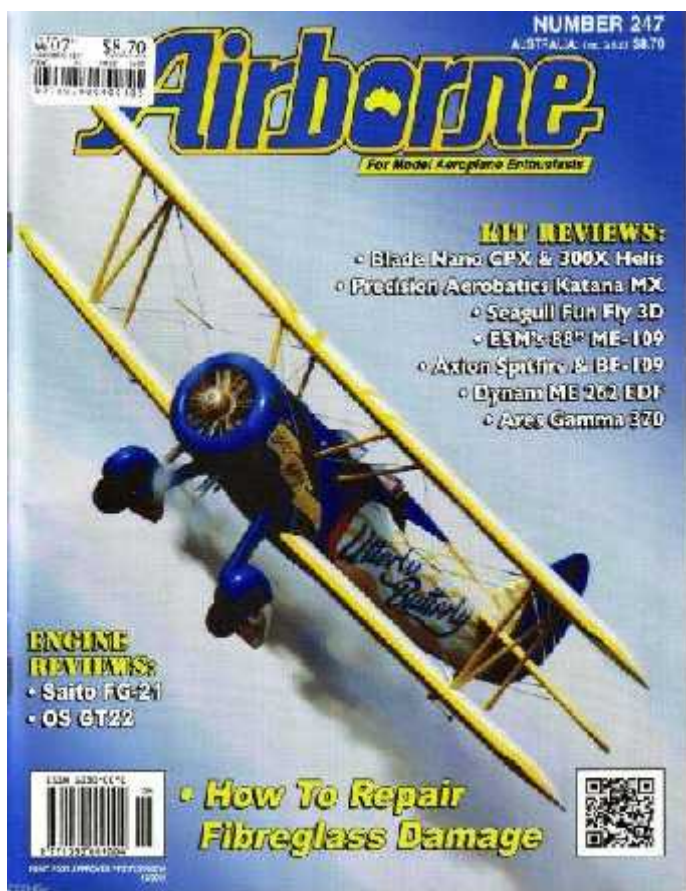


WHAT HAPPENED TO AIRBORNE?

By Brian Winch

IN THE BEGINNING....



The last issue of Airborne – good for many years, tapered off a bit in the run down.

....actually, in early 1971, Lyle Bailey and David O'Brien gathered a fair amount of modelling articles, as many advertisements as possible and put together the first AIRBORNE Models magazine – Volume 1 Number 1. Reading through now I see so many names most of us got to recognise as modellers of note for various reasons of whom, thankfully, many are still with us at the present time and, as well, many are still involved in our great hobby – aeromodelling in its many forms. It is also interesting to go through the advertisements for model equipment with Titan radios taking prime position inside the front cover with a 4 channel complete outfit offered for \$375.00. These radios were designed and constructed by Ian McCaughey who is still an active modeller and Treasurer of a club of which I am a member, CKSMAC.

Another well known identity, Bob Young of Silvertone radio fame wrote an article about his development and use of what was to become a first and used by (probably) every R/C club, the Silvertone System Keyboard which, while it was a great frequency control guide, was a little more complex than many realised as, in those long forgotten days we had cross phase modulation to consider, drift and tolerance of frequencies, split frequencies and, the simple problem of the incorrect key in the board (read, crashed model). To help alleviate some problems, Bob's Mark V11 transmitters had a frequency interlock socket, a socket in the T/X where you inserted your frequency key which cut the power to the RF (Radio Frequency) section to prevent your radio being turned on. Modern day modellers might well wonder, "What is a frequency keyboard for?"

Another name well known in the hobby business, Ken Anderson, CEO of The Hobby Headquarters had an article on 'Better Model Boating' in this first issue and he offered assistance to any modeller with an interest in boating. Quite a good amount of information in this and it is, at this point, I remind modellers, you cannot better a magazine for enjoying, sharing or seeking information about your chosen hobby.

MOVING ON.

The magazine went well for a while until it was probably realised by the owners that it required a lot of work and effort and it began to slip down a bit on presentation until Lyle Bailey and Dave O'Brien took it to task rather than see it fade into obscurity. Unfortunately Dave was killed in an aircraft crash and the magazine, once again, began to collapse until it was rescued for a short time by Ron King and Keith Hudson as temporary keepers of the faith, so to speak until it rose from the ashes when it was taken over by Noel Shennan and his brother Tony. All went well for a while until Tony had an urgent reason to migrate to USA leaving Noel to the task task which,



Where it all began –AIRBORNE Vol. 1 – Number 1. Note the slightly different name to later issues.

really, was too much for one person. Rather than let the magazine slide again, Noel sold it for a negotiable price to Merv and Joan Buckmaster and it began to move onwards and upwards.

Here I will hand over to Merv for his kind offer to use two contributions when he held the reigns and worked full time with his wife, Joan to not only keep the magazine going but to bring it up to the very high standard it became.

AIRBORNE NUMBER 250 (2013) (from Merv)

It is probably a good time to recognise how fortunate we have been to live in the AGE OF AVIATION. The first aeronauts were pioneers breaking new ground, just as you do when you launch a new aircraft. From those days of Hargrave's box kites to Branson's plans to set up space tourism, flying things have fascinated the human race.

From that beginning this fascination prompted correspondence between aeronauts and engineers all over the western world, and so began the first aviation newsletters and journals, their contents including the making and flying of miniature aircraft. The early attempts at such publications in Australia, such as Model News, Australian Model Hobbies and Australian Modeller, failed mainly because there was insufficient advertising support from free flight and control line activities, even with cars and boats thrown into the modelling mixture.

That situation changed with the surge in radio control flying. We Aussies are lucky that Dave O'Brien and Lyall Bailey started this magazine back in the early 1970s. The Shennan brothers tried to help when disaster struck with Dave's death. Then in 1976 I was lucky to take over when they had troubles, and we are lucky that John Rogers came along in 1985 to bring the magazine into the 21st century. The task was compounded with the appearance of another magazine, and our favourite sport and hobby has benefited from the efforts of those who persevered with the challenge to continue.

Along the way we have had some international stars of model aviation, with World Champions in Free Flight and Radio Control and so many others who have come close to such acclaim in competitions here and abroad. We have had several World Record holders who have also enhanced the international reputation of Australian modellers.

And we have had our heroes on the business and engineering aspects of our activities. Some have been granted awards of worldwide esteem. Some have designed world-class engines, mufflers, propellers, radios and accessories for all categories of flying models. We should be thankful to those brave model makers who undertook such commercial enterprises. The stories about some of them were published in the Aero-Modelling Digests from 1990 to 1997. (Draw up your own list: you will be amazed).

Thanks are due also to the many contributors whose diverse talents made AIRBORNE a rich source of information and assistance with their technical columns, plans and reviews covering the whole spectrum of model aviation.

But do not forget those who ran our organisations; the local clubs and the state and national associations, thus gaining the respect of the flyers in full-size aviation, and of the statutory bodies that govern the whole of aviation, and so enabling us to fly with minimal restrictions and with appropriate safety measures. The club-owned flying fields are testimony to their vision and dedication to a worthy cause.

For nearly forty five years this magazine has been the showcase of all these developments and the people who brought them about, so when you pick up your next copy of AIRBORNE enjoy the revelation of the latest crop of aero-modelling goodies, but also remember the inspiration, enterprise and sheer hard work that has been involved in the establishment of your favourite technical activity, beginning more than seventy years ago, even before AIRBORNE could take off.

MODEL AERO MAGAZINES IN OZ

by Merv Buckmaster

According to Ivor F, the first attempt at a magazine for model aircraft in Australia was 'The Model Aeroplane', edited by Ivor Freshman. It began in December 1931, and ran for 19 issues of about 4 pages.

Then in June 1933 came 'Junior Aeronautics' edited by J W Whalley. It ran for twelve months and 7 issues.

'The Model Plane' was next, edited by G Nicholls, from August 1934 to February 1935. This was followed by 'The Model Engineer in Australia and New Zealand', with 38 issues, from November 1935 to February 1939.

During the war such publications were prohibited. Then, in July 1949, Bill Evans' 'Australian Model Hobbies' appeared. It ran for 10 issues.

A long gap ended in January 1957 when 'Model News', edited by Adrian Bryant in Kyogle, NSW, and 'Australian Aeromodelling, edited by Bob Rose in Victoria, appeared at the same time. Bob stopped after 3 issues, and Russ Hammond took over from Adrian to keep Model News going for nine years to November 1965.

In January 1968 Ray Smith expanded his slot car magazine to include model aircraft and called it 'The Australian Modeller'. It ceased in August 1969 after 8 issues.

Then in April 1971 Lyall Bailey and Dave O'Brien produced the first issue of 'Airborne'. Lyall was more a photographer than an editor, while Dave was interested in full size aviation. He was later killed in the crash of a Pitts Special.

Ron King, paralysed by polio, was co-opted to do much of the magazine work, and when he died in August 1974 Noel and Tony Shennan took over the magazine. Production difficulties reduced the number of issues during the next two years, and when Tony Shennan left Australia about mid 1976, Noel offered the remnants to me.

I was reluctant to take it on, since I also had a good job and two little girls to provide for. But it was initially just an extension of my hobby, and with good organisation and a very supportive wife, I gradually built up the frequency of publication and increased the content until 1980.

At that time an allergic type of malady obliged me to quit my professional career, and the magazine became a full time job. Strangely, at that time another model aircraft magazine began to be published from Adelaide, and the competition necessitated a continual improvement in presentation and content of Airborne. I managed to do just that with the co-operation of the extensive network of aeromodelling contacts that I had made, around Australia and around the world, during many years of free flight competition flying, and committee work with club, state and national model aviation organisations. I engaged some of the best columnists for most of the categories of model aircraft flying.

For another four years I tried to keep to deadlines, pay the contributors and pay off the bank overdraft. By working at home, which meant Joan and I were always at work, and by attending model aviation events in lieu of holidays, we managed to get the magazine properly established. I included model yachts and radio control cars to add interest, and provide a forum for other types of modellers who did not have a publication for their own interests.

But a new era of aeromodelling was beginning, and the earlier style of build-before-you-fly was being replaced by ARF. And publishing was to become an adapt-or-die computer game. I was obliged to admit that I was not fit enough to cope with the changes and the extra work involved with them. We were waiting for the opportunity to move to the country, and when John Rogers' model shop was burgled and burnt, we invited him to help us.

Early in 1985 the arrangement was reversed: the magazine was his and we were the hired hands. At that time we moved to a small property, Barinore, near Benalla, and it is really for John to write the story that follows. He continued the battle to keep the magazine going, and built up quite a team using computers, while our input decreased.

When he first took over he would drive up to Barinore to collect the paste-up and take it back to the Airborne office to be completed and sent to the printers. Then in what seemed a short time we were sending just a floppy disc to the Tullamarine HQ. The pages blossomed into glossy full colour, and we could only be amazed at the transformation.

You, the readers, are lucky that I was able to get the magazine properly established, and lucky that there was someone with the ability and foresight to bring it into the computer age.

I was lucky to find some of the best contributors in model aviation, and to get encouragement from some of the very best modeller-editors overseas such as Ron Moulton of AeroModeller, Bill Winter of Model Aviation and Bill Northrop of Model Builder.

For me the most impressive aspect of the twenty-two years working for Airborne was the international network of trust and appreciation from aeromodellers of all categories, in countries wherever English is used. After more than fifty years as an aeromodeller I am still busy designing, building and flying, and I read everything in Airborne with pleasure.

January 2005

MY TWO CENTS WORTH.

Sometime in late 1979 I presented a lecture/demonstration to the members of The Sydney Society of Model Engineers on the subject of soldering (a subject dear to my heart) and showed how (almost) any metal could be soldered together or to each other including stainless steel and aluminium. I was, at the time, a full time lecturer at the Police Academy and knew full well that recipients recall around a maximum of 10% of what they hear in a lecture so all lectures should be backed with complete written and illustrated (where applicable) lesson notes which I supplied to the Society members. Apparently someone sent a copy of my notes to Merv and he saw value in them as a magazine article so he contacted me (by letter- aka 'snail mail' in those days) and offered me a very friendly sum (at the time) if I gave permission to use it. Hey, a few extra dollars in those days (buying a house etc) [any days, really] was with every cent so, why not? The feedback from readers was very positive so Merv then offered a position as sub editor/contributor on a monthly basis; my tasks included reading and answering letters from readers about various modelling topics and composing an article with a strong leaning towards the pointy end of model aircraft wherein an engine is located. This required a considerable effort as all written material (including letters to readers) was typewritten on a manual typewriter and as it was before colour, all photos were in monochrome (aka black and white). The usual procedure with B&W film was to take it to your local chemist or camera shop if there was one in your area. A week or so and your film was developed and the photos printed and it was then you saw that some were not as good as you expected so, another roll of film and the procedure was repeated. Fortunately I had been involved in photography for quite a few years; I had a couple of good cameras and I did my own processing but...that still took a lot of time with many hours (often late hours) spent in the darkroom developing film and printing photos.

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Over the following years I had quite a few interesting moments with some readers and, the most opportune, a run in with the famous Tony Farnan, owner of Model Engines and importer of O.S. Engines. We were (my wife and I) taking a trip up through Queensland and stopped for a break right outside Ron and Bruce de Chastel's model shop (by odd coincidence...HoHo) and went in for a browse. In the engine showcase was the just released O.S. 60 FS – the open rocker four stroke being the first of its kind so, naturally, I had to examine it and, in doing so my right hand somehow slipped into my back pocket and withdrew my wallet. Several weeks later when we came back home I spent a few pleasant hours with the engine and decided to see what made it tick. As was common engineering practice, when I removed the valve circlips I discarded them (shouldn't re-use spring circlips but that really applies to large engine practice – not our small engines). I checked all the parts of the engine, took a few photos and began to re-assemble it. Then I hit a hurdle – the circlips were bastard size (correct engineering term for odd size or style) - nothing in my circlips collection went near the size. Okay, bite the bullet and buy some from the model shop near where I worked at the time. The model shop proprietor told me I would have to buy the entire valve assembly as the circlips were sold separately. The valve assembly would cost \$22 and I would need two - \$44...a lot of money that I was not prepared to cough up. Sometimes the good luck fairy does shine on your birthday cake as I decided to make the circlips hoping I could replicate the correct size and, when I picked up the haemostats I had left on the bench – the ones I used to remove the circlips – there was a circlip magnetically attached to the jaws. I had intended to de-magnetise that haemostat for some time but now I had second thoughts...and a warm feeling. Referring to the sample I made a few circlips from silver steel, hardened them, fitted them and they are still in place after many hours of running. I wrote a sort of review of the engine, mentioned the need to be extra careful to retain the circlips and reencountered my experience at the hobby shop. When the magazine was distributed, all Hell broke loose. Tony Farnan jumped up and down on the spot many times yelling at the editor (Merv) about how much money he spent on advertising O.S engines and the 100% spares backup he kept in stock and here was the engine columnist of the magazine writing about the problems he had. Merv rang me (the loss of advertising was a serious matter) so I rang Tony Farnan. He was certainly not a happy chappie and gave me a great tirade about how much money he had invested in spare parts and that the circlips were freely available in great numbers. When he paused for a breath I jumped in with,



If it is an internal combustion engine of any capacity and a model aircraft, you have got my full attention.

“well, maybe you might let the retailers know as much as that was not the impression I got.” He asked who the retailer was and, when I told him, there was dead silence for a fair time. In a much quieter tone he told me I had solved a problem for him. He knew somebody was back-dooring O.S. engines (bringing them in for an overseas outlet rather than through his agency) and now he knew the culprit as the shop owner was not on his customer list. He then said he would

send me an O.S engine (.20 two stroke) to review as a test to see how I could carry out the project and that was the start of my engine testing and reviewing program leading to, currently, 350 engine tests so far. As a side not, the next week Model Engines sent me 6 packs of circlips, Bob Young sent another dozen (he had a model shop at the time) and, finally, O.S. Japan sent a dozen.

PEOPLE YOU MEET IN PASSING.

Over the years (38 to now) I met a lot of modellers and had contact with many by mail, phone and then Email. Some were characters, some were a bit strange and some were outright rude. However, I must point out that the objectionable ones are in the minority as the great majority of modellers with whom I have contact in one way or another are top people – a pleasure to know and with who to mingle. One interesting character who was a great fan of the magazine (and my articles) was The Red Baron – owner of a model shop on the north side of the Harbour Bridge (Sydney NSW) and his foibles were well known by the general modelling community with whom he came into contact. His real name was Stewart Leon Harris and a great 'bloke' he was. His small shop was down a lane in the shopping centre but you couldn't miss it if you followed the smoke. Stewart was an inveterate chain smoker – I never saw him without a cigarette in his mouth or about to be put into his mouth. Stuart was a Spitfire pilot during WW11 and I think he never recovered from the armistice which finished his beloved Spitfire flying. He retained his large handle-bar moustache, spoke with a clipped English accent, everything was 'pip pip', 'tallyho' and 'old chap' etc. when you entered his shop. He advertised model requirements which included flying stories (about the war flying) and the many combats and narrow escapes he had while the never ending cigarette supply was filling the shop with fumes. On the counter he had a huge ashtray – the size of a large dinner plate – and regulars to the shop kept a book (actually accepting bets) on the height of the cigarette ash residue at the close of the shopping day. I don't know the highest recorded but I do know that one winning bet was 12" (300mm) – a Mt Kilimanjaro of white and grey ash. He had two passions – one being compiling an 8mm film about Spitfires which included many clips he 'borrowed' from professional presentations and he scoffed at my warning of legal considerations for copyright infringements saying that he would swear he recorded all the material himself during his term as a combat flier. The fact that a fair bit of his film was 'borrowed' from such epics as The Battle of Britain, Sound Barrier and the likes was considered fair game as he was a 'real' Spitfire pilot and had earned the right to use the film production clips. His other great passion was building and flying models of the Spitfire in many sizes – probably not with great skill but he kept building and flying them with the models getting larger as he progressed. I had carried out a fair bit of engine repair work for him (he crashed many models) and machined up a few spinner adaptors and the like but I shied away from one job he requested. He had an Enya 120 he was fitting in a new model (Spitfire of course) and he was going to mount it way back in the cowl so he could achieve a scale appearance (no cut outs for the engine). He wanted me to machine up a stainless steel shaft extension 7" (177 mm) the thought of which made me shudder. I told him it was not feasible without a long and solid engine mount with a pillow block bearing support for the extreme end and a form of flexible connection to the engine – a big project and I was not prepared to take the project on due to the possible dangers of use by the end user. He had some other model engine do the job – a straight 12.7mm diameter stainless steel shaft with an internal thread for the engine shaft and an external thread for the propeller nut – the full 177mm long. Another modeller who flew at the same club as Stuart told me about the 'great evacuation' at the club field when the engine was started. He said a humming sound was heard that developed into a roaring sound as the propeller began to oscillate and the cowl began to disintegrate. The action increased dramatically with bits of model and metal flying in all directions which had the effect of all the modellers (and Stuart) leaving the area at a great rate as this roaring beast pounded around the pit area chewing up other models and the very earth on which it stood until the gathering forces tore the engine free from its restraint in the model and the devilish machine flew unaided until the engine expired and returned to the earth. The extension shaft was bent at around 90°, the engine shaft was fractured almost to the point of breaking and all external attachments, (carburettor and muffler etc,) had been torn off the engine block. What remained of the engine became a paper weight on the shop counter as a warning that extension shafts on engines were not a good idea.

The cigarettes finally won the battle and Stuart shuffled off, hopefully to be with some of the Spitfires he crashed that might be in another non worldly place and the pathologist who conducted the autopsy told me his lungs were like an old piece of parchment that had lain exposed to weather for many years.

I have had a number of critics over the years with some being almost to the point of being amusingly ridiculous with one prime example of a 'character' who read one of my articles about model diesel engines. This kind soul claimed to be a 'diesel engineer' which gave him the right to dispute the fact that there was a model diesel engine. According to him a model engine would never cope with the stresses of diesel operation and a fuel injector could never be manufactured small enough for the size of the small engine I wrote about. I replied in the next magazine (nicely, of course) and included a photo of a DC Dart with a capacity of .5cc...He didn't make further comment.

The 'professors' are the one who bother me most as, surely, they are making an erroneous claim to their supposed doctorate. One such poured his wrath on Merv (editor) for him allowing me to say that copper is annealed by heating and quenching in water when it is a well known fact that heating alone is enough to anneal the metal. The fact that copper is a base metal and a pure metal (not an alloy) and one of its desirable qualities is how soft it can be when heated (to green flame) and quenched in cold water. My reply was succinct in that I felt sure several million departed coppersmiths must be turning in their graves with the concern that they were incorrect in their annealing process all their working life. Another 'professor' of Automotive Technology jumped up and down on the spot when I wrote about an engine that had an Aspin head driven by a toothed timing belt. According to him it was absolutely impossible to operate an Aspin head with a belt drive. (An Aspin head is a conical disc with one hole in it inside the cylinder head that rotates –timed – to open the inlet, plug and exhaust in turn for fuel induction, firing, and exhaust). When Merv rang me about this 'dispute' I told him the Webra company in Germany would, no doubt, be very upset to know that their Webra T4 (with an Aspin head) of which many had been produced and sold was a flight of fancy as it could not work. I included a photo of a Webra T4 in my next article but the 'professor' had, apparently, gone to ground as nothing more was said.

One personal contact I had was during the period when most modellers were changing over to synthetic oil away from the gooey castor. The first synthetics were excellent except for one simple problem – they foamed quite readily and this caused a few problems, particularly when propellers were out of balance or engine mounts were a bit light on causing excess vibration. After a while an anti foaming chemical added to the fuel solved the problems but, before that, I advised (in an article) to spray a squirt of AmorAll (car upholstery conditioner) ACROSS the top of a four litre bottle of fuel so that a couple of micro drops would fall into the fuel. The silicone in the ArmorAll would change the surface tension of the fuel and prevent foaming. The key phrase was 'ACROSS the top of the container' as a micro drop or two was all that was required. At a country event where I went to take photos, a character sidled up to me and said, "So, you're Brian Winch are you?" "Last time I looked in a mirror that appeared to be correct," I replied. "You owe me 10 litres of fuel," was his next exciting statement. He went on to tell me he read what I said about the foaming fuel remedy so he purchased a bottle of ArmorAll but, as he had no need for it otherwise, rather than the squirt across the top of the fuel, he poured the ENTIRE bottle into the fuel container and it promptly sank to the bottom. I thought to myself, 'this bloke has lost a wheel off his unicycle'. I asked if he read that I recommended a couple of micro drops did the job and he said that I would have wasted his money (*I would have?*) because he had to buy a bottle of the stuff so I should have made arrangements for small amounts to be purchased. I told he that the fuel could be reclaimed and, when he found the wheel of his unicycle the method would be revealed to him. I left him scratching his wooden head.

There is a lot of work involved in preparing and writing a monthly column plus taking photos and, without whining about it, the pay is not what you would call munificent. Part of the agreement (contact?) is that a regular contributor agrees to answer questions and the like from readers which, generally I enjoy. However, some tend to twist my knickers when the caller (phone call) starts off with, "I don't buy or read the magazine but (somebody) told me that you will answer questions about engines (etc.)." I then explain that my service is part of the magazine purchase and ask why the person doesn't buy or read the magazine. The reply is along the lines of, "it is generally full of bullshit that I know all about anyway" or "I know enough about modelling to tell the writers about it." My general FRIENDLY reply is that the answer to his question can be found in page X of magazine ZZ and that, as far as I am concerned, is the end to the conversation.

DAWN OF A NEW ERA

When the owner of AIRBORNE turned the printing press off at issue 274 after 46 years, a lot of people were mightily upset. One in particular was Andrew Sill of Sill Marketing. Andrew is deeply involved in aeromodelling and wrote an article under the logo of 3D DAVE in the magazine. He had been offered the rights and ownership of Airborne previously but the asking price was astronomical – way beyond what it was worth as a paying project. When the end was finally considered by the owner, he again offered it to Andrew and still put an incredibly high price on the deal. Andrew said he would negotiate the asking price and then asked how much money was involved in the paid up subscriptions. The reply was that he would not get that money – the owner was keeping it so...deal not done and the magazine died a painful death. Andrew contacted me (we had had previous contact on other matters) and said that modellers should not be left without a magazine (RCMNews' future was undecided at the time) and was considering a new and different type of production – would I come onboard? I told him I would write articles and provide a bit of background assistance if required but I was not open to taking on the production of a magazine as my workload was more than I could cope with most of the time. He said he mainly wanted me to write a lead article (and soft talked me with various compliments - silver tongued bugger that he is) and that he



The new 'kid' on the block deserves a place in every modeller's library and is great for 'loobrary' reading.

would pay me on receipt of my invoice (a little problem I had over the years with the previous magazine owner). I agreed on one condition and that was that he received and produced my photos at full value. To clarify that, some time back Ken Anderson, CEO of The Hobby Headquarters kindly and tactfully offered the services of the photographer who did all his advertising work. When I asked why the offer he said that my photos of the Saito engines in the magazine could have been of better quality. I made an appointment to see him the next day and discuss the matter and, when I arrived at his office, I spread out selections of photos I had taken of the engines. He was taken aback as the photos were of very high quality, far beyond that of those in the magazine and I told him it was not my photos that were the problem, it was the method of reproduction by the editor. As I said to him, "I have one camera that cost over \$6,000 (with lenses) and it is capable of producing photos in the range of 6 to 7MB but the editor/owner cannot understand the programs used for transmission of photos (DropBox, We Transfer and the like) so he insists I send them by Email at kilobyte value (much less than the quality of a cheap cell phone photo)".

Words were later exchanged between Ken and the owner and...the reproduction improved...just a little.

Andrew said he would want nothing less and that he guaranteed the photos in the magazine would be of the best quality possible so...I commenced preparing my first article under the logo of (Andrew's choice) The Winch Report in our latest and great magazine, FLATOUT RC. We decided to publish it quarterly as a test as magazine production is very time consuming and damned expensive. Most of the cost is covered by advertisements but this is not an easy path. Model Engines closed the doors and many other model outlets were unsure or could not afford to advertise so the majority of the cost had to be absorbed by Andrew. Mike O'Reilly (OMP) could see the value in a printed magazine so he 'came onboard' as is said, and is providing very good backing. It is difficult to advertise a magazine if you don't have a

magazine in which to place an advertisement so sales have been due to word of mouth so far but...all is getting better and better (not much money in it so far) and the 5th edition is now in production.

As I said previously, magazines help to keep our great hobby alive, allow you to interact with like minded people, keep in touch with the latest trends, give you the opportunity to present your findings and photos of your models, promote club activities,



Another example of good photographic reproduction in the magazine and an example of the topic range.

ties, keep you up to date with new products and are great to read in the 'loobry' (my name for you know where). Andrew is looking for articles from YOU – the modeller, would be extremely pleased if you subscribed to the magazine (believe me – it would help a lot as postage cost is very high until you reach a number to allow for 'posting as a periodical') or, at the very least, pick up a copy from your local newsagent. Let's keep this magazine alive and healthy – it is up to you and, I am sure, you won't be disappointed.

To see what it is all about, click on the following : <http://www.flatoutrc.com.au/> and if you are interested in engine reviews (part of my article service), click on www.youtube.com/user/BrianOilyEngines now get cracking and join us in the pages of FLATOUT RC.