

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 100



Produced by the Victorian Control Line Advisory Committee

June 2006
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**Copy Deadline for next issue is:
Wednesday 14th July 2006
PRODUCTION SPECIFICATIONS**

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Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.

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COMING EVENTS



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR

2006

JUN 4	C.L.A.G. Country Flying Day & Balloon Burst, Limbo.	SMAC
JUN 18	FAI Team race, Goodyear T/R 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUN 25	Combined Speed, Vintage "A" Team race.	KMAC
JUL 2	Simple Rat race (Whipping permitted).	SMAC
JUL 9	FAI & Combined Speed, Jnr 2.5cc Combat, Mini Goodyear, Jnr 2.5cc Rat race.	CLAMF
JUL 23	Class 2 Team race, Classic "B" Team race.	KMAC
JUL 30	FAI Aerobatics (Yeoman Trophy),	SMAC
AUG 6	Vintage Combat.	SMAC
AUG 13	FAI Team race, Goodyear T/R 1/2 A Combat.	CLAMF
AUG 27	Vintage "A" Team race, Combined Speed.	KMAC
SEP 3	Classic Stunt, Vintage Stunt, Aust "A" Team race, Simple Combat. Classic "B" Team race,	MOE
SEP 17	FAI & Combined Speed, 2.5cc Rat race, 1/2A Team race.	CLAMF
SEPT 21	FAI (Stuntmasters),	KMAC
SEP 24	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix, Class 2 Team race.	KMAC
Oct 15	Classic Stunt, Vintage Combat	BRIMBANK

Events will be flown in order of printing.

Events in **Bold type** will be flown over hard surface

CLAMF Frankston Flying Field, Wells Rd, Seaford (Melway 97J10), 10.30am start

Events conducted by CLAMF at the KMAC Field (Melway 72 K9) 10.00am start.

Contact :- G. Wilson (03) 9786 8153,

KMAC Stud Rd . Knoxfield (opposite Caribbean Gardens) (Melway 72 K9) 10.00am start

Contact :- T. Matthews (03) 9560 0668.

SMAC Contact :- Reeve Marsh (03)9776 5949

CLAG Contact :- Graham Keene (03) 51924485

Details of venues can be found on web site www.clagonline.org.au/home.htm

NOTE - All events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members

The third Sunday of each month is the regular "**Brimbank Club Day**"

The views and opinions expressed in ACLN do not necessarily reflect those of the Editor or Committees of Clubs or of the members of the Club represented in ACLN but are those of the respective authors.

Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

The Editor and Committee of Clubs accept no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.

C.L.A.S. (NEW SOUTH WALES)

CONTEST CALENDAR 2006

DATE CLUB EVENT

Sun 4 Jun KMFC Palmer / Aldrich Classic Stunt and CLUB STUNT (Novice)

10-12 Jun CLAS.
Whalan Reserve &
Luddenham

CLAS. NSW C/L STATE CHAMPIONSHIPS

Sun 25 Jun	KMFC	GALA COMBAT DAY
Sun 9 Jul	KMFC	AGM, 2.5 Stunt, Club Racing and Slow Combat
Sat 22 Jul	REMAC	Classic and Vintage Stunt.
Sun 6 Aug	KMFC	F2B Aerobatics
Sat 12 Aug	KMFC	CLUB STUNT (Novice)
Sun 27 Aug	SSME	Slow Combat (Bonus points for WW2 Style model).
Sun 10 Sep	KMFC	Classic Stunt, Vintage Stunt, Club Racing, Slow Combat, SWAP MEET
Sat 23 Sep	KMFC	CLUB STUNT (Novice)
Sun 24 Sep	SSME	F2B Aerobatics
Sun 15 Oct	KMFC	Gordon Burford Day, Club Racing
Sun 29 Oct	SSME	Phantom, Vintage A, Bendix T/R, Vintage 1/2A
Sat 4 Nov	KMFC	CLUB STUNT (Novice)
Sun 5 Nov	SAT(Kelso Park)	F2B Aerobatics
Sun 12 Nov	KMFC	Vintage T/R, 1/2 A, A and B.
Sun 19 Nov	NACA (Gateshead H.S.)	Classic Stunt & Cardinal Stunt.(I.Smith Ph:024975 2292)
Sun 26 Nov	KMFC	1.6 and Slow Combat, Club Racing
Sun 3 Dec	Doonside (Kelso Park)	F2B Aerobatics
Sun 10 Dec	KMFC	Christmas Party and Fun Fly
27-28 Jan.2007	CLAS.	(Details to be advised)
CLAS. CITY OF SYDNEY CHAMPIONSHIPS		
DOONSIDE - (Doonside Model Flying Club) - Kelso Park North, Panania.		
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.	
NACA -	(Northern Area Contest Aeromodellers) - Gateshead H.S., Pacific Hwy, Gateshead.	
REMAC -	(Ryde Epping Model Aero Club) - Peter Board HS, Wicks Rd, North Ryde.	
SAT-	(Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.	
SSME -	(Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.	
WMFC -	(Werrington Model Flying Club) - Entrance to flying site @cnr. Landers & Walker Sts, Werrington.	
MDMAS -	(Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook	
COMSOA -	(City of Maitland Society of Aeromodellers) Raymond Terrace Rd, Metford.	

CLASII CALENDAR 2005/2006

Flying has continued on Saturdays at the Leichhardt Park flying site (UBD Map 232 R1)

John D. Taylor,

Secretary/Treasurer CLASII (Ipswich, Queensland)

2005/2006 QUEENSLAND CONTROL LINE CHAMPIONSHIPS

With perfect weather except for a few minutes towards the finals of 35 Slo Combat and the generous assistance of competitors and non-competitors alike, these championships may well have been even more successful than usual.

Roll of Honour

Where to start? With the ladies of course-

Simone Redmond who with Ian Heath, calculated the F2B and many combat scores as a seemingly mere sideline to producing such delicious nourishment for all at times supported by Sharon Kranen (hope the 'flu is better), Angie and her Freddos, Les, Rod and President Mike.

In very random order, Pres. Mike Crawley and his committee for doing all those things so very necessary to ensure a successful championships.

Former Pres. Noel Corney who came to help despite being so crook that we had to send him home!

Peter Wallace who not only ground sheeted the combat pits but also once again made all 40 trophies thus benefiting the club (as well as helping to keep fees at a reasonable level).



Joe Parisi is pictured here with the trophy for first place in FAI Stunt.

Di and Jerry Field for again making the streamers and cut judging so many bouts.

Ian Heath, Mark and Paul Dillon, Matt and Stan Redmond, Rob Edgerton, Michael Comiskey and all the other competitors who pitched in centre marshalling, cut judging, timekeeping, lap counting, processing, etc.

Junior Combat

Our Australian Junior Combat representative in this year's World Championships Ryan Comiskey, overcame some fierce tussles with Matthew Redmond and Trent McDermott to emerge victorious after the dust had settled. Trent gave both his opponents a hard time but might need to play a little less cricket. It is a sport for gentlemen isn't it?

	Wins	Losses
Ryan Comiskey	3	1
Matthew Redmond	2	2
Trent McDermott		2

FAI Combat

Who says that good guys come last? Michael Crawley in, I think, only his third major competition not only took the

spoils but also lost NO bouts all weekend! Paul Dillon made a quite uncharacteristic error early on and unable to recoup, finished by adding another to his frustratingly long run of seconds. Rod Smith...well what can one say about Rod? Even when he's not winning he invariably ends up in the top three despite too many foot faults. Peter Mills competing in his first F2D contest was very impressive as was Michael (the Younger) Comiskey. Bouts were generally flown to a class standard with the rest of us falling victim to Madame Fortune in one way or another.



Michael Crawley prepares for another winning bout in FAI Combat

	Wins	Losses
Michael Crawley	5	
Paul Dillon	4	2
Rod Smith	3	2
Peter Mills	2	2
Michael Comiskey	2	2
Mick Comiskey	1	2
Ryan Comiskey	1	2
Mark Dillon		2
Peter Wallace		2
Brian Burke		2

Open Combat

With some of last year's entrants otherwise occupied, only five of us ended up having a go. The Comiskys gained some consolation from a disappointing (for them) F2D event by nabbing the top three places. I just couldn't believe the things that went wrong with Peter Wallace and myself but at least I got some combat time. Pete did everything right including test flying all his models (and boy did they go!) but when the time came.....well ..it does happen.

	Wins	Losses
Mick Comiskey	2	
Ryan Comiskey	1	
Michael Comiskey	1	
Peter Wallace		2
Brian Burke		2

35 Slo Combat

This longstanding, uniquely Queensland combat event is

as robust as ever with eleven aspirants hoping to win. When the air cleared “old man combat” Mick Comiskey had topped the charts just beating number two son Ryan in the final. The other son declined to fly claiming sabotage after my Geoffrey had led him well and truly astray the night before! Mark Dillon flew superbly for third and only needs a little luck to return to the winner’s circle. Trent McDermott, showing a greater affinity with the larger models, tied with John Major for fourth. John had to withdraw after breaking the ASP’s crank and then tent pegging the G21/29 into the concrete.

Matt Redmond was another who ran out of models with re-kitting the “Cosmic Wind” yielding at least double the number of pieces originally used to make it! I also managed a win but the ST21 went up far too rich in losses to the Dastardly Dillons. Mark McDermott, Peter Wallace and Les Winterton each flew well but unfortunately there can be only one winner per bout.

	Wins	Losses
Mick Comiskey	5	1
Ryan Comiskey	4	2
Mark Dillon	3	2
Trent McDermott	2	2
John Major	2	
Matt Redmond	1	1
Brian Burke	1	2
Mark McDermott		2
Les Winterton		2
Peter Wallace		2

2.5 cc Slow Combat

Run essentially to NSW rules, this event received fifteen entries thirteen of whom flew. Clean living Pres. Michael Crawley continued on his unbeaten way and cleaned up everyone else. Mark Dillon met a better flier on the day and had to accept second. Rod Smith possibly wore himself out repairing older models but still took third. Ever improving Wayne Jackson was fourth after wiping out both models and tied with Paul Dillon. Ryan and Mick Comiskey, Matt Redmond, Peter Mills and myself tied for sixth while Peter Wallace, Rob Edgerton and Michael Comiskey really all walked the walk but just missed out on talking the talk!

	Wins	Losses
Michael Crawley	6	
Mark Dillon	4	2
Rod Smith	3	2
Wayne Jackson	2	1
Paul Dillon	2	2
Brian Burke	1	2
Ryan Comiskey	1	2
Mick Comiskey	1	2
Peter Mills	1	2
Matt Redmond	1	2
Peter Wallace		2
Rob Edgerton		2
Michael Comiskey		2

Junior Rat Race

The two entrants Trent McDermott and Matthew Redmond once again fought this event out. More than ably assisted by fathers Mark and Stan, the heats went to the Redmonds with the final falling to the McDermotts after Stan seemed to be adding more superglue than fuel at each pitstop.

	Heat 1	Heat 2	Final
Trent McDermott	77 laps	52 laps	198 laps
Matthew Redmond	80	91	164

Eastcoast Rat Race (2.5cc PB Rat)

With their model a bit hors de combat after Junior the Redmonds chose to give someone else a chance. Unfortunately Smith/Crawley’s model forgot to pit in their best heat of 90 laps and allowed the Dillons into the final. Winterton/Wallace persevered with a still tight motor but still managed a lap more than the Smith CLASI Rat model. The Macs cleared out in the final after the Honourable Editor’s model lost its fuel line letting the Dillons through to take second by five laps.



The Dillon's Rat Racer. The power unit as a Norvel .15

Trent and Mark McDermott	101	210
Mark and Paul Dillon	86	180
Harry Bailey/John Taylor	95	175
Les Winterton/Peter Wallace	69	78
Rod Smith/Mike Crawley	77	disq.
Matt and Stan Redmond	Dns	

Vintage A Team Race

Front runners of those entered were the mighty Macs “Voodoo/Timmy Tiger” closely shadowed by Bailey/Taylor “Olympian/MRS tuned CS Olly” only seconds adrift. First pick in the final went to whoever was first into the circle where the former pair of teams were joined by the Redmonds with their standard Oliver driven Fury. Where’s the Rothwell, Rod?

	Heat 1	Heat 2	Final
Bailey/Taylor	4:36	3:48	7:46
McDermott et fils	3:45		7:58
Redmond et fils	7:13	5:02	9:58
Smith/Crawley	6:13	5:35	

Classic B Team Race

With Mike Crawley and Rod Smith teaming up to enter both their models, six teams challenged for the throne. Stan Redmond and Rob Edgerton with their standard OS25FP Rambler outlasted the other faster finalists to win the final. The Macs were disqualified after sending a “Rocket” up Harry’s “B-Backtrack” whilst pitman John Taylor was bleeding to death. Ever the gentlemen, Harry and John declined a re-fly and graciously accepted second place. Les Winterton and Peter Wallace were fourth 10 seconds faster than the various combinations of Rod and Michael.

Redmond/Edgerton	4:23	Dnf	8:37
Bailey/Taylor	4:09	-	12:53
McDermott/McDermott	Dnf	3:27	Disq.
Winterton/Wallace	Dnf	4:41	
Crawley/Smith	5:01	4:51	
Crawley/Smith	Dnf	5:54	

FAI Aerobatics

With stalwart Noel Corney quite off his oats, Ian Heath and myself electing to judge and Dennis Hopkinson still exploring the country, entries were received from four seniors and two juniors making their debut. With best two of three rounds counting towards the final score, Joe Parisi was a joy to watch challenging the judges to virtually nitpick on some almost imagined error to avoid giving a full sheet of '10s'.

Rob Edgerton and John Raymond tried very hard with perhaps not quite suitable models to finish second and third respectively. Wayne Jackson did so many of the early things so well and only needed two more points per triangle to move up a place. Wayne, remember Equilateral not Right Angled triangles. Matt Redmond was unlucky to damage his elevator only "Jamison" and will improve rapidly with practice. Blake Mills used a "Dominator" combat model and seemed to enjoy himself though not yet as experienced as Matthew. While all this was going on it occurred to we judges that the active F2B aerobaticist could do a lot worse than do a bit of judging as the benefits from watching others "at work" could not only improve their own performances but also assist those under review.

Joe Parisi	2301
Rob Edgerton	1968
John Raymond	1789
Wayne Jackson	1736
Matt Redmond	1534
Blake Mills	466

Trivia perhaps?

Between fifty and sixty BB built models, some up to fifteen years old were flown with success achieved in four out of five combat and three out of four racing events!

(Brian Burke)

A.L.C. Comp.Sec.

May 2006

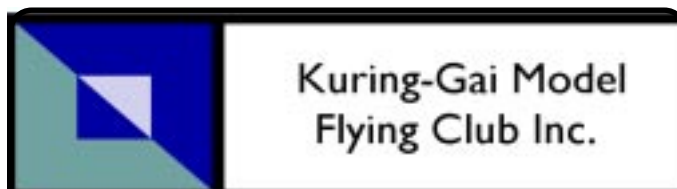
The ACLN Editor obtains a large number of photographs of Control Line models and related matters whilst he goes about his editing duties. Many of these pictures do not get to be published due to space limitations. All is not lost for those of you eager to view these pictures as the Vic Stunt webmaster has set up a section in his webpages to display them.

More pictures have been added this month that were taken at the Vic State Champs. They come from the camera of John Hallowell.

Go to <http://www.vicstunt.com> Refer, Clubs/Aust Clubs/CLAC Section, then 2006 Photos

Have a look.

You might be there.



Palmer/ Aldrich Classic Stunt Competition. Sunday, 4th June.



*Fliers and their families
are warmly welcomed to
KMFC.*

*We look forward to see-
ing you once again, on
this special occasion.*

Lunch will be served

As a special tribute to Bob Palmer, the main stunt circle will be dedicated to his memory, and will be known as the Bob Palmer Circle.

If you are looking for information on Control Line that would be useful to a possible newcomer to the hobby then this web site has an article compiled by Lance Smith that has some excellent content. It would be a worth while exercise for clubs to print some copies to be handed out to those flying day enquirers that ask the usual questions. Lots of the answers are here.

<http://members.optusnet.com.au/~smithlw/IntroductionToControlLineFlying.htm>

VicStunt's

"History Re-visited"

This article was written by Ken Taylor ... The question is WHEN ? (What year?) ... Answer in next Month's column.

Two of the most important things in a stunt model are a first class motor and a reliable tank.

Glow plug motors are ideally suited to stunt flying because they can be set to four-stroke in level flight, leaning out to a two-stroke (thus developing maximum power) during manoeuvres.

The most popular type of tank in use is the rectangular type, with the vents bent forward at right angles facing into the slipstream, pressurizing the tank and thus ensuring a steady supply of fuel during sharp manoeuvres like square loops and square eights. When installing the tank in your model, make sure that the centre line of the tank (both top and side view) is always in line with the needle valve spray bar assembly.

The novice stunter is well advised to start off with a small model around the 1.5 to 2.5cc size. The frisky is a good example. These models can do most manoeuvres and can stand up to the occasional prang that inevitably happens in the learning stage. Once the basic manoeuvres (inside and outside loop, wing-over and inverted flight) have been mastered, a large 5 to 6cc model can be attempted. Here the gladiator is a good example. For contest work, a large flapped model like the Sabre Stunter is best.

Without doubt, the construction of your model should be the best that you are capable of. After all, if it's worth building, it's worth building well and as there are appearance points awarded in Stunt Contests, those extra points gained may be the difference between winning and losing.

Most models have the correct C.G. (balance point) shown on the plan and weight should be added to the model till it balances where shown on the plan. After all, you wouldn't fly a free-flight model or a sailplane if it was not properly balanced, would you?

The more advanced manoeuvres can only be mastered by constant practice (in windy as well as calm weather).

Three things to keep in mind at this stage are: (1) Don't panic. (2) Don't hesitate. (He who hesitates is lost) and (3) Don't change your mind half way through a manoeuvre (more models are wrecked this way than any other).

If it is at all windy, take a small flag (tissue tied to a dowel will do) into the centre of the circle and drive it into the ground nearby (not where you'll trip over it). Thus you can see at a glance any change in wind direction.

Remember that you are flying Precision Stunt (if you like snappy changes of direction at high speed, take up combat) so try and keep your manoeuvres as smooth as possible.

When flying a particular manoeuvre, the author always has a fixed idea of what it should look like and flies accordingly. For example, the loop. Sure, you can give up elevator, hold it there and watch the model flop over. Now, remembering that a loop is a true circle, open up the size of the manoeuvre and you'll find it was much rounder. When you can do all your manoeuvres smoothly, then is the time to worry about keeping them under the 45 degree line angle as specified in the rules (see fig.1).

When all manoeuvres have been mastered, fly them in the

order as shown in the rule book. From now on it is best to always fly a complete stunt pattern and if you flop one manoeuvre, don't have another go at it, continue on with the next.

Contest flying is a little different from general flying, in that all your manoeuvres are judged for accuracy compared with those shown in the rule book. Always try to have a test flight on the day of the contest to make sure that your motor is tuned properly. When running properly, do not touch settings even to restart, if you can help it. A good motor run can win or lose the contest.

Clean your plane down and leave it for the judges to judge for appearance points.

Now check your lines thoroughly (the author always keeps a special set for contests) and check to see that you have a spare propeller of the same size and make that is on the plane at the moment.

After taking off, always raise your free hand when you are ready to start your pattern (level flight). If you flop a manoeuvre, don't curse and call attention to it, after all the judges are only human and may have missed it. A judge is always impressed if you keep your flight between manoeuvres at a constant altitude (shoulder height).

Remember, you have 3 attempts to make 2 official flights and if, after you take off and find that your motor is not running properly, call it an attempt. A flight can be called an attempt any time up till you raise your arm as the signal for starting your pattern.

A word on models and motors. When you find a model that you like, stay with it. Flying the one style of model is the secret of most successful stunt pilots. Also, keep one motor for stunt only, keep it clean and keep it in A1 condition.

Ain't Nostalgia Grande !

Cheers

Ken Dowell



*Stunt Trophy winners at the 59th Nationals
(From left:)*

Paul Lagan, Paul Turner, Bill Swan, Peter Anglberger.

Steve Masterton, Brian Eather

Newsletter Editor

Harry Bailey.

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59th Nationals - Control Line Results

F2B Expert		Round 1	Round 2	Round 3	Round 4	Total
1	Eather	856.50	896.25	961.50	954.25	937.33
2	Turner	855.75	882.00	914.00	932.75	909.58
3	Lagan	783.25	797.25	923.50	952.00	891.08
4	White	802.00	735.75	856.25	968.25	875.50
5	Simons	10.00	777.00	847.50	855.25	826.58
6	Hoffman	735.25	734.00	803.25	848.75	795.75
7	Ellins	860.25	737.00	748.00	800.25	761.75
8	Battam	627.25	727.25	745.25	801.00	801.00
19	Grinham	686.50	714.75	739.00	812.75	755.50
10	Minoda	606.50	670.25	768.25	10.00	681.67
	PJ Rowland	759.00	0.00	863.75	869.50	890.75 Model oversize DNQ
	Towell					

F2B Advanced		Round 1	Round 2	Round 3	Round 4	Total
1	Masterton	668.25	747.00	697.50	795.50	795.50
2	Swan	442.25	604.25	545.75	582.00	577.42
3	Anglberger	452.25	500.25	461.25	510.25	490.58
4	P L Rowland	414.25	451.25	444.00	389.75	436.50
5	Harvison	0.00	427.75	421.25	454.00	434.33
6	Hawkey	266.50	209.00	103.50	0.00	193.00
7	Stein	404.75	13.50	0.00	0.00	139.42
8	Mcintyre					

Classic Stunt		Round 1	Round 2	Round 3	Total
1	PJ Rowland	1152	1229	1227	2456
2	Grinham	1153	1170	1198	2368
3	Lagan	893	1163	1170	2333
4	White	1082	1148	1175	2322
5	Battam	1072	1064	1103	2175
6	Masterton	1017	1050	1066	2116
7	Hawkey	982	980	914	1962
8	PL Rowland	941	956	920	1897
9	Swan	890	851	984	1874
10	Roadknight	155	890	859	1749
11	Anglberger	858	882	865	1747
12	Lacy	743	813	821	1634
13	Towell				

Vintage Stunt		Static	Round 1	Round 2	Total
1	Grinham	127	397	400	527
2	White	117	393	408	525
3	Battam	118	381	396	514
4	Turner	126	377	295	503
5	Lacy	121	355	361	482
6	Anglberger	96	373	381	477
7	PJ Rowland	118	336	333	454
8	Harvison	110	323	300	433
9	Hawkey	106	303	316	422
10	Roadknight	50	370	365	420
11	Robinson	67	59	247	314
12	McNeil	86	66	45	152
13	McIntyre				

Australia's "Guest" from Japan
 75 years old, and flying in an Australian Nationals!
 As Hisato speaks very little English, he prepared his own version of a "business card" with which to introduce himself.
 Hisato Minoda
 JMA Member of a committee
 Address Fukuoka city JAPAN



F2B, Classic & Vintage REPORT from Paul Lagan

South Australia in autumn can be a very nice place to fly model planes. Unfortunately, the first few days of the CL Nats were very windy and, at times, wet which meant that the start of stunt events was delayed. The last three days though were almost stunt heaven - essentially calm and leading to very fair contests.

F2B Expert and Advanced were flown on a “best 3 of 4 flights” basis. Rounds one and two of these events had variable weather - some benefited from excellent air whilst others had to cope with quite a bit of turbulence. In the final reckoning though the results generally indicate the correct “pecking order”.

I used the week as a warm-up for the coming World Champs - testing my packing and preparation as much as my flying. I didn't manage much practice flying for the first few days but finished off the week well with over a dozen flights on each of the last three days. I was happy with my result and standard and learnt a lot from talking to and watching the top Australian flyers.

Generally speaking, Australian flyers are very good in calm conditions - they fly accurately and smoothly with nice “rounds”. Only a few hit really “hard” corners and many also fly a little bigger than the rule book defines - I think that this style of flying is pleasant to watch but would be downgraded in Europe where the modern trend is to precision and sharp corners.

In Expert, Brian Eather was really on form - he had the contest virtually won from the first round and his bottoms in particular were very accurate. Paul Turner was his usual unflappable self and Peter White had some excellent individual manoeuvres - he continues to impress, as does his Werwage-designed “Geo-XL” which, with his very good Stalker 61, is an excellent package. Peter's last round flight in particular was very tidy.

PJ Rowland's big Lancaster was rather too big - it was 10cm over the wingspan limit (of 2 metres) and was disqualified after a protest in round 3. PJ flew it “just for the sake of it” in round 4 and he flew it very well indeed. Unfortunately, it is too big (weighing 3.15kg - nearly 7lb) to fly manoeuvres sharply and within the FAI size limits, so despite being impressive in the air, it can't score top points in front of informed judges.

Doug Grinham's side-mounted Retro ran very well in his own-design “Jazzer” and Mark Ellins also flew a Grinham “Jazzer” - a very attractive model. Dave Simons and Hisato Minoda both flew Yatsenko “Knights”, and both had an unfortunate zero on one of their rounds or they would otherwise have placed much better. Bruce Hoffmann's Saito 72 Mustang looked very nice in the air and ran sweetly.

In Advanced, Steve Masterton was in a class of his own flying the Brian Eather designed “Hot Dog” with Stalker 61. Bill Swan, who has recently taken over the BriStunt business, flew his “Mongrel” very well for 2nd and local man, Peter Anglberger, continues to improve at a great rate. Judges for F2B were Joan McIntyre and Russell Bond.

Classic Stunt in Australia is for pre-1965 designs. There are no model or motor bonus points and the pattern comprises mainly the “round” manoeuvres but with triangles thrown in for variety! It is an event that is very keenly contested and I was very impressed with the overall standard.

The engines in the top six were a very interesting mix. PJ Rowland's Stalker 61 was almost idling to fly his original 1951 Nobler. Doug Grinham had one of the very-new BriStunt ABC cylinder assemblies in his OS35S pretty, 41 ounce, Phoenician; I used an Aero Tiger 36 (a gem) in my Egervary Hopp-25; Frank Battam has an ST46 in his “Green Box” Nobler; Steve Masterton's very nice “Chizzler” had a Brodak 40 and it was only Peter White who had a Veco 35 in his '51 Nobler who used a “true” classic engine. PJ flew very well to win - I suspect he would have done very well in F2B with this model! It was very close for 2nd to 4th place. This event was flown in near-perfect weather and inspired many to go home and start building a “nostalgia” model. Judges were Bob Edgecombe and Paul Turner.

I had to leave before **Vintage** but understand it was also flown in excellent conditions. The Australian rules give bonus points for model age, engine age and engine type as well as points for fidelity so it is a challenging compromise between the really old and usually poor flying but high static models and the not-so-old and better flying post-1950 types. Doug Grinham is something of an expert in this event and won with his Jamison this time by virtue of better static points from Peter White's All American.

The next Australian Nationals will be held in the Albury/Wodonga area this coming Christmas/New Year and it should attract a very large (and talented) entry.

More Nationals results

F2C Team Race		Round 1	Round 2	Round 3	Round 4	Final
1	Fitzgerald/Ellins	3:13.6	3:20.3	-	-	6:45.9
2	G Wilson/Stein	3:13.3	3:28.3	DNF	DNF	6:47.4
3	Simons/Potter	3:07.7	-	3:12.3	DNF	114 Laps
4	Thompson/Bertina	3:23.7	3:17.8	3:17.3	3:26.1	
5	Bellis/Gannon	3:35.9	3:42.5	4:21.7	DQ	
6	Letchford/Nolan	DNF	DNF	3:43.0	3:42.9	
7	M Wilson/Poschkens	4:26.9	3:58.7	4:20.8	3:57.0	

F2F Team Race

1.Pretty/Poschkens
2.Fitzgerald/Cameron
3.Letchford/Nolan
4.M Wilson/G Wilson
5.Kennewell/Wehrman
6.Bellis/Gannon

Round 1	Round 2
4:21.9	4:10.6
4:18.3	4:17.7
4:17.3	4:15.3
4:35.4	4:35.1
4:45.5	4:47.6

Final
8:29.0
8:32.2
8:47.2

Goodyear Team Race

1.Fitzgerald/Pretty
2.Fry/A Taylor
3.Bellis/Gannon
4.G Wilson/Ellins
5.M Wilson/Poschkens

Round 1	Round 2
3:31.2	-
4:03.0	-
DNF	-
DNF	-

Final
7:00.9
11.08.5
DNF

Open Rat Race

Round 1
2:38.7
DNF
DNF
4.Thompson/Potter

Round 2	Final
3:01.7	5:10.4
2:47.3	5:15.2
2:15.0	DNF

Vintage A T/R

Round 1
3:23.4
3:20.5
3:17.8
3:30.3
3:59.7
4:20.8
DNF
DNF

Round 2	Final
-	6:49.5
-	6:54.0
-	6:58.2
3:26.9	
3:49.4	
DNF	
4:32.2	
4:53.0	

Classic B T/R

Round 1
3:07.3
3:17.4
3:58.1
3:20.1
3:41.8

Round 2	Final
-	6:30.9
-	7:04.2
3:16.1	7:54.4
-	
3:53.5	

Bendix T/R

Round 1
03:58.6
04:25.1
03:50.0
DNF
05:16.9

Round 2	Final
03:49.1	07:34.7
03:28.6	07:36.9
04:00.9	08:19.2
04:00.8	
DNF	

F2D Combat

Round 1
W
W
L

Round 2	Round 3
L	W
W	L
L	

Round 4	Score
W	2
L	0
	-2

Open Combat

Round 1
W
W
L
B
L

Round 2	Round 3
W	W
B	L
W	W
L	L
L	

Round 4	Round 5	Round 6	Score
L	B	W	3
W	W	L	2
B	L		0
			-1
			-2

Vintage Combat

Round 1
W
W
L

Repercharge	Round 2
	W
	W
W	W

Round 3	Round 4	Round 5
W		W
W		L
L	W	



F2C pilots in action during the final race.

Left :- Robert Fitzgerald

Right :- Graeme Wilson

Centre:- Hugh Simon (hidden)



Robert Fry had only just completed this model in time for the Nationals competition and it hadn't been test flown. It all worked well on the day of the Open Rat Race and he claimed the winners honours.

Greg Pretty also had a new model. It was reportedly circulating at 170mph. Greg managed to hang on in Round 2 to post a FTD of 2:15.0 but the physical exertion was too much to bear in the final and Greg and Rob had to be content with third place.

4	Fry	W		L	L	L
=5	Ellins	L	W	L		
=5	Stivey	W		L		
=7	Letchford	L	L			
=7	Bellis	L	L			

Combined Speed			Record	Round 1	Round 2	Round 3	Percentage of record
1. R Fry	(WA)	Jet - Stock	12.45	12.58	12.49	12.57	99.7
	R Fry	(WA)	Jet - Open	10.32	10.94		94.3
2. J Taylor	(QLD)	Jet - Stock	12.45	13.29	13.62	13.71	93.7
3. A Taylor	(QLD)	Jet - Stock	12.45	13.42			92.8
4. D Axon	(VIC)	Jet - Stock	12.45	14.08	14.94		88.4



Left:-Combined Speed failed to attract any piston engined entries this year but the Pulse Jet Aeromodelers of Australia were out in force. Robert Fry from Western Australia came closest to the Australian Stock Jet record time and was within 0.3 of a second of equalling it.



Above:-The editor thought this picture of Dave Axon alongside this long piece of tube was meant to be a joke but he is now led to believe it is the genuine article. The Jet belongs to a R.C. modeller who was enquiring where to obtain petal valves.



Pictured left:- Dave Axon Pulse Jets

VINTAGE, CLASSIC & BENDIX TEAM RACE AT 2006 NATS

VINTAGE A at the 59th Nats in South Australia was a memorable event. It proved once again that the Hugh Simons / Grant Potter combination are the hottest team in land right now. Not only in Vintage, but also in the Formula 1 equivalent in control line racing, F2C. The 3.07.67 they recorded in the Nats at Monarto easily beat the old 2004 World Record by Pascal Surugue of France of 3.09.6. However, they will need to find something extra to top the amazingly quick current F2C heat record of 3.04.3 by Valeriy Kramarenko & Yuriy Chayka of the Ukraine, flown on the 18th July, 2005.

With the Nationals being held a week after Easter in a non-holiday period, the entries were never going to break any records. It seems only a few years ago that around 20 team entries were the regular thing in Vintage A at a Nationals. With competitive motors slowly but surely becoming available, the next Nats at Albury will definitely be a big one. I'd be booking accommodation now!

There were just 9 teams entered with Bertina / Thompson not making the line pits at the Murray Bridge Showground. Temperature was around 19 and overcast. Light drizzle fell just before practice. Wilson / Ellins and Hallowell / Baddock were both using 1.5 IPN fuel mix. Although Steve Rothwell couldn't make it, much was expected of the teams with his superb R250's up front. They didn't disappoint.

Graeme Wilson and Mark Ellins had the Olympian fired up and posted a stunning 3.17.80 in round one. It was the best ever heat time for that well credentialed pair and will be a State record. Both have been hoping for a time like that since Vintage A racing began in Australia on the grass at Moorabbin Airport in October, 1988... Scary thing is Mark would expect there's the best part of 10 seconds to lop from that time in the next year or two!

Paul Stein and Rob Fitzgerald were again full of promise with plenty of laps and speed. However, on this day it was simply not to be as the Olympian refused to behave on takeoff and landing with nose overs a real problem. When the final was run, this dynamic duo had to be content with watching the action from the sidelines. Paul has since obtained a plan for a Dimpled Dumpling and may be building up a lightweight special for Albury. Let's hope it's painted in the familiar 'battleship grey' so we can know who owns it from a distance...

Hallowell / Baddock were the defending champs and now had a new and faster Dimpled Dumpling, replacing the trusty Voodoo V that got home first at the last Nats in Richmond. The D.D. Didn't Disappoint and a first round 3.20.5 gave a strong chance of making the final three.

The Dimple Dumpling of Grant Potter had been superbly constructed by Master Builder Ray Harvey, (could that be why it's so fast?) and was again looking really sharp. However, they didn't have it all their own way. With only the 3rd quickest heat time, the lads would admit to holding their breath as Fitzy & Paul returned a less than perfect second round of 3.26. After that, the top 3 qualifiers elected to drop out of Round 2 and save their energy and equipment for the 180 lap final.

Like the Victorian State Champs, the final was again an R250 fest with 2 Dimpled Dumplings and an Olympian. Keith Baddock had the best start and gave his team an early lead, setting up a pass on Hugh and Grant. There was nothing between any of the R250's which were all swinging APC 7 x 7 props.

The race was decided by where the models cut and how long the glide had to be. H/B's first cut was spot on for a fast stop. The next two were wrong side and had the long glide. W/E had 3 poor cuts and S/P had 3 good ones.

Speeds were more or less identical. There was absolutely nothing in it! In the end, none of the pilots knew who had won. It was that close. Laps were generally down on the day. H/B only just scraped in with Keith leaning the needle for the last tank, allowing Hugh his only pass in the race. Keith thinks our engine will take a touch more compression. Thanks to careful operation this R250 has never even sounded like it might go hard.

All in all, it was the fastest Nats final ever and probably the cleanest and best race I have ever flown in! And I can go back to flying around a 44 gallon drum at Albert park in the late fifties... It was victory to NSW. Simons / Potter's winning time was 6.49.5 with the other two Victorian teams just scant seconds behind.



Vintage A	Round 1	Round 2	Final
1 Simons/Potter	3:23.4	DNS	6:49.5
2 Hallowell/Baddock	3:20.5	DNS	6:54.0
3G Wilson/Ellins	3:17.8	DNS	6:58.2
4 Fitzgerald/Stein	3:30.3	3:26.9	
5M Wilson/Smith	3:59.7	3:49.4	
6 Fry/A Taylor	4:20.8	DNF	
7 Letchford/Nolan	DNF	4:32.2	
8 Bellis/Gannon	DNF	4:53.0	

CLASSIC B T/R was on next day and a small but dedicated bunch of team race enthusiasts were back for a crack at a B class win. Entries were again low with not a single person from Qld or NSW on the start line. Yes, it's a very big country with a relatively small modeling population.... And it is a 3 day drive from Brisbane to Adelaide. But it's much further across the Nullabor to Perth and a large group of really keen WA flyers made the trip. No doubt this will all change at the more central Albury Nats at the year's end.

Back to the racing and Graeme Wilson and Mark Ellins were giving the Double Dice one of it's last outings before the replacement Rocket that Graeme is building takes over. They took a big chance when they elected to sit on their first round time of 3.20. The gamble didn't pay off... and it was time keeping duties this time. Maybe just as well for the eventual winners as this team would have done the 140 laps with one less stop. Could have made it interesting!

Lance Smith had 'son of a gun' Murray Wilson as his handle grabber. Murray was in fine form at these Nats with a spectacular win in F2D combat. Murray will be flying Junior F2D Combat at the Worlds in Spain this July. Their scintillating second round 3.16.1 was a PB time and would have made the last three at most contests in this country. Lance has an interesting experiment to try (trust a scientist to want to experiment...) when he gets back to Melbourne. He has put a Davis Diesel head on one of his LA 25's. He hopes to have a very fast Classic B with lots and lots of laps!

Bob Fry and Alasdair Taylor had a 'steelie' OS 25 that probably needed many more hours running than it was possible to give! So despite having fast starts and a quick model, the motor just wouldn't give the necessary revs in the air to keep up with its ABN cousins... It was great to see them competing and gaining experience in this easy to fly event. Next time they'll do more than make up numbers...

Fellow West Aussies, Hans Bertina and Ian Thompson had the familiar Thornley Thunderbolt wound up to put a workman like 3.17 next to their names in the CD's book. This beautifully built lightweight special was debuted at the first Albury Nats and has been racing continually since that time. A new model is now being built.

John Hallowell and Keith Baddock had Paul Stein working the battery for the Rocket. The trio got their act together in Round 1 with a very fast 3.07.3 and elected not to fly a second round.

At the start of the final's warmup, watching from the pilot's circle, I was totally gob smacked. No, it wasn't big Thommo's elbow, it was Han's efforts in the pits. At the start of the warmup, his engine threw the prop and did a shaft run. Imagine the chaos!!

Full credit to Hans Bertina and his vast experience... Being 'Mr. Cool', Hans just gathered the bits, bolted them all back on the MRS OS 25 FP and was standing with just seconds to spare as the countdown went 5-4-3-2-1-GO! And Hans & Thommo were away first flick!!

The Rocket and the Antares were also quickly in the air and the race was on in earnest. The West Aussies were surprised by the speed of the Rocket ship and being passed so often. Strangely, all teams were down on laps and needed an extra stop to make the 140 laps. Teams were getting 43-45 laps per tank instead of the usual 48 - 50. 47 is the critical lap number in B Class racing for a two stop final. We were using exactly the same fuel and equipment a week ago in Victoria and laps were not a problem. It seems the atmosphere on the day here in Murray Bridge required a richer needle.

The Rocket was again successful, taking back to back Classic B titles and making it 5 Classic B wins in a row for

the H/B stable of racers. Hans Bertina & Ian Thompson from Western Australia were 2nd and Victorians Lance Smith and Murray Wilson were 3rd. A new lightweight Rocket is now being developed to counter the anticipated challenge in Albury from Queensland's Mark McDermott's fleet of super quick Classic B racers.



Classic B	Round 1	Round 2	Final
1.Hallowell/Baddock	3:07.3	-	6:30.9
2.Thompson/Bertina	3:17.4	-	7:04.2
3.M Wilson/Smith	3:58.1	3:16.1	7:54.4
4.G Wilson/Ellins	3:20.1	-	
5.Fry/A Taylor	3:41.8	3:53.5	

BENDIX TEAM RACE was much anticipated despite another small entry. It would have been good if the top NSW teams like Tony Bonello and Andrew Heath had been in the mix. We'll have to wait until the end of the year for that... Also, looking forward to see who is the first to plant a Fora .36 in the nose of a Bendix machine.

Will the real 'Captain Bendix' please stand up...! That was the question to be answered on this day. Rob Fry and Alasdair Taylor were fired up to win this time with the big case Nelson and Shoestring. However, their heats of 3.48 and 3.49 were slow and a long way behind the H/B record of 3.21.

Richmond Nats winners John Hallowell and Keith Baddock also had a slow first round with a blown plug but managed to get their act together in the second round with a smart 3.28 with the Nelson .36 Combat powered Nemesis.

Graeme Wilson and Mark Ellins had the Ray Cote Shoestring wound up for a 3.50 in the first round. Good enough to make the last 3.

The Richard Bellis / Dave Gannon entry had good airspeed and was only 1/10th of a second behind the Wilson / Ellins second round time. Fellow West Aussie Jim Stivey teamed up with John Taylor from Qld. Their model was showing much promise before breaking a fuselage at a pitstop in the second round.

The final was a shootout between the Victorian Nemesis and the West Australian Shoestring. And boy, was it close, with just 2.2 seconds in it at the finish. Both teams made mistakes and lost chances for a clear victory. But that's racing... and no doubt both teams did their best.

Congratulations to Rob and Alasdair. Wilson / Ellins were a credible third. The good news for us that it's only 6 months before the title of 'Captain Bendix' again comes up for grabs... No doubt other strong contenders will emerge. For starters, how about the Qld combo of Harry Bailey and Marky Mac...? Word is they are practicing VERY quickly at the moment!



Grant Potters winning Vintage A model "Dimple Dumpling"



Above:-
CLASSIC - PJ Rowland -
"Nobler" / Stalker 61

Right:- Doug Grinham's
"Jazzzer" / Retro 60

The Editor wishes to thank all the people below that supplied pictures and allowed their publication.

Thanks to:-

Suzanne Hegarty.

Robert Fry.

Paul Lagan.

Bruce Hoffman.

Margeret and Tim Battam.

John Hallowell

Robert Edgerton

Bendix	Round 1	Round 2	Final
1.Fry/A Taylor	03:58.6	03:49.1	07:34.7
2.Hallowell/Baddock	04:25.1	03:28.6	07:36.9
3.G Wilson/Ellins	03:50.0	04:00.9	08:19.2
4.Bellis/Gannon	DNF	04:00.8	
5.Stivey/J Taylor	05:16.9	DNF	

Report and pictures from
John Hallowell
VH 1984.

Pictures from the 59th Nationals



Frank Battam flies his "Sukhoi" / ST 46





Above:- Finalist in F2D Combat.

Top right:- Father and son Graeme and Murray Wilson during F2D combat.

Right:- All smiles from the FAI Team Race finalist.

Below:- Paul Stein pits.



Above:- Paul Stein built Vintage A "Olympian"

Left:- The final three in Vintage Combat. On this occasion father Graeme triumphed over son Murray and Maris Dislars took third place

TARMAC News for May 2006

This is it folks the last Notes from Charlie; who will fill those very big shoes?

That first line in an e-mail [advising that the April notes were on the web] from Jim Stivey was something I had been dreading for some time. Charlie Stone has done the TARMAC notes for thirteen years. His ability to maintain our interest in the column was due to his thorough research, old and new, along with the occasional anecdote. I, along with all Club and Association members sincerely thank Charlie for the dedication shown to produce a column of quality for such a long period.



First flight at Lumen Christi College.

Charlie Stone runs for the handle whilst Norm Kirton tunes the Oliver Tiger powered Combat Capers and Gary Ryan supervises.

TARMAC was unfortunate to lose the BASI field which had been its home for 18 years. Negotiations for the use of the fields at the College now allow us to fly at this first class facility. The gymnasium in the background of the photo is approximately 75 x 43 metres great for indoor flying. Ken Wansborough has already booked the site for an indoor night on May 11th 8.00pm.



Jim Walker flying three control line models at once.

In the April notes Charlie spoke of Jim Walkers ability to fly three models at once. I have witnessed an attempt with two models at once but it was only a couple of laps before another pilot was requested to take one of the models.



Charlie Stone's B Class Team Race ETA 29 on the test stand.

Charlie Stone has used his engineering skills to produce a drum valve to replace the original disc valve induction on the ETA. A gain of around 1000 rpm was the result of this rework. Motor was still being run in at this time.



Charlie in his workshop (note the chair for deep thought)

What goes up does come down; aeromodeller's only worry about how their what's do come down.

Fred Tower

TARMAC VINTAGE COMBAT 6 MAY 2006-05-09

CLAW WHITEMAN PARK

Saturday 6 may 2006 saw the running of the TARMAC Vintage Combat competition at the CLAW Whiteman Park site. A cool and overcast day provided overcast conditions to ensure that vintage motors or more to the point veteran modellers were not likely to overheat.

There was not a huge turnout on the day with only 6 competitors however it was pleasing to see a new competitor in the combat ranks being Simon Wedd. Simon unfortunately didn't get a real chance to properly do battle

on the day due to baulky motors.

The weapons wielded on the day included the usual crop of Orcrist, Ironmongers and Dominators, with a Chaos seen in the pits however not flown. Motors used included Super Tigre G15 glows and G20/15 diesels and PAW 2.49 diesels of varying vintage and configurations.

The bouts featured the usual mixture of furious dogfighting and midair collisions and at times drew a large number of appreciative spectators including some from the RC aircraft and buggy areas of the park.

The placings for the day were Mark Sherburn 1st, Stuart Sherlock 2nd, Adrian Dyson 3rd and Richard Bellis 4th. Richard probably deserved better however was forced to withdraw from the competition due to the destruction of all his models.

Special thanks of course must go to Jim Stivey for his usual firm but fair contact direction and to the cut judges, Alasdair Taylor and Fred Adler. Thanks also must go to the other helpers on the day particularly members of the team racing only fraternity who chose to mix with the unwashed.

Adrian Dyson

A note for Team Racers going to the N.S.W. C/L State Championships.

The organisers wish to inform entrants in **Vintage A Team Race** that the racing will be conducted using FAI length lines. Remember to pack some 15.92 meter lines with your racing gear.



Meeting held at Knox on Sunday April 2nd.

This month, the regular CLAG Flying Day was at the Knox Field - and true to form, modellers seem to come out of the woodwork for these essentially Social and "Fly for Fun" Days.

The weather may well have put a few off, as from the previous day it looked as though it might be lousy, but Melbourne is always fickle, and a near perfect day was enjoyed by many people with many MANY models.

The numbers present meant four circles were in operation for almost all day, but of course the social activity prevented any queues being necessary. Part of these days is the element "Too much chatting to do and not enough time for flying."

Ken Taylor made a welcome re-appearance in the circle centre while testing his "Karma" after a little surgery - reducing the nose length. (The Karma's, that is.) He was happy with the result, and equally happy to hand the handle

to Ken Dowell after a few laps. Ken D then promptly turned it into inverted, the engine cut, and he landed it inverted rather than risk a whipped-around lift-over with no wind to help it on its way. The tank level is still to be sorted out, together with something strange in the fuel feed. It didn't fly again.



Ken Taylor's "Karma"/MVVS 51 - Had the nose shortened, and now flies better.

Ken Donnelly is finally getting the OS 46LA to perform in his Cardinal, and the improvement in Ken's flying is clearly visible as a result. (Is there an explanation for so many "Ken's" in aeromodelling?)

Frank McPherson continues to amaze onlookers with his all-plywood "Heavy Flatulence" and its ability to "touch-and-go" from a height of three or four feet - the shock-absorbing undercarriage removing the bumps.

Damien Sammut now has his "P40" performing to F2B standard with a ST 46 now purring its way around. Practice for the coming State Champs is evidently in Damien's mind.

Mark Ellins took time out from T/R and Combat scenes to also spend some time practicing for F2B.

When not, once again, acting as Chef Extraordinaire, Graham Keene joined Graham Vibert, Jeff Ingram, Alan Frost and son Rodney, and his cousin Jacob in circle #4. The CLAG barbeques are fast becoming legendary, with better-than-supermarket produce and excellent sauces. A little bit of sausage is very nice with one's Sweet Chilli Sauce.

There was scarcely a moment when there wasn't a model in the air somewhere, yet everyone caught up with all the latest gossip, tall tales, bulls**t, etc, etc, etc.

The real "entertainment" of the day was kept to the end. Graham Vibert fastidiously packed everything into his restored EH Holden (circa 1964), closed the boot, then thought "where's the keys?" He had two choices; mangle the boot lock with a large screwdriver, **OR** remove rear seat, back squab, dividing piece of compressed cardboard panelling, and fish around in the dark for the keys.

In all, it took only about 15 minutes, but it seemed like an hour while watching the look on Graham's face. Why is there never a camera at hand when it would be most useful?

So endeth another wonderful CLAG Flying Day.

Ken Dowell - CLAG Inc

Use of glow motors in Vintage Combat 2000

By Joe Supercool

The rules we use in WA for Vintage Combat permit the use of glow motors made prior to 1970. The best of these are the Super Tigre G20/15 and the G15. I have rarely come across a contemporary diesel motor that can match them, although the G20/15 diesel of Mark Ellins was a match for my G15 at the first Busselton Nats. I have also seen Gary Turna's diesel (type unknown) come close to matching the G15.

However, in both of these cases I was using the highly flexible Taipan 7X4 obtained via Kim Parks, which is somewhat down in performance over the older, rigid Taipan 7x4. As a genuine Vintage pilot (flying the same G15/Dominator combo in the 1960's), my favourite prop was the Tornado 7X4, which could tow the Dominator at 90 MPH on 60' lines (single strand .012"), which meant the model could also be used in Open Combat, a quite remarkable circumstance.

At that time, I was using Burford manufactured pistons diamond lapped by Andy Kerr. These pistons got better and better with more running, until the point was reached where the Tornado 7X4 threw blades and the conrods started to fail. As the replacement Super Tigre conrods were of poor quality, and my pistons were ruined by the passage of their disintegrated parts through the motor, I rather lost interest in continuing with the old FAI combat. I also tried the Kavan "fibreglass" 7x4, but its blades flew off before it even got in the air.

As a consequence, my return to Vintage Combat in the late 1990's meant I had to find a source, not only of G15's, but also of conrods that would not break. Fortunately a bucketful of cash sufficed to twist Steve Rothwell's arm, and he made a bunch of G15 rods to my specifications, which I now offer for sale at \$40 each. These rods have massive bushed big-ends, similar in size to the later Rossi 15 MkII. They may give rise to a slightly higher level of motor vibration, but this is acceptable when one gains such a leap in reliability. Also the tags on the gudgeon pin retaining circlips should be cut short, as they fatigue, snap off and wreck both the piston and head.

Re props, I am not allowed by the rules to use my own fibreglass props, and I am unaware of a suitable alternative to the rigid Taipan 7X4 of yesteryear. I cannot understand why production of this excellent prop was resumed using the wrong material.

G15's in various states of repair appear from time to time on ebay; even new, unrun motors show up, so they can still be obtained fairly readily. There is a concern I have with new G15's. The finish on the piston ex-factory was rather rough, which, while great for running in, did nothing for later performance, either in power output or ease of starting. It was my practise to polish the piston, and then accept an extended running-in period: the running in was done at 22000 RPM, the G15's peak power RPM, but with a light load, such as a 7X4 cut down to 6X4. And of course, I would not even consider running the motor with the factory conrod: it is a disaster waiting to happen.

I notice my missive is rather dwelling on the G15, but my following comments apply to any glow motor used in Combat, so please persist with my ramblings.

The classic argument against using glow motors,

and in favour of Diesel motors, is the supposed ease of starting and restarting hot of the latter. I cannot say that my observations support the former, or, with less rigour, the latter. My G15 starts first flick, on tune and ready to launch. The Diesel's seem to need to warm up, and require some fiddling with tune to get going. That loses bouts.

So how come my G15 starts so easily, while others flick and flick to no avail?

Here are the secrets.

1. The G15 is best run on pressure, which usually means crankcase pressure. It is very easy to flood the motor with this set-up, and a flooded G15 will not start, period. My procedure is designed to stop flooding, and have just the right amount of fuel in the motor for it to start first flick. After filling the tank (which needs to be 90cc for a 4-minute bout), I leave the pressure line disconnected. Then I flick it over to see if it is flooded, by some misadventure. If it seems wet, I turn the model so that transfer passage is on the lower side of the motor, with head pointing down also. This ensures that excess fuel in the crankcase runs down the transfer port into the head. This excess is drained off by raising the head and opening the exhaust port so that the flood can run out. If this is done correctly, the motor can be flicked over without locking up due to too much fuel in the head. By now the plug is probably full of fuel, so remove it and blow out the excess and check for a good strong glow. Return the plug, and start the motor to burn out any remaining fuel and leave the motor dry. Allow the motor to cool.

2. The motor is now dry and cool. With the pressure line still disconnected, tilt the model so that the head is upright, and dribble about 8 drops of fuel into the venturi. Flick the motor over repeatedly, until you feel that the motor is nice and wet. This foreplay guarantees a quick start. Close the exhaust port.

3. Await the combat Marshal's order to start. Tilt the model so that the head is slightly upright, so that if there is, by some horrible error, too much fuel in the head, it will run out the exhaust port. Connect the pressure line and attach the glow leads.

4. Give the prop a nice sharp bang backwards against compression and it will start immediately. Tip the model so that head is slightly down, to ensure the fuel pick-up is in the fuel, and if necessary do a last minute tune. It is best to go off slightly on the rich.

5. If the motor does not start right off, immediately disconnect the pressure line. The motor is either too dry or too wet. Respond accordingly. With practise, you will get the starting mixture right and never have this problem.

6. If the motor does not have a good piston/cylinder seal, it will not start when hot, or even warm. The heat from the sun is enough to stop the motor from starting: it must be cold. Put a rag over the motor to keep the sun off, and put a squirt of raw fuel over the cylinder to cool it further.

7. Hot restarts cannot be guaranteed by any method I know. The best you can do is drench the motor with fuel to cool it, and ensure the motor has not flooded. A hot, flooded, G15 will not start.

Well that's about it. In respect of the foregoing, I owe a debt of thanks to John Williams, Andy Kerr, Steve Rothwell, Mark Giggins and Trevor Letchford. If anyone out there wants to sell G15 bits in good condition, I am interested (but not in conrods!)



Australian Control Line News reached a milestone this month with this publication of **Issue 100**. That equates to nine continuous years worth of editing by the same Editor plus the production of some of the later editions of Victorian Control Line News which was the ACLN previous name.

Many newsletter Editors from all sorts of organisations have a constant struggle to obtain enough copy to fill each edition but this has not been my experience over the years. Thanks to you readers and subscribers the news flows in every month and my job is to sort it all out and put the jigsaw together. Please keep things the way they are. Too much is better than not enough.

At this point I would like to give a special "Thank You" to Charlie Stone. His contributions over the years have been terrific. Informative, topical and some times humorous are some of the thoughts that come to mind when looking back on Charlies' "News from W.A." On behalf of all ACLN readers I would like to say how much we will miss his monthly scribbles and congratulate him on a job well done.

ED

2007 MAAA Nationals

The VMAA have made their decision and the MAAA 60th National Championships will be run in the Albury/Wodonga area once again.

The dates for the event in 2007 will be over the 2006/2007 Xmas break as usual, the exact dates will be posted on the VMAA web site as soon as we establish what fields we have, what events to be run etc.

VMAA Secretary.

Melbourne welcomes Lars Carlsson

As the name might suggest, Lars Carlsson was born in Sweden, but for most of his adult years he has resided/ worked in other countries. With work stints in U.S.; Great Britain; and most recently in New Zealand; he is now, with wife and family, resident in Melbourne. His migration to Australia is yet another work's transfer. (Good way to see the World!)

He arrived in Melbourne a few months ago for a one week look-see as preparation for this anticipated sojourn.

His primary interest is Stunt - F2B, Classic, and soon to be, our Vintage. The latter two events are not the same as but similar to New Zealand's versions. He has another ex-pat Kiwi in Melbourne to prevent any homesickness - the teamrace world's Lance Smith. There's also Ian Thompson over in Perth of course.

Melbourne's aeromodelling scene extends a warm welcome to you, Lars. We promise never to mention sheep!

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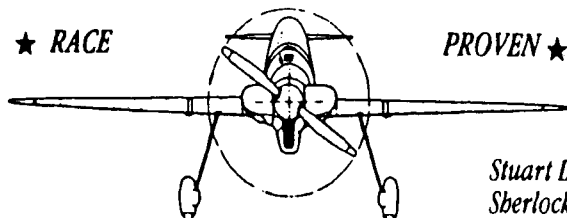
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Notice

Brimbank C/L MAC will be holding a Classic Stunt and Vintage Combat contest on Sunday 15th October.

Start 10:30 BBQ lunch will be available.

CLASII TEAM RACE & 2.5 SLO COMBAT DAY WHEN SUNDAY 13TH AUGUST 2006

WHERE CLASII FIELD LEICHARDT PARK IPSWICH Location UBD 212 R20 Enter via Ernest Street near Scout Hall.

COMMENCING 9AM SHARP

EVENTS: 2.5 Junior Rat T/R, Vintage A T/R, 2.5 P/B Rat T/R, Classic B T/R, Bendix T/R, 2.5 Slo Combat.

ENTRY FEE \$5.00 per person will cover all events.

Sausage Sizzle, Hot & Cold Drinks will be available through the day.

Champion of Champions Trophy (2) will be awarded to the highest point scorer(s) of the day.

For each event entered persons will score points from 1st (10 points, through to 10th 1 point.

There are two grass circles available, one for practice.

CLASII normal Club Day will be on **Saturday 12th AUGUST** if anyone wishes to practice on that day.

MAAA (FAI) cards must be shown. NO CARD NO FLY.

For Further information contact Secretary John Taylor 07 33927679 email johnndt@iprimus.com.au or
President Mark McDermott 32889263

Combined Speed flown at Frankston on Sun 21st May 06

CONTEST RESULTS



Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Vintage 2.5 1957	Os max -2-15	20.88	23.24	22.31	20.88	172.41	96.74%
2	N Wake	Class 5	Novarossi 21	15.07	15.10		15.07	238.96	93.06%
3	R Hiern	FAI	Irvine 15R	14.07	13.99	13.71	13.71	262.58	91.39%
4	V Marquet	Vint/FAI	ST G 15	18.65	18.95	17.97	17.97	200.33	90.26%
5	R Hiern	Vintage 2.5cc	ED Racer glo.	9.57	9.67	DNS	9.57	151.35	88.09%
6	N Wake	Class 1	Novarossi 12	16.35	N.E.LAPS	N.E.L	16.35	220.18	87.58%
7	R Hiern	Classic Fai	Rossi 15 Fl.	16.25	16.26	DNS	16.25	221.54	87.38%
8	D.Shackleford	Proto	Infinity .21	29.86	29.34	28.36	28.36	204.29	85.07%
9	N Wake	Proto	Cippolla 20	40.20	40.62	40.05	40.05	144.66	60.24%
10	V Marquet	Vintage Proto	McCoy 29	N.E.LAPS	N.EL	DNS			0.00%

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For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"

News Item

Budapest, May 13 (MTI) - Two people died and four others were injured when a model plane crashed into a crowd of spectators at an international model builders' show at Ocseny Airport, SW Hungary, on Saturday, police reported.

The accident was caused by a 2-2.5 metre-long, remote control model built by a German pilot that went down behind the fence into a group of spectators, organiser Gabor Biro told MTI on site. Two people died, a couple from nearby Szekszard, who had come to see the show with their grown-up children.

Four others were taken to a hospital in Szekszard with slight injuries, the ambulance services said. It is assumed that the model became uncontrollable due to a technical interference problem, Chairman of the Hungarian Modelling Federation Andor Harmath told MTI.

The above is from the local news feed.

There is a video of the accident taken by a bystander. It looks like the model was a large Pitts style biplane.

This may have far reaching effects on the model show business.

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