

MONTY TYRRELL – BIO SNIPPETS



Born - 19 Feb 1927 – Died - 27 Nov 1992

1 Model Plane Does 116 M.P.H.

The Advertiser (Adelaide), SA. Tuesday 11 October 1949 pp4

The shattering roar of model jet planes stole the thunder yesterday when the Australian Model Plane Championships, which began at West Beach on Sunday, were completed at the Genelg Oval. More than 2,000 people watched the events, which were restricted to controlled models.

Allan Lim Joon, of Victoria, flying the monoplane which holds the Australian record of 124 mph, failed by only 8 mph to equal the record. Gordon Burford (SA) received an ovation front the crowd when he kept his plane in the air after it had lost a wing in a collision with another plane during a 'dogfight.' In a demonstration, a rubber powered helicopter built by Allan Joon flew out of sight. About fifty competitors and pushers-off took part in the events, trophies for which were handed over by the Mayor of Glenelg, (Mr. H. H. Handby).

Results:— Open Speed Championship. Allan Lim Joon (Vic.) 116 mph; J. Conell (Vic.). 89 mph; N. Bell (Vic.) 85 mph Open Stunt Flving, Jack Black (SA). 72 points; Gordon Burford (SA), 68 points; Rex Myers (SA), 62 points.

Precision Stunt Firing, W. Brimblecombe (SA). 45 points; M. Tyrell (Vic), 37 points; J. Connell (Vic), 33 points.

Consolation Stunt Flying. T Farne (Vic.) and M. Tyrell (Vic).

2 Model Plane Sets Record

The Advertiser Adelaide, SA, Monday 16 November 1953 pp11

A model aeroplane flew at 122.46 m.p.h. to break the State record for class six speed at the SA Associated Aeromodellers' speed meeting at the BTM Oval, Kilburn, yesterday. The model powered by a McCoy 60 American motor, was built by Len Buck, of Bordertown, and flown by Monty Tyrrell and Malcolm Sharp. The previous record was 108 mph.

3 Model Flying For 'Sports Prom.'

The Advertiser Adelaide SA Friday 1 January 1954 pp6

The SA Associated Aeromodellers will give a demonstration of model flvina: at the 'Sports Prom' at Norwood Oval on Monday Night. It will be one of the most ambitious flying displays at tempted by the modellers, as a normal two-hour demon stration has to be squeezed into a space of 10 minutes. Three flyers, Monty Tyrrell. Brian Horrocks and Gordon Burford will fly together in the one stunt circle and eight will fly in a second team speed circle. The team speed circle is 60 feet in radius.

4 The Mercury Hobart, Tasmania. Tuesday 15 April 1952 pp5

These four "ground pilots" and their model aircraft competed yesterday in the Tasmanian aerobatic teams race championships at Ogilvie Hig-h School.

of his involvement but it sure makes one conscious of how aeromodelling has grown and just how much experience is there for the asking. A visit to Hobby Hangar in Derby Street will find Monty and should there be any doubt in your mind about making a decision on anything relating to aeromodelling, be it free-flight, control-line or radio-control I can guarantee Monty will be able to steer you in the right direction.

It was 1939 when Monty made his first powered model, a Scientific kit called the Eaglet, designed by Ben Shershaw however when he took his father down to the local Brisbane hobby shop, Swift Model Aircraft and found that the engine would cost more than his father's week's pay, he was steered out of the door, towards home; the installation of a bar of Velvet soap in the nose soon had his Eaglet converted to a hurl glider.

Monty's interest did not wane during the war years, although a lot of modeling supplies were getting extremely hard to get, rubber powered models more or less being the norm. Late in the war Monty joined the RAAF spending 6 1/2 years with 'the force' before going to the Department of Civil Aviation (Directorate of Airways.) During this time Monty was a confirmed free fighter, flying with the late Alan King, late Ted Gregory,



and Jim Fullerton, in fact it was 1947 before he took up Keith Hearn's bet to fly a control line model which threw him headlong into a devotion to flying these models, a passion which lasted nearly 15 years. In those days (late '40's) the Eastern Suburbs Club in Melbourne saw the cream of the fliers; indeed a strong contingent from the club arrived at Bankstown for the second Australian Nationals in November 1948, and of course Monty was there, this being his first major contest. Because he had access to free air transport in the Department's DC3 (a bit like a company car being a fringe benefit), many control-line contests throughout the eastern states were to be graced by his entry, and compete seriously he did, or perform demonstrations to the delight of many an aspiring newcomer.



In 1951 he joined the Hearn brothers in their Hearn's Hobbies, a business founded in a time of tremendous growth in the hobby industry. After several years with Hearn's it was back to the Department for a short stint before heading for Adelaide and the Bill Evans operation, Australian Hobby Centre at 132 Franklin Street Adelaide. There he worked normal retail hours, managing the shop, before he headed for 17A King William Street Unley in the evening, making kits, like the Aristocrat, Star Bomber, Star Shell, Stunt Star, etc. mixing fuel, making props...etc. In 1953 Don McLaren and Derry Brown planned a trip overseas and as Monty was their constant companion (or was it the three musketeers?) he couldn't resist joining them to tackle the World Championship in Belgium.

"We had been in England about two days with a fleet of about eleven models, team racers, stunt ships, speed models, when we were notified by the FAI in Paris that due to floods which had just occurred in Belgium, all public funds would be channeled to flood relief, and as a result the '53 Aeromodelling World Championships were canceled."

"Well there we were in England a fleet of models and no contest." But they soon found regional contests to enter, competing with considerable success. It wasn't long before they were entertaining the English crowds at

Battersea Gardens (like Luna park) giving 1/2 hour demonstrations, stunt exhibitions, rehearsed and choreographed to perfection, and being well paid for it too. (it's interesting to note that on the same bill of three acts, were some performing dogs and Abbott and Lou Costello). The threesome continued their jaunts around England making friends along the way with well-known names like Henry. J. Nichols, and establishing friendships which still stand today.

1954 and Monty is back in Melbourne and employed by C.F. Barnes Toy and Hobby Wholesalers where he was responsible for plastic kits of which Barnes are reputed to be the biggest distributors. Monty remained in their employ for over 30 years. Between his return from the U.K. and 1960 he continued to be a top contender in C/ L aerobatic contests (as well as speed, team speed etc) but by 1961 he was beginning to phase out of that scene having accumulated twelve first places in Nationals and some eight State Championships over three states, in various events, a record to be proud of.

By the early '60's sport flying was his main pastime, although he was by then already playing with R/C Oldtimers. He still enjoyed giving C/ L demos, his famous flying in formation demonstrations with two models (one in each hand) a feat few have managed to master.

His considerable experience was being sought after by others and he was supplying articles for the late Bill Evan's publication Australian Model Hobbies, and the late Russ Hammond's Model News.

In 1958 he had picked up a side agency, via his good relationship with Bill Morely in the U.K., for Merco engines, but by the mid-sixties this had become more than he could handle after hours, and the business was sold to Kevin Green (Adelaide).

Mid 1960's and R/C began to take a hold with C/L taking a back seat. Meanwhile his employment with C.F. Barnes had taken him to many Toy & Hobby Fairs in Australia and overseas, but by '84 he had decided to call it a day, not knowing exactly what he wanted to do. He then took the opportunity to go to the USA and meet many of the modeling folk he had corresponded with over the years and to take up John Pond's bet of flying Oldtimer stunt in the Reno Nats. "Pondy" has never forgiven him for winning the event, making him the first Australian to win a U.S. Nationals event. Monty also competed in four R/C events in Reno.

Other highlights of his career have been as an entrant in both Vintage Air Pageants, modeling experiences with many good memories, and having been at every Shepparton mammoth scale Fly-In, he considers this a "must" on his calendar.



Monty Tyrrell displays his old style Thunderbird at the Western Districts Champs., Geelong. This design is still very popular. (Photo Mantis)

Monty has not only been a competitor over the last 50 years but he has also contributed substantially to the running of Australian aeromodelling.

He was a Victorian delegate at the foundation meeting of the National Association, and in 1952 in conjunction with the late Alan King and Robert Rose wrote the first Australian Aeromodelling Rules Book which has been the foundation of all the rules publications since. This trio also published, sold, and distributed the rules book. His service to the Victorian Association was recognised in 1972 with Life Membership of the VMAA.

Not dismissing his accredited period as a regularly contest flyer, today Monty sees aeromodelling as a hobby to have fun in, and says he abhors contest flyers who take it all too seriously, or spend their leisure hours in modeling politics instead of just building and flying. Monty's interests today are spread over many areas; besides attending his "regular club, one of Melbourne's oldest and largest, Pakenham D&ARCS, he remains a member of the Knox Control Line Club, SAM Aust. (Vic. chapter) Flying Scale Association, and Notam Old Timer Group. It goes without saying that his interest lies in Sunday sports flying, scale and old timer, not forgetting his deep rooted interest in control-line.

With this background any customer will be hard put to ask a question that Monty can't answer his sense of humor would never let him not answer anyway! "At the Hobby Hanger you pay for the merchandise, but the advice comes free", says Monty. Where else does a "corner store" offer nearly 140 years of experience? (Monty 50 years Murray Hunter 50 years and Tony Cincotta some 40 years).

A modeler who can wear VH13 registration on his aircraft certainly has a tale or two to tell, and Monty would have to be one of the best when it comes to modeling yarns.

He claims it has all been in the cause of promoting aeromodelling but one wonders whether anyone would get away with the attempts to get your name in print that Monty has made. To quote just two occasions when the name Monty Terrell has appeared in the Melbourne press, relating to aeromodelling; way back in the 40's he ran a spark ignition motor on a Melbourne tram at 11 pm. telling the conductor, who had prompted him to start it, that he couldn't stop it. On another occasion, several years later, he managed to fly a control line model on a Ballarat street intersection on a Sunday afternoon.

I'm sure that Monty has many a similar tale to tell; call and see him at the Hobby Hanger in Sth. Caulfield for more.

(December 1987 Australian Radio Control Modeler pp41)



Monty Tyrrell's Flying Circus, Battersea Park, London, 1953
L to R Don McLaren, Derry Brown, Alf Shields (Rowley Park Speedway Promoter SA),
Monty Tyrrell and Adrian Briant

from Vern Marquette's book-"The Pioneers Of Model Aviation In Australia"

(born in uk ?? not in book,
Grew up 1930's Teenage years in Brisbane
Mid 1940 he and family moved to Melbourne's
Son Dean daughter Julie
first wife Ella d March 1986
RAAF for 6.5 years
then worked for department of civil aviation for some time

see also:-

Extract from an article by Monty Tyrrell, in the Australian AMR
Control Modeller May 1988 pp54

His Story

When I was a kid and a teenager I was very familiar with the Stinson which operated out of Brisbane mainly. That's where I grew up and was always down at Archer-field Airport admiring them. Mechanics would give kids the Khyber Pass but I was lucky wherein a couple of the Airlines of Australia captains who flew them were close friends of my parents. When you were with one of them you were fake and by the time I was 13, I was fully familiar with even the cockpit drill! Alas, all forgotten now.

As a sideline, one of those captains, Kevin Shersby, used to change into sand shoes, immediately he was in the captain's seat before take-off. He reckoned it gave him a better feel of an aircraft. Wonder if that's done now? It was a different type of aviation then.

During 1944, just before going into the RAAF. I was with the CSIRO. alternating between the Division of Forest Products and the Division of Aeronautics and helped dismantle the last of the four Stinsons which had been grounded at the old Fisherman's Bend Airport in Melbourne due to suspected metal fatigue in the main wing spar. It was wonderful to sit in a Stinson cockpit after 4 or 5 years and it was a poignant feeling.

In the early 1960's, many years later, I did for the now defunct mag "Australian Model News" a comprehensive article on the four sister planes with a very detailed three-view. Some years later that was re-published in the journal of the Aviation Historical Society of Australia which I regarded as a fine compliment.

In the late 60's prominent American Aviation Historical author John W. Underwood contacted the Department of Civil Aviation for data on the Stinson, a comparatively rare bird anyhow, as the only one left in the world was laying derelict in Anchorage, Alaska, awaiting restoration. D.C.A. referred him to me and in their letter acknowledge I had more data on the Stinson than they had so I helped him with that book also which was published in the U.S.A. in 1969. He was gracious enough to put that fact in the acknowledgements. "The Stinsons" by Underwood, Heritage Press 1969.