ever, almost everyone drove the two miles to Camden to get a decent meal, some even walked.

The majority of modellers arrived on Friday, 26th December, and commenced erecting tents and parking caravans. The Brisbane contingent, headed by Arthur Gorrie, hired a bus and some even slept in it during the Nats.

Saturday, 27th, was devoted entirely to processing, this was carried out efficiently and well in one of the hangers by the countries' top modellers.



"Thunderbird" Fox .35; Tony Farnan was second with his O.S. powered "Blackbird."

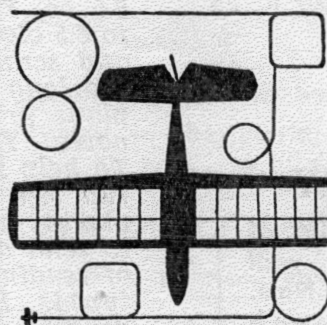
This model was beautifully finished and featured one of the best engines runs in stunt; apart from the O.S. .29 with which it was powered, the next most important thing was the tank. This is known as the Chicken Hopper on a "Palmer's Tank" with many unusual features learnt from team racing, details of which will be published in the April issue.

Prior to breakfast on Sunday, 28th, saw the qualifying flights for the Class 1 Team Speed. The heats were held after breakfast and all that day. Senior and Junior stunts were held on the same day, and due to the number of entries neither were completed until the next day.

The final placegetters in the Stunt were Bob Hyde, Victoria, flying a



Tony Farnan's "Blackbird" Max II Motor Polished stunter, placed 3 Nats. in a row.

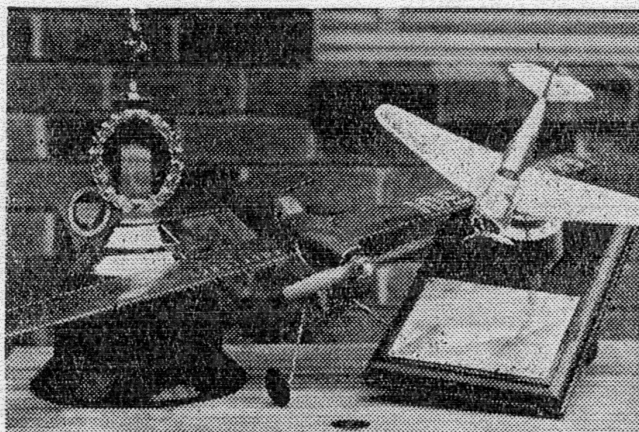


In general stunt was once again almost an O.S. event with twenty of the thirty-five entries powered by O.S. .29's and .35's. It was pleasing to see our own Australian motors the "Sabres" and "Glo Chiefs" as the second most popular motor; these performed well.

Tony Farnan's O.S. was really going; he used an underpitched prop., then slapped a streamer on the model to slow it down and still did a fast pattern with his big heavy "Blackbird" ("Thunderbird") with only a .29, some power.

Nicely flown into 3rd place was a large and beautiful model called "Kismet" Fox .35 flown by Alan Taylor, designer of the "Ramrod" and "Sabre" stunters. This model spans 59in. and looks more like an aeroplane than any stunter I have seen in a long time. Plans will be appearing in a future

issue of "Model News" and will be available full size at about 10/- each. Top Junior in C.L. was Don Harlow, of Victoria, for the second year in succession; for this he received an O.S. motor generously donated by O.S. Distributors. Don also received an O.S. motor for the best finished team racer. Nice going, Don; give the seniors a jolt this year. When the class 1 team race was finally run the placegetters were as usual powered by the mighty Oliver Tiger. Third place went to K. Phillips, of New South Wales. Second place was filled by W. Cook, of Victoria, and all the honour and glory of a 1st place went to Jim Rae. Pilot, John Rae 1st mechanic and 3rd man in the team was Peter Storm. The time for the race was slow, only 10.40, due mainly to the fact that no warm up period was allowed in the circle.



"Scorpio" Nats. class I winner, Oliver Tiger. Won many trophies.

The model has a very interesting history. Here are some of its previous wins:

Scorpios performances in winning 4 firsts in 6 major events may be of interest.

13/4/58, Challenge match Olds v. Freelance at Freelance Ground, Aucca Street, Randwick. Scorpio first in 9 mts. 28 secs., Syd. Gallagher (Olds) 2nd, K. Phillips (Freelance) 3rd, John Gallagher (Olds) 4th. All Oliver Tigers, except Phillips A.M.25. Record could not be claimed because le Mans start used.

6/7/58, Freelance Club Handicap at Freelance Ground. Scorpio 1st off scratch, W. Cook 2nd, K. Phillips 3rd, J. Gallagher 4th, all Oliver Tigers except W. Cook Enya 15D.

17/8/58, Freelance Club event at Freelance Gound. Scorpio first in field of 5 Oliver Tigers and 2 Enya 15D's.

28/12/58, 12th Nationals at Camden. Scorpio 1st (Freelance, N.S.W.), W. Cook (Olds, N.S.W.) 2nd, K. Phillips (Freelance, N.S.W.) 3rd, all with Oliver Tigers and all regular at the Freelance events. The time, 10 mts. 45 secs., was slow, a major factor being that motors were not allowed to be warmed and finally tuned in the circle—this new and unwelcome restriction was subsequently lifted for Class II and Class III events. The finish was very close; 1/3rd lap between 1st and 2nd, 8 laps between 1st and 3rd.

Scorpio's performance is now chasing that of its predecessor, Crux, which notched 7 wins in 9 starts with the same motor, a Standard Oliver, now over 2 years old.

Monday, the 29th, was devoted to free flight and finalising C.L. events. 5.30 to 8.00 a.m. was the time allowed the first round of F.A.I. Power,



Two Victorian champions, Max Nicol holding and champ. of champs., Don Boughton, starting.

Wakefield and A2 Sailplane, and if that wasn't enough to keep you busy you had from 9 to 10.30 for two rounds of Power Ratio Class I. From then until 12.00 o'clock you only had to fly 2 rounds of Jetex and the first round of F.A.I. Sailplane. A whole precious hour was wasted eating between 12.00 and 1.00 p.m. and from then until 3.00 o'clock you only had to fly the 3rd round of Power Ratio Class III, the 3rd round of Jetex and six flights in glider.

Between 3.00 and 4.00 o'clock you could rest your weary bones, retrieve or repair models or if you were unfortunate enough to be a junior the open Junior Rubber was the next item; this was followed at 4.00 to 6.00 o'clock with the 2nd rounds of F.A.I. Power, Wakefield and A2 Sailplane. This just goes to show you what a busy time everyone had at the Nats.

Winner of Power Ratio Class I was a bit of a surprise.

Ken Willard of N.S.W. won this event with Dave Heggarty N.S.W. 2nd and Alec Padasenko N.S.W. 3rd. The programme was crowded with contestants and events. In future Nationals it would be a good idea if the first day was devoted to flying models which don't need processing; this would help



relieve the congestion and panic. There are several types that could be flown. First flight in Radio, all chuck glider flights, Jetex, or some unofficial events as held this year. Preferably chuck glider and Jetex. The three days now devoted to free flight are too crowded as are the control line days (some). The best idea of all was voiced by several at the Nats and that was eliminate processing altogether and only process the winners. This would give us another day to fly and be to everyone's advantage.

The highlights of the first F.F. day were numerous. Jim Fullarton of Victoria (who covers the aeromodelling section in "Aircraft" magazine) brought only two models—and F.A.I. power job and a "Wakefield". One noted 'Wake flier was heard to remark of Jim's model, "Looks as though he slapped house paint on it with a whitewash brush or a trowel". Jim didn't hear this remark, so he went out and chalked up a couple of max's in each event to show the lads how it's done.

Without a doubt one of the nicest characters you could meet at a contest would be Don Boughton



Dr. Billy Graham follower, Neil Whymark, and huge stunter, 7ft. 3in. span, .29 and .35. Weighed 7½ lbs.

of Victoria. He's unpretentious and a good flyer, good enough to win Jetex and chuck glider on the first day.

K. Murray, N.S.W., took second place in chuck glider and H. Wilkinson 3rd place, also for N.S.W. In Jetex and 2nd place went to the holder of all the team race records, Kev. Green, of South Australia. This was a surprise to everyone as all believed Kev. was a C.L. fanatic, but in this and later events he proved himself a good all-rounder. 3rd place in this event went to another C.L. Champ., Les Penfold, also of South Australia, and the same club as Kev. Green.

On the 4th day, 30th December, the F.F. boys licked their wounds and repaired their models while the C.L. fans prepared to do battle in the Class 2 team race. This was full of surprises. The "Eta" .29 MKVI (that was described in the December issue) put up a good performance. It was flown by Tom Prosser, of Parkes, with Jim Palmer, of Lismore, and Russ Hammond as pit crew.

The models acceleration must have been good for it was placed in No. 1 position for the first heat; it was first away and first home. The second heat the model was first away but narrowly beaten into 2nd place. In the 3rd heat things began to happen. Tony Farnan started his motor and just before the flag fell he stuck his foot in the prop and got a shaft run on his O.S. .29.

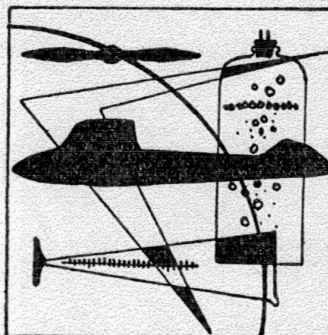
This successfully eliminated Tony and his O.S. A pity. It was a beautifully finished model and had been flying at a consistent 97 m.p.h. for over 50 laps on tests the day before.

When he did get a chance later in the advertiser trophy (highest point scorers from each State) the head gasket blew two laps after take-off due to being overheated on the previous shaft run. This was typical of Tony's mishaps at this Nats.

The "Eta" MKVI was 1st away again, but on taking off on the first pit stop the lines caught and the model took off, headed toward the centre, crashed rather heavily and broke the elevator. Thus another model was eliminated. The "Eta" is not yet fully run in and will be flown next at the "North Coast Champs." at Lismore; may have better luck next time. The model designed and built by Tom Prosser for the "Eta" is very interesting; the whole of the front section is cast in aluminium about 8in. long like a speed pan with an inverted motor. This gives a really solid mounting and is suitable for all types of motors; may have plans in a later issue.

The eventual winner in this event was Les Penfold, of South Australia; his time of 8.52.6 wasn't fast but as usual in this event things seem to go wrong. The model was fast in the air, even lapping Alan Brown's special Moir Fox. Here are Les Penfold's secrets of success. The motor was the latest "Enya" .29 and the fuel "Airspeed No. 3" with 12½ per cent. nito added and the prop a 9in. x 8in. "Tornado" wood. It was doing 55 laps at over 90 m.p.h. Les also says a 9in. x 8in. is the ONLY prop for an "Enya" .29.

Alan Brown, of Orange, N.S.W., was second with his "Moir Fox" powered "Rambler"; he uses a 9in. x 7in. Tornado wood and secret fuel. W. Hayes, of N.S.W., filled 3rd place. The "Advertiser" trophy is for class 2 team speed competition between the top point scorers in the States just to prove it was no fluke. Les Penfold won this event also with his "Enya" .29.

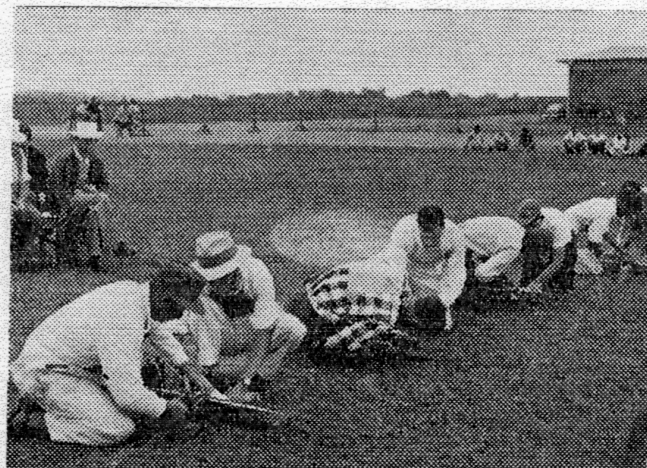


and has actually clocked over 120 m.p.h. in unofficial flights. Nice going for an O.S. .15.

Here's a point, the lines were 12 thou. thick and 5in. oversize; quite a load for the new Max II .15 used. The fuel used was Keogh's high methone racing fuel; on this brew the .15 was pushing a "Tornado" 6in. x 8in. around at 16,500 on the ground. This can be vouched for as it was checked with Graham Rice's electric sonic rev. counter.

It's a pleasure to watch Tony Farnan and Graham Rice. They are a terrific team and well deserving of their success. They have consistently proved that a properly set up standard engine can more than match a reworked racing engine. The entrants in speed showed that a number of modelers are now realising this and are prepared to "have-a-go."

L. Triver, of N.S.W., took second place in class 1 speed.



Class II T.R. final, Les Penfold, winner in No. 4 position. Used Enya .29. Fast.

SPEED CLASS 2 saw the well-known expert Jack Finneran, of N.S.W., home in first place with his Dooling .29 model, closely followed by T. Farnan and G. Rice with their O.S. .29 entry. L. Cartwell, of N.S.W., took 3rd place.

CLASS 3 SPEED: Winner of this event was the noted expert in this field, L. Cantwell, of N.S.W. Although there was plenty of opposition he was the only one to make an official flight. Wednesday, 31st, was another busy day for the F.F. boys. This comprised of 2nd and 3rd flights with nothing being finalised with the exception of Junior Rubber and Class 2 Power.

JUNIOR RUBBER: Was won by I. Harris, of Victoria. The only other event to be completed was Class 2 Power Ratio. Max Nicol, of Victoria, took this event with one of his "Amazoon" models and made up for last year's bad luck. Second place was filled by well-known Dave Rae, N.S.W., with P. Nash, of Victoria, in third place.

Thursday, 1st January, Qualifying Flights for class 3 team racer before breakfast, eliminations before lunch and the finals in the afternoon.

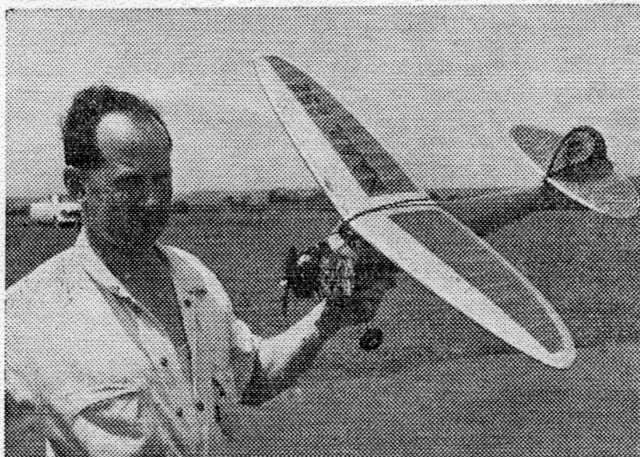
Well-known Queenslander, Mike Ware, was first home in this event with his own design model powered by an O.S. .35 motor.

Ray Silver, of South Australia, was second. Combat was run off during the afternoon and was the usual show of screaming motors, wrecked models, short tempers and protests. When the wreckage was finally cleared B. James, of N.S.W., was declared the winner with John Gallagher, of N.S.W., second. John also was the winner of JUNIOR COMBAT.

C.L. Scale presented a disappointing line up compared with the Traralgon Nats. Although there were some nice models, they were few in number, with no 4 engined jobs at all, and only two had more than one motor, a "Catalina" and a "Lightning". The most remarkable model was an entry by noted N.S.W. scale fan, Alan Talbot; unfortunately it crashed and this put R. Woodcock, of N.S.W., in first place, 2nd place was S. Allen, N.S.W., and 3rd A. Fogarty, N.S.W.

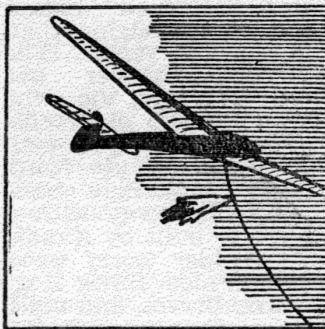
Final day, 2nd January. What a day this was—anyone who attended the Nats. will never forget it. The final flights of Wakefield and F.A.T. Power were run off before breakfast.

THE WAKEFIELD event was won by the old master himself, Jim Fullarton, of Victoria, for the second year in succession. Don Boughton, of Victoria filled second place, and regular N.S.W. flyer, Arthur Cooper, took 3rd place.



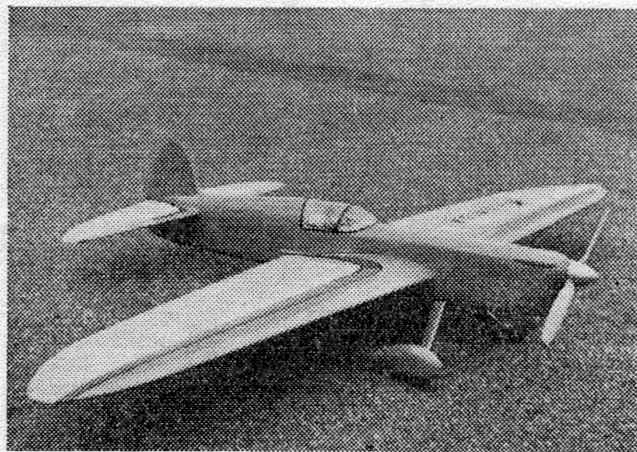
Well known Tasmanian scale modeller, Ken de Bamford, and own design scramble model, best at Nats. Plans in "Model News" later.

F.A.T. POWER: Jim Fullarton won this event also, with last year's winner, Basil Healey, N.S.W., in second place. Victorian Col Stones filled third place.

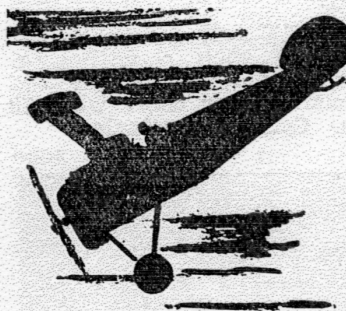


F.A.I. SAILPLANE: About the only startling thing in this event was the huge model flown by E. McGregor Lowndes. Built of the maximum size, it looked quite impressive. First place went to our old Victorian friend, Bob Greenhill, with B. Amey, Victoria, 2nd, and back after four years of absence was Barry Gorman to take the third place.

A2 SAILPLANE: It's always pleasing to see a newcomer win one of the big events, and this time it was John Tuckett, of N.S.W., who took first place with a "Contest Kits" "Inchworm". M. Buckmaster, of Victoria, came in second with E. McGregor Lowndes, of Queensland third.



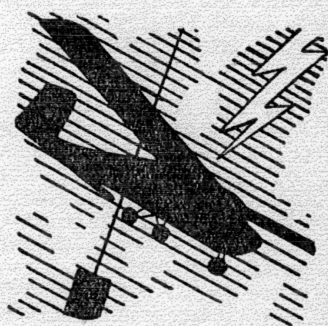
Prettiest Australian designed stunter yet. Alan Taylor's 3rd placegetter, Kismet, Fox .35. Plans later.



F.F. SCALE: Popular Tasmanian, Ken de Bamford, won this event with his well-known "Norsman". This model was first flown at the Adelaide 1954 Nats. and is now nearly five years old. It has won three Nats. out of four. (Ken entered another model the only year it didn't win). Ken really builds a model to last. Ken's remark at this "Nats": "I'll have to buy it a pen so it can write itself off."

Col. Stones, of Victoria won second place with his beautifully finished F.W. Stosser, a very nice model. Bob Greenhill, of Victoria, flew his huge Gloster Gladiator to win third place. You have to see a 6ft. span Biplane to imagine just how big it really is.

POWER RATIO CLASS 3: Kev Green, of S.A., proved how good an all-rounder he really is by taking first place. Basil Healey, of N.S.W., always makes his presence felt, this time by taking 2nd place, with Don Boughton, of Victoria, 3rd.



RADIO CONTROL :

This event was really outstanding for several reasons, more contestants, better equipment and a much higher standard of flying than in former years. The eventual winner was Geoff Tuck, of Vic., who flew a noble old model of about 8ft. span with an O.S. .35 up front. Geoff used single channel rudder only with a receiver built by a radio

friend, very reliable. Geoff's offside (sorry we've forgotten your name) had quite a nice "Smog Hog" with 6 channel E.D. gear, Bonner Servos, and multi speed O.S. .29. The gear was performing well, but the model outflow the pilot, with the usual consequences.

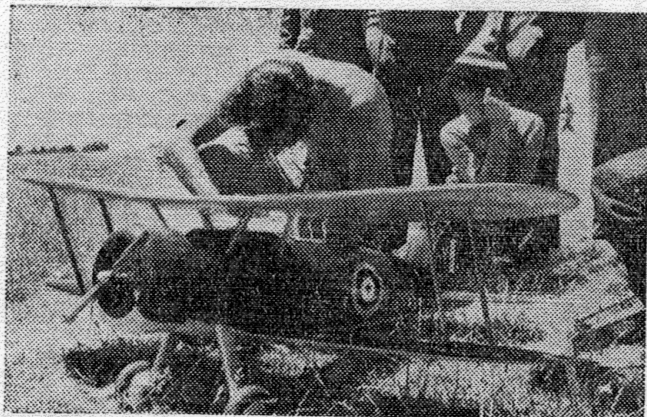
John Marquette, of N.S.W., had a beautifully finished modified "Wave guide" equipped with Walter Good T.T.W. dual proportional gear and O.S. .35 R.C. John has only just acquired this set and didn't compete, although he did fly the model and it performed very well indeed.

The wheels on this model were 4in. sponge rubber of German manufacture and obtainable from "Hobbyco", Sydney. They're just the thing.

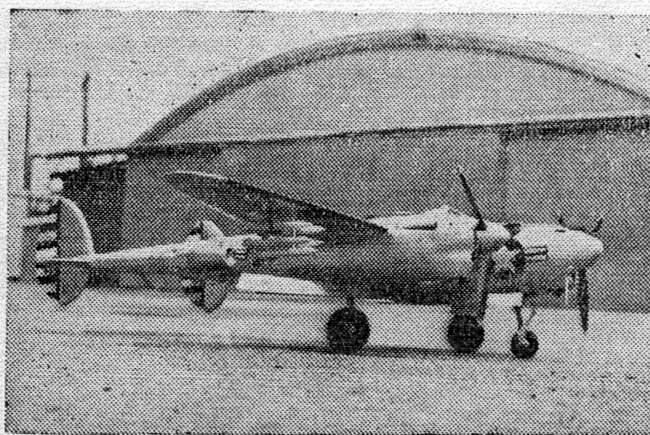
It was very pleasing to see the juniors giving the radio a try. Keith Hollingworth had a "Live Wire Rebel", with a Taipan 2.5 and H.M.V. gear, a very good performer. By far the best fliers seen at a Nats. yet were the Queensland team, J. Heulihen, Cec. Lea and Phillips. These boys could really turn it on, vertical dives, as many loops as you wanted, and reliability. The main models they used were equipped with "Hill" receivers, H.M.V. transmitters, butchered O.S. compound escapement with standard escapement on sequence elevator powered by Fox-35. These boys are heroes. They even let me fly it. Very fast to key and instant response. These boys gained a well deserved second and third place.

As the F.F. boys gathered for the power scramble, the C.L. fanatics were fighting out a Rat Race. Five models planted themselves in the last two seconds. This bit of showing off was greeted with loud cheers and applause from the assembled Power Scramble Contestants. D. James, of N.S.W., was declared the winner, so they all dug out their models and came to observe the F.F. boys with their particular form of lunacy.

THE POWER SCRAMBLE : Never before in this country has there been such a gathering. Seventy-eight contestants faced the starter, the whistle blew, and ten seconds later there were 78 models in the air at once. Quite a spectacle.



Bob Greenhill and huge F/F Gloster Gladiator.



Neat scale Lightning, placed at Nats.

I was using a borrowed motor. I won't say what make, (I'd left my Mills at home), still I was quite proud of myself, the only one with a perfect score. Twenty minutes flying, 20 minutes running, and 20 minutes flicking. Conditions were ideal and no fewer than 18 contestants broke the old record. The new record for an hour scramble is 2,228 seconds, put up by Kev. Green, of S.A. Second place went to Mike Ware, of Queensland, with 2,142. Les Fae, N.S.W., was third with 2,133 secs. D. Bent, of Queensland, fourth, with 2,043, and T. Harris, of Victoria, was next with 2,008.

PRESENTATION DINNER : This wasn't up to the usual standard, but no one was to blame but the carterer. The firm that ran the canteen at the Nats. were to have done the dinner at 15/- a head, but everyone had such a beating at the canteen they wouldn't be in it, with the result that the Nats. organisers and their wives had to get something together themselves, and in a hurry. Under the circumstances they are to be congratulated on their efforts.

When all points were added up these were the results. Trophy for the night scramble went to Col Cliffe, of Vic. Best performance for an E.D. motor, Roy Sommersby. Best finished T.R. Junior, Don Harlow, Vic. (O.S. motor). Best junior in C.L., Don Harlow, Vic. (O.S. motor). Chuck glider scramble, D. Hughes, Queensland. Best finished Team Racer, Farnan, Hyde and Squires, prize O.S. motor.

Winner of the car trial was, 1st A. Goddard, 2nd Tom Prosser.

Senior Champion of champions was Don Boughton, of Victoria, and a very popular win, too. Junior champion of champions, second year in a row, Don Harlow, of Victoria.

The Aeromodeller Shield was won by N.S.W. for the first time ever with a score of 50 points, second Victoria, 44 points. Victoria has held the shield every year with the exception of 1956, when it was held by Queensland. South Australia scored 14 points, Queensland 9 points and Tasmania 3 points.

A special award was presented to Mr. Cec. Pierce for his services to aeromodelling and judging by the applause this was a popular choice.

IN GENERAL : The site for the Nats was superb, spoilt by poor catering and at times over zealous officials. Jim Fullerton and I weren't even allowed to photograph the B class team race winner immediately after the event. It had to be processed first (tank might shrink). After waiting around for an hour we gave it away and still have no pictures. Models in general were well finished, with by far the best models coming from Victoria, as usual.

(Continued on Page 18)

(Continued from Page 10)

CONTROL LINE: Thunderbirds were very prominent, about 17 out of 34 entered. The O.S. is still the most popular motor, about two-thirds were O.S. powered. The "Enya" .29 is a motor to watch in the team race circle, fast and economical, won both class 2 and Advertiser trophies. The "Enyas" little brother, the .15D, has just won the big F.A.I. power event in the U.S.A. against all-comers. It will be interesting to see what happens at the next Nats with "Enyas" in both class A and B team racers.

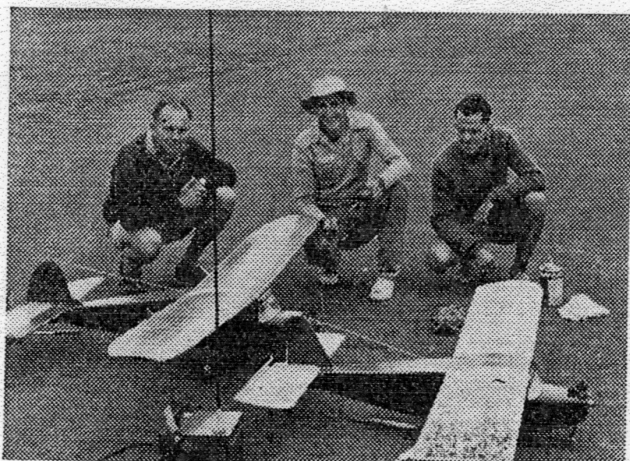
The trend seems to be towards a more realistic and better finished model in both T.R. and stunt. Speed is a top notch event again.

Biggest thing in C.L. was Neil Whymark's 7ft. 3ins. span stunter with two motors, Sabre .29 and .35, weighed 7½ lbs., nicely finished.

FREE FLIGHT: This presented nothing out of the ordinary. General finish seems to be better. Ken de Bamford's scramble model was a beautiful piece of work. Len Quinn, of Tasmania, does a nice job, too.

RADIO: This has made great progress in the last year and is the only event where real advancement is possible. This should be a terrific event at the next Nats. H.M.V. and E.D. most popular gear. Things happen at times that make you wish you could do something about it, or help in some way, although you know its impossible. For example, Alan Talbot, when he smashed his beautifully detailed C.L. scale. Max Newnam's four-engined Viscount scattered over the ground (before Nats.). Jim Palmer, of Lismore, when his immaculate "Smog Hog" out flew the pilot on its second flight and splashed. Heulahan, Phillips and Lea with their 10 cc. "Leada" with two Hill receivers (27 and 40 Megs) splashed 45ft. along the ground.

One of the hardest workers at the Nats was Ron Jones (treasurer of the N.S.W.A.A.). So hard, in fact, he didn't get to fly his multi-radio model, pity. I would like to have seen it.



Victorious Queensland Radio Team, Heulahan, Phillips and Lea—took 2nd and 3rd. Snappy fliers' large model had two receivers 27 and 40 megs. Fox-59.

The "Mini-chopper"

ON THE OPPOSITE PAGE

Another design by our talented friend, Tony Shennan (who is responsible for the Nats. heading and sub-headings in this issue). The "Mini-Chopper" is dead easy to build and should present no problem to the youngest enthusiast. If space is your problem this is the model for you. It is also inexpensive, can be built in an evening or two, and provides hours of fun. Plans are half full size.

12th
Nationals Champions
use
Gorrie Mi-T Props.

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