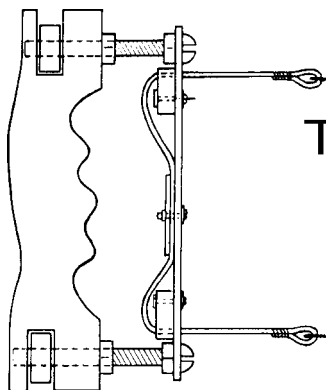


\$2.00



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 105



Produced by the Victorian Control Line Advisory Committee

November 2006
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**Copy Deadline for next issue is:
Wednesday 16th November 2006
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pretyped, and please use a good black ribbon for best reproduction. **Best of all is to send it on a 3.5" disk as a Windows Write, Word for Windows, or as an ASCII TEXT FILE or use Email**

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.

Email address:- hbailey@optusnet.com.au



COMING EVENTS



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2006/2007

NOV 5	C.L.A.G. Country Flying Day	MOE
NOV 12	FAI & Combined Speed, 2.5cc Rat Race (Riverside), Mini Goodyear	
	1/2A Combat.	CLAMF
NOV 26	Monty Tyrell Memorial – Classic Stunt	
	Vintage Combat.	KMAC
DEC 3	C.L.A.G. Country Flying Day	TRARALGON
DEC 17	FAI Team race, Combined Speed, Goodyear, 1/2A Team race	
	2.5cc Open Combat, Nats Practice.	CLAMF
DEC 28	60th Australian Nationals start	ALBURY
	2007	
JAN 5	60th Australian Nationals finish	ALBURY
JAN 28	FAI (Hearns), Novice & Jnr Aerobatics, Classic Stunt, Vintage A Team race, Classic B Team race, Simple Rat race.	KMAC
FEB 11	FAI & Combined Speed, 1/2A Combat, Goodyear.	CLAMF
FEB 25	Class 2 Team race, Bendix, Simple Goodyear, Hand Launch Glider.	KMAC
MAR 11	FAI Team race, Mini Goodyear,	
	Vintage Combat.	CLAMF
MAR 25	Vintage A Team race, Classic B Team race.	KMAC
APRIL 6,7,	VMAA Control Line State Championships	CLAMF
APRIL 8	VMAA Control Line State Championships	KMAC
APRIL 9	VMAA Control Line State Championships	CLAMF

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 :- Peter O'Keeffe (03) 9753 3442 kmac@aanet.com.au

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

C.L.A.S. (NEW SOUTH WALES) CONTEST CALENDAR 2006

DATE	CLUB	EVENT
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 (Aquilina Reserve)	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)

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.

CLAG "Diesel Day" held at KMAC Sunday 1st October

Message to self – (if you want terrible weather, plan a "Diesel Day"). Strong winds had been forecast a week in advance and unfortunately the weatherman got it **very** right. For the second year running, our "Diesel Day" was affected by the weather, but this did not stop about 20 or more enthusiasts being at the field at some stage through the day.

Although gusty, flying did proceed, with the added challenge of landing before the model became a kite. Combat wings were eminently suitable on the day and a few diesel powered versions were seen carving up the sky. Graeme and Murray Wilson had two models, one with a Star .15 by Moldovan, Igor Dementiev, the other with a Russian Cyclon JAK .09, while John Hollowell flew an "Early Bird" with a Tim Gillott (USA) modified CS Oliver Tiger .15.

Mark Ellins had a captive audience when he explained some of the finer points of making a diesel engine start and run successfully. Most onlookers on hearing these words of wisdom felt they had just been privy to some of the hitherto carefully guarded secrets of the disease'il, and were glad to now have the knowledge. Thank you Mark for de-mystifying this relatively simple process, which each of us would have spent hours trying to sort out.

Doug Grinham proudly showed off his "DG original" diesel engine, beautifully machined from bar stock. The engine is a 4 port design with bore and stroke both 19mm, giving a capacity of approx. 6.6cc (see photo).

Clagsters, Alan Frost and Ron Jones used a circle near some sheltering trees and both managed 5 flights each, good effort guys. Alans' "Mako", is now in one piece with the addition of carbon fibre tubes as spars and lots of PVA, this model has had more rebuilds than Michael Jacksons nose.

Hoping to have an unusual diesel, yours truly fitted an AM 25 .15 to a "Peacemaker" look alike, only to find Peter O'keefe arrived with the same engine in a "Too-Up". At least mine ran – with Marks help, and was not kept in the car all day. I must however, thank Peter for allowing us the use of the KMAC Club BBQ, it worked very well, with the added bonus of me not having to clean it.

Well, despite the weather, I think all agreed the day had been a success and here's hoping for better weather next year.

Our next meeting is at Moe on Sunday November 5th, Frank McPherson has declared this our "Wing-it" day, so if you have a flying wing of any description bring it along for some FUN.

Graham Keene, Sec./ Treasurer CLAG Inc.

Aerobatics at the Nationals: Judges.

Well it seems like the Murray bridge Nats were only a few weeks ago, but we now have the good old December - January Nats around the corner. The 60th Nationals to be held in Albury promises to be brilliant weather, and a good time for all who will attend. I trust everyone is preparing their models for a strong stunt competition, sorting out the small details, engine runs, trimming and putting in lots of practice. For many the Nationals is the major, the one everyone wants to win, or at least do their absolute best in.

The secret to all good Nats is preparation and being as professional as one can be, so this is an early call for one area where we sometimes struggle, Judges. The format for this years Nats will be 4 rounds with best of rounds 1 and 2 added to best of rounds 3 and 4, with computer tabulation taking all the guesswork and tedious work taken out of the equation. In Victoria, and I suspect many other places we have been struggling with judges.

In the past we have relied upon the expert services of some of the Nations best judges, Joan McIntyre, Ken Dowell, Steve and Vic Mitchell, Peter Roberts, Craig Yeoman, Andrew Frith, Bill Cecil, Russell Bond, Herb Hannah just to name a few.

As contest director for the control line stunt events, I have been given the task of putting together a judges panel for Expert and Advanced, however the pool of judges is slim. I have not been able to contact many of the above mentioned people, and have heard that for one reason or another some of these Judges will not be able to do the task at hand.

So I am asking the stunt community Nation wide, to ask around your club, contact anyone you might know who would be interested in Judging. I will also be happy to offer a judges clinic to anyone who thinks they might be able to do the job but needs a refresh course, this will take place official practice day of the Nats.

If anyone knows or can contact someone who would be interested in judging at the Nationals please contact me either by phone, mail or email as soon as possible.

I cannot stress this enough. Everyone looks forward to the Nats as a competition once a year to showcase their talents, and earn the right to be crowned 2007 Australian National Champion, having good judges is imperative to the success of the event.

There are other options available to the organisers if we fail to round up judges, it is the same as any other event when you don't have infrastructure to run the event, it is not run, simple as that.

We only get one Nationals, once a year, 4 rounds, 4 days.

Regards:
Peter Rowland - Aerobatics contest director
12 Yorkshire Street. Blackburn North. - Melbourne 3130.

Email : Pjf2b@hotmail.com
Phone : 03 9878 .9536

Covering with Vilene by Joe Supercool.

After a considerable break from model building, and somewhat impoverished, I was horrified to find that the price of covering material appeared to be prohibitive. Various plastic coverings seemed to start at \$30 a roll, and that neither wide nor long!

As a student of the Reverend F. Callon's book, "ABC of Aeromodelling" (or was it "Aeromodelling for Beginners"?), I have always been a stick and tissue man. Tissue was easy to apply. Just paste it on with boiled flour or "Clag", water-shrink it and then apply Dope, being sure to pin the wing down at each operation to avoid warps. Many colours and different weights of tissue were readily obtained and of reasonable cost. "Modelspan" was my favourite, which I believe was an English brand: American tissue was also there to be had, but it didn't shrink the uniform way the "Modelspan" did.

Up until recently, I had quite a library of tissues, but these disappeared or were used up rather too quickly. So it was off to find some tissue from the Hobby Shop. Shock Horror, it was \$4.50 for a single sheet! It was going to cost me the best part of \$50 just for the tissue on a large F/F wing! Outrage! Considering I often fly over wheat stubble, this was as expensive as yachting! The new plastics resist puncture, but I did not like their properties at all. My structures required a taught covering for their strength, and the plastics did not have it.

At the 1971 Nats in Northam, WA, final round of A/2, Mike Pettigrew only needed 120 seconds to beat me out of first place. At 110 seconds, he was still 50' up and I was a gone goose. But then his plastic covered wingtips suddenly fluttered, and his model dived into the ground to give me the win! So much for plastic (and divine intervention!).

After the 2005 Australian F/F Champs, I found myself in Canberra, visiting my sister Isobel. For some reason, we visited a textile/fabric shop and there to my joy and amazement I found what appeared to be a roll of heavyweight black tissue! It looked the same, random weave, and ripped just the same as tissue. It was in fact Vilene, a plastic concoction used by dressmakers. It was never going to water shrink, but the open weave suggested that it would certainly shrink when doped. However, its big selling point was the price: \$5 per square meter, just a fraction of the price of tissue and plastic.

I bought 5 metres each of black and white and put them to one side, in my pile of useful-in-the-future items. Recently, I visited another fabric shop, this time Textile Traders in Perth, and found lightweight Vilene at \$3 for 5 metres (!) on special.

Now I was ready to cover my proof-of-concept new F2B design, and I wanted it to be black. Perhaps this was the time to drag out the heavyweight Vilene from Canberra. The new design had carbon-capped ribs for rigidity, the carbon glued on with balsa cement rubbed through a single 12K roving. Not a very neat arrangement, but it meant I could glue the Vilene direct to the cap strips, again with balsa cement (Aeroflyte C23). This also meant I could dispense with spars, as the glued-on covering held the long, slender ribs in place very nicely.



Now this is where the trouble started. I have no idea how much the doped and painted covering was going to weigh. However, as this design had no fuselage, flaps or tailplane, I figured I had some room for manoeuvre with respect to weight. In fact, the completed airframe with engine was only 32oz, less than half that of my poor old test-ship Firecracker. This is how the weight story emerged.

The bare airframe weighed 556g. After gluing on the Vilene, and using the best part of 2 tubes of C23 in the process, the weight was up to 605g. One coat of Dope disappeared into the Vilene like a camel into quicksand, bringing the weight up to 635g. A second coat likewise disappeared, for a weight of 650g.

This was getting out of hand, so I figured to finish the job with a thick coat of Feast-Watson polyurethane. This brought the weight up to 682g: but this too disappeared into the quicksand, so that another coat was needed and the fat old camel was up to 712g! Now this was a worry, as most of this was going behind the C/G, so I quit, leaving the surface finish with as

much gloss as a shagpile carpet. It looked OK from about 3 metres away, so at least if I hid it from the stunt judges prior to the contest they wouldn't know any better.



Certainly the covering was drum tight. In fact, as soon as I started the motor the whole shebang sounded like a drum being pounded at 7000 belts per minute! Never mind, perhaps it would sound OK in the air. Well, its gale force winds and rain as I write this, so the reader will have to wait to see how the model flew. And of course, if it flies badly, you won't hear another peep from me!

Now here is the rub. That model has a 700 square-inch wing. The covering weighed 156g and would have been more if I had of persisted in getting a nice finish. But the Vilene cost less than \$3, the dope was about \$10, the C23 about \$10, and the polyurethane about \$4.

The weight would have been a lot less if I had used the lightweight Vilene. My micrometer gave the thickness of the heavyweight Vilene as .0055", while the lightweight was .0035" (the purchase docket showed "Vilene Tracing 1200"). I should have used the latter, but it was white. I should mention that the material also could be heat shrunk. I used my Ozito heat gun to shrink it, then doped more-or-less straight away. Rip-stop nylon kite and sailcloth, also heat-shrink, but quickly go slack again when they cool (also they cannot be doped).



So what the heck is Vilene used for? Well some time back my Rosie made a silk wedding dress for her daughter: some 6 months later, after the baby was born, we were still picking bits of silk out of the carpet. The stuff just falls to bits when you cut it out. The idea with Vilene is that you don't cut the silk out at all: you just back it with the Vilene and sew right thru the lot, with the pattern marked on the Vilene. Then the Vilene can just be pulled out from under the stitches, as it falls to bits, just like ripping tissue paper.

Next time, I shall use the lightweight material. The Haberdasher tells me it comes in a number of grades, so it might be worth trying to find something lighter again. Well worth a try.

Passing of William "Bushy Bill" Crawford

12/1/1941 - 6/10/2006

The committee of Knox model aircraft club on behalf of All aero modellers from Knox and Australia wide, wish to extend our sympathies to the Crawford family for the passing of William "Bushy Bill" Crawford on 6th October: Aged 65.

We were all proud to have known Bill or as we came to know him around the club "Bushy Bill" Aeromodelling was his life, his passion, his hobby and so many of us shared this hobby and passion with Bill, he was always there, helping juniors fly, starting motors, and offering advice.

It's impossible to condense 40 years of modelling into a few words and it would not do Bill justice. His AUS number was # 1859, which was issued approx. 50 years ago. Right up until 4 weeks ago Bill was still an active member, with views on making our club stronger. Bill was one of the founding members of KMAC which was formed in the late 60's. He came to personify what the club is all about, to have fun and enjoy the hobby of model aircraft. It did not matter if you were a junior starting out, or someone who had done it for 20 years, he could talk about all aspects of the hobby with you, whatever your particular interest.

In 1986 - 1987 KMAC had a member base of 150 members and the club awarded Billy "Clubman of the year" for his work and effort around the club.

There were many times, where a club member lost a wheel, a muffler after a crash, or left a handle behind after dark. Bill always found it. He didn't always know whom it belonged to, but he would hold onto it, and sure enough be done the following Sunday ready to hand back the lost equipment. Many days he would be down at KMAC walking his beloved dog Zoby, letting her exercise whilst he went around the circles with a magnet looking for a lost prop washers.

As a member of KMAC he was as active as anyone, taking pride in his field, he never missed a working bee, moved bins, mowed the circles, helped put up the shed, open gates for the council, and looked over the field as if it was his own private land.

One of Bill's favorite sayings was "guess how much this cost me?" and we would all be amazed when he would raffle off 20 cents or.. 4 for \$2! If he didn't need it, he would buy it anyway because someone else might need it.

He loved collecting what some people call junk, to us aero modellers its valuable bits and pieces.

What sums up Bushy Bill's Aeromodelling career was one of my proudest moments as a member and at the time President of KMAC. I also know that in 40 years of Bill's life as a modeler this was his proudest moment also. In July 2006 the Knox model aircraft club presented Bill Crawford with Life membership in recognition of all the work and services he gave to our club.

Farewell Bill and thanks for being a close friend to so many and a great clubman. The hobby has lost another great one. On behalf of everyone you ever helped we say, good-bye.

Peter Rowland - KNOX Model Aircraft Club.



**Knox Model Aircraft Club, inc.
Presents the...**



Monty Tyrrell Memorial

Classic

Stunt

This perpetual competition event is run each year in memory of Monty Tyrrell, a great aeromodeller and member of KMAC.

Basic Rules:-

- ✦ Model must be pre Dec. 31st 1965 Classic design. (no modifications and proof may be asked for)
- ✦ Any engine up to 10cc may be used. (must have efficient muffler fitted)
- ✦ Pattern as per Nationals Classic event...
Start, Take-Off, Horizontal Flight, Double (Reverse) Wingover, 5 Consecutive Inside Loops with recovery into level flight, Bunt into Inverted Flight (2 laps) and bunt back to horizontal flight, 5 Consecutive Outside Loops, 3 Consecutive Horizontal Eights, 3 Consecutive Vertical Eights, 3 Consecutive Overhead Eights, Four Leaf Clover and Landing.
- ✦ Total Flight Time 7 min. including Start and Landing.
- ✦ To be flown over best two-out-of-three rounds.
- ✦ Entry Fees: Senior \$5 Junior \$2

Lunch & Drinks for sale at nominal cost.

Enquiries: Peter O'Keeffe (9753-3442)

Email: kmac@aanet.com.au



The KMAC field is located off Stud Rd., Scoresby, opposite Caribbean Gardens... (Melway 72 K9)

10am - Sunday November 26th 2006

TEAM RACE TALES

Classic B is going to be big in Albury! It's scheduled for the same day as Bendix, so we'll be keeping fingers crossed for some decent weather to compliment what is bound to be some very close racing in both classes. The Queensland contingent headed by Mark and Trent McDermott with Harry Bailey will have a strong say in the makeup of the Classic B final three. The Vics have a real challenge on their hands. Fast improving Lance Smith and Murray Wilson have put in the hours of preparation and practice and will be out to reap some rewards. And who knows what Hans and Thommo will come up with from way out west? It may be the long awaited new model!

There are some very interesting motor projects under way for Classic B. Lance is looking at a variety of Enya powerplants including a racing .25 PB glow and diesel! A compression ignition motor has the potential to have a huge impact on B racing. Keith Baddock and I are about to test a Brodak .25. The AAC set up with hard Russian chrome should offer an advantage over the ABN P/L in the OS engines. Let's hope everything else works as well!

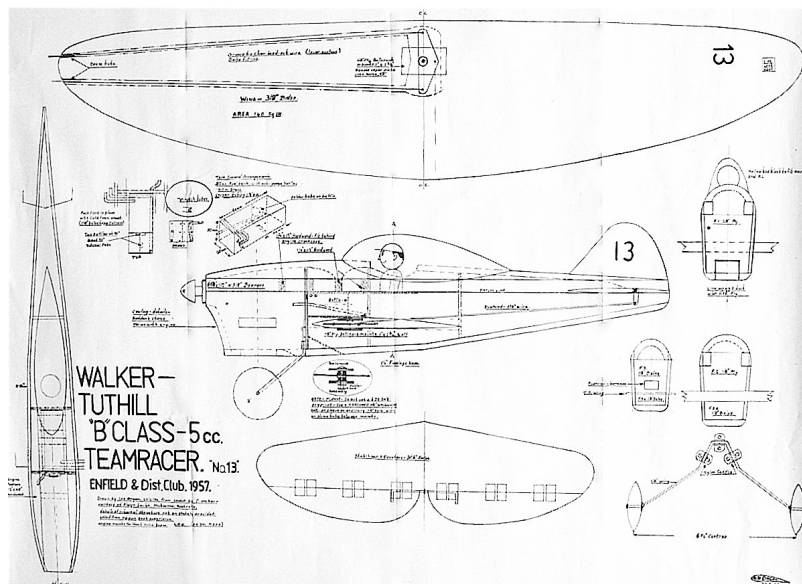
While the OS 25's have been, in the main, magnificent, getting long life from a piston and liner has been difficult. It's not surprising when you remember they were designed primarily as a R/C sports motor to turn a 9 x 6 at 14000 rpm. That they do superbly. We modify and run them hard at 20,000 + rpm for Classic B and wonder why the nickel coated liners don't last very long... They seem very susceptible to grit. This is a problem for all team racers. Dirt and grit particles from the ground are thrown up by the prop. This can be greatly reduced by gluing in a small mm ply deflector about 5mm below the venturi. A worthwhile addition to any racer. It's not always possible to hold the model in the air before launching, but if it can be done in solo practice for example, then it should. Your piston and liner will be grateful.

A NEW PLAN! The 'Walker -Tuthill' no.13 is a B class team racer that has become very popular in England and America. It's a British design from the Enfield Club. So anybody needing a new project for 2007, here's your chance! My early Christmas present for you... Good thing about Classic B racing is that you can take a basic design such as this and put your own touches to it. It doesn't have to be built exactly to the plan. Just make sure that cross sections and wing areas comply to the rules. But then why change this beautiful design?

If you would like a full sized plan of this model and live in Australia, send a A\$5 note to cover printing and postage to Post Office Box 181, North Melbourne, 3051 and this magnificent plan will be yours in a few days. Here's a quick look at the finished racer and plan.



Some overseas news from Julio Isidro in Portugal. The 'Wings of Portugal' Tournament that he organizes every year in early September was again a resounding success with a new record 320 entries. People came from USA, UK, Canada, Brazil, Spain, Netherlands, Ukraine, Italy, Ireland, and also Australia. The lone Aussie was none other than Duncan Bainbridge now lives and works in London.



Duncan has asked that more Aussies make the effort to join in the fun next year. The competition is according to Julio, "very laid back and not ferocious for the cup or the podium". The event has a very special atmosphere for the three days of friendly flying. Most of the British and American events are flown as well as Portuguese F2CN, which is similar to the GB & USA rules. Julio offers free accommodation and breakfast to everybody as well as a daily shuttle to the site and a big banquet with variety, raffles and prizes. Now that's really amazing, isn't it! Julio's work as a National TV Tonight Show compere has no doubt helped with the contacts needed to put together an event of this magnitude. I definitely want to go!

To finish this article, I have listed the A & B Class top three from all the Australia nationals since the first event in 1991. Also included is Terry McDonald's recent compilation of the British Nats A & B winners.

If you take a results based 3-2-1 vote from the 16 Australian Nationals VTR finals, it comes as no surprise to find that the evergreen Mark Ellins tops the points. He is the best performed Vintage A competitor since that first Nationals race in Bendigo way back in 1991. Team mate Graeme Wilson is not far behind.

Points are;

18. Mark Ellins, 16. Graeme Wilson, 12. John Hallowell, 8 Keith Baddock, Norm Kirton, Grant Potter, Paul Stein, 7. Rob Fitzgerald, Charlie Stone
6. Stan Pilgrim, Peter Camps.

NATIONALS VINTAGE A & CLASSIC B TEAM RACE WINNERS

Pos'n Vintage A		Time
1991		
1	Ellins/Van Muers	9.30.6
2.	Hallowell/ Lever	9.32.0
3.	Heirn/Wilson	9.48.6
1992		
1	Ellins/Van Meurs	7.32.7
2	Hunting/Hunting	8:04.2
3	Wilson/Hipperson	8.11.5
1993		
1	Hunting/Hunting	7:50.01
2	Wilson/Ellins	8:21.12
3	Haynes/Fry	9:39.94
1994		
1	Wilson/Ellins	7.48.07
2	Hallowell/Korhonen	8:07.94
3	Lee/Coombes	DNF12
1995		
1	Kirton/Stone	8.20.7
2	Bertina/Morrow	8:24.5
3	Haynes/Fry	8.58.3
1996		
1	Deason/Deason	8.27.59
2	Hunting/Hunting	7.53DQ
3	Potter/Duggan	8.09DQ
1997		
1	Scott/G.Potter	7.45
2	Taylor/Fry	8.32
3	Stivey/Kirton	8.53
1998		
1	Wilson/Ellins	7:33.67
2	Howser/Stein	8.06.52
3	Bailey/Heirn	9.21.87

Pos'n Vintage A		Time
1999		
1	Fitzgerald/Stein	7:27.78
2	Kromin/Duggan	7:30.99
3.	Simpson/Prior	7.49.63
2000		
1	Potter/Kerr	6.58.76
2	Justic/Duggan	7.15.19
3	Camps/Pilgrim	7.23.60
2001		
1	Langworth/Bertina	7.08.49
2	Kirton/Stone	7:45.43
3	Fry/Taylor	8.22.20

Newsletter Editor

Harry Bailey.
Unit 1
4 Lagoon Court
Churchill 4305
Queensland
Tel (07) 32819318

Pos'n Vintage A			Time	Pos'n Classic B			Time
2002							
1	Fitzgerald/Stein	7.06.70		1	Hallowell/Baddock	6:29.50	
2	Camps/Pilgrim	7:12.67		2	Ray/Ray	6:59.34	
3	Hallowell/Baddock	7.51.46		3	Hunting/Hunting	7:46.92	
2003							
1	Hallowell/Baddock	7.12.78		1	Hallowell/Baddock	6:19.93	
2	Camps/Pilgrim	7:33.00		2	Wilson/Ellins	6:34.55	
3	Justic/Kerr	7.48.31		3	Justic/McDermott	6:37.43	
2004							
1	Wilson/Ellins	7:36.69		1	Hallowell/Fitzgerald	6:19.37	
2	Kirton/Stone	7:43.5		2	Wilson/Ellins	6:33.47	
3	Hallowell/Fitzgerald	DQ 149		3	Thompson/Bertina	7:17.80	
2005							
1	Hallowell/Baddock	7:03.6		1	Hallowell/Baddock	6:22.00	
2	Potter/Hoggan	7:04.2		2	Wilson/Ellins	6:42.00	
3	Camps/Pilgrim	7.19.3		3	Bailey/Ray	7:01.40	
2006							
1	Simons/Potter	6.49.5		1	Hallowell/Baddock	6:30.9	
2	Hallowell/Baddock	6:54.0		2	Thompson/Bertina	7:04.2	
3	Wilson/Ellins	6:58.2		3	M.Wilson/Smith	7:54.4	

BRITISH NATS VINTAGE A & B TEAM RACE WINNERS

Pos'n Class A			Time	Pos'n Class B			Time
1988							
1	Andrews/Horwood	3:58		1	Taylor/Yeldham/Banks	3:42.3	
2.	Schofield/Millar	4:00.2		2	Skitt/Ward	4:05.0	
3.	Bower/Bower	4:05.0		3	Andrews/Horwood	4:14.0	
1989							
1	Clarkson/Millar/Schofield	8:11.5		1	Clarkson/Millar/Schofield	7:53.8	
2	Andrews/Horwood	8:53.0		2	Parker/Aldred	8:31.4	
3	Bower/Bower	Ret'd		3	Robinson/Pickles	8:58.4	
1990							
1	Evans/Horwood	8:22					
2	Hunt/Gibbs	8:33					
3	Holmes/Pilgrim	11:45					
1991							
1	Millar/Schofield	7:56.4		1	Gough/Ward/Gough	7:07.7	
2	Crozier/MacAlpine	8:04.5		2	Holmes/Pilgrim/Pickles	10:38.05	
3	Robinson/Pickles	9:10.8		3	Crozier/Blair/MacAlpine	Ret'd	
1992							
1	Robinson/Pickles	8:35.1		1	Bailey/Aldred	8:26.0	
2	Crozier/MacAlpine	8:54.7		2	Crozier/Blair/MacAlpine	9:27.0	
3	Hunt/Gibbs	9:15.1		3	Hunt/Gibbs	9:36.4	
1993							
1	Allcock/Finch	7:46.9		1	Gough/Ward/Gough	6:57.7	
2	Gough/Ward	8:27.5		2	Reese/Durkin/Perry	7:09.4	
3	Crozier/MacAlpine	9:46.9		3	Taylor/Yeldham/Banks	Ret'd	
1994							
1	Allcock/Finch	7:32.9		1	Allcock/Myszka/Finch	7:31	
2	Jupp/Fritz	8:21.9		2	Taylor/Marsh/Banks	9:10.5	
3	Gedge/Platt	Ret'd		3	Bailey/Horne/Horne	9:28.2	
1995							
1	Allcock/Finch	7:32.7		1	Allcock/Myszka/Finch	6:53.9	
2	Langworth/Muscutt	7:38		2	Andrews/Taylor	7:17.6	
3	Kirton/Bertina	7:45.2		3	Reese/Durkin	Ret'd	
1996							
1	Hallowell/Duggan	7:22.0		1	Taylor/Yeldham/Banks	7:17.5	
2	Green/Long	7:39.3		2	Allcock/Myszka/Finch	7:24.2	
3	Allcock/Finch	7:57.4		3	Jupp/Orchard	Ret'd	
1997							
1	Green/Long	7:16.4		1	Allcock/Myszka/Finch	6:37.2	
2	Simpson/Ridley	7:24.3		2	Andrews/Taylor	7:05.4	
3.	Allcock/Finch	Ret'd		3	Reese/Ward	Ret'd	

Pos'n	Class A	Time	Pos'n	Class B	Time
1998					
1	Allcock/Finch	7:05.2	1	Allcock/Myszka/Finch	6:59.1
2	Green/Long	Ret'd	2	Andrews/Taylor/Mealing	9:08.4
3	Simpson/Ridley	Dnf	3	Reese/ward/Whitehouse	10:18.4
1999					
1	Allcock/Myszka	6:44	1	Allcock/Myszka/Finch	7:38.1
2	Green/Long	7:06.2	2	Andrews/Taylor	8:06
3	Simpson/Ridley	Ret'd	3	Green/Long	Ret'd
2000					
1	Allcock/Myszka	6:45.5	1	Allcock/Myszka/Finch	6:54.8
2	Haywood/Haywood	7:42.9	2	Andrews/Taylor	7:42.2
3	Green/Long	Ret'd	3	Bailey/Pickles	8:08.6
2001					
1	Allcock/Myszka	6:41.4	1	Toogood/Ward	6:49.0
2	Haywood/Haywood	7:17.5	2	Allcock/Myszka	6:56.9
3	Toogood/Ward	Ret'd	3	Hart/Hart	Ret'd
2002					
1	Toogood/Ward	7:06.0	1	Green/Long	6:49.2
2	Haywood/Haywood	7:27.5	2	Allcock/Myszka	6:50.8
3	Green/Long	Dns	3	Toogood/Ward	Ret'd
<i>It was proposed and accepted that for 2003 the line length for Vintage Class A would be 49' 5" with the appropriate reduction in laps to 85 and 170</i>					
2003					
1	Toogood/Ward	7:08.7	1	Toogood/Ward	6:53.8
2	Green/Long	7:28.9	2	Allcock/Myszka	6:57.3
3	Holmes/Orchard	9:38.8	3	Holmes/Orchard	9:05.4
2004					
1	Haywood/Haywood	7:19.0	1	Toogood/Ward	6:36.5
2	Toogood/Ward	7:24.2	2	Gough/Myszka	6:45.2
3	Green/Long	7:26.8	3	Isidro/Ridley	Dns
2005					
1	Haywood/Haywood	7:17.2	1	Green/Long	6:32.6
2	Toogood/Ward	7:30.1	2	Gough/Myszka	6:52.4
3	Green/Long	8:23.3	3	Toogood/Ward	7:33.4
2006					
1	Haywood/Haywood	7:41.8	1	Toogood/Ward	7:01.7
2	Green/Long	8:45.3	2	Green/Long	7:50.8
3	Langworth/Broadhead	8:54.4	3	Andrews/Taylor	9:39.6

John Hallowell
VH 1984

Brimbank Falcons Control Line Model Aircraft Club

Contest Results for Sunday 15th October 2006

Classic Stunt	Model	Engine	Total points
1 st David Nobes	Shark .45	OS.46LA	1150
2 nd Mark Ellins	Nobler	Fox .35	1085
3 rd Ken Maier	Ambassador	CS Oliver 2.5	550



Pilots braved the cold and windy conditions to complete two rounds flying the official MAAA Classic Stunt Pattern. David Nobes flew confidently and smoothly to take the line honours from Mark Ellins who dusted off his old battle scared Nobler flying it in spectacular fashion after having cured earlier fuel tank problems. Ken Maier flew his trusty old veteran Vintage Ambassador but was limited by short tank runs resulting in him failing to complete the classic pattern on both attempts. Thanks are due to Judges: Mark Usher & Dave Gregory.

Vintage Combat Results 15-10-06		Model	Engine
1	Ken Maier	W W W W	Ironmonger PAW 2.5 TBR GT
2	John Hallowell	W W W L	Oliver Tiger 2.5
3	Anthony Caselli	W W L	Super Tigre G20/15D
4	Mathew Shears	W Bye Withdrew	Yeti PAW .19
5	Graeme Wilson	L W L	Super Tigre G20/15D
6	Murray Wilson	L W L	Taipan 2.5 BR Diesel



Steven Reeves' Warlords

7 Peter Lucas
8 Reeve Marsh
9 Mark Usher
10 Steve Reeve

L W Withdrew
L Bye Withdrew
L L
L L

Sept. Warrior
Yeti
Warlord
Warlord

Sharma 2.5D
OS 15 Max 3
Mc Coy .19
OS LA15

Possibly the largest club day combat field in many years with a few Brimbank Falcons CLMAC novices taking to the skies against the seasoned veterans from the other clubs coming across town to fly at the B.F.CLMAC Keilor Park Field. The combat event was the first ever to be held and run by members of the Brimbank Falcons CLMAC.

Many varieties of models and engines were used with the main choice being the Ironmonger. The wind affected some of the competitors and cold conditions affected engine tunes but amongst the top placing competitors the battles were fierce. The hard ground decimated models with one of Graeme Wilson's G20/15 Diesels suffering a broken crankcase on hitting the ground after his model lost the elevator along with part of the trailing edge during a mid-air collision with Ken Maier's lightweight Ironmonger. Ken's model managed to stay airborne for the remaining minutes of the bout with a part of his engine's propeller gone.

A spectacular mid-air collision between Mat Shears's Yeti and John Hallowell's Peacemaker resulted in both models being locked together with engines running whilst plunging to the ground. The Peacemaker looked to be beyond repair this time. The final bout was between Ken Maier and John Hallowell with one cut each. Ken's model remained airborne for the full length of the bout having a faultless engine run. John's Tim Gillot tuned Oliver Tiger 2.5 had more airspeed when on song than Ken's PAW 2.5TBR GT but proved difficult to tune and together with suffering from inconsistent tank runs on the day resulted in Ken winning the bout on airtime.



The Management.



Watching the action.

Pictures from Mat Shears



Peacemaker vs Yeti - no one gets out alive.

TARMAC Aeromodellers 30th anniversary

celebrations were held at the new club flying field at Lumen Christie College on the 21st of October.

There was a good roll up of modelers, some old and some even older. Although the day was bright and sunny with a fair few models in evidence, there was not a great amount of flying done because of a very strong and gusting wind that refused to die down. That was made up for in part by the Barbeque food prepared by Lorraine Stivey (who, 30 years ago, was actually the originator of the TARMAC club name) with help from the Letchfords.

It was a good chance to catch up with and talk to other modelers that only see each other infrequently. The talking went on until almost dark. Bruno brought along a locally built, bar stock, prototype F2C engine that looked very interesting, and there were a few model designs there that I have not seen before. One was the first example that I have seen of the ARF Topflite 'Score' that has been bought by Simon Wedd. It was closely examined by a lot of people and was the subject of much discussion.

Here are a few photos taken on the day.



A candid shot taken by Supercool (AKA Stuart Sherlock) of Charlie (L) and Norm fiddling about with the two Dalesmen. (These are not ARFs)



An as yet unfinished 'Wombat' being built by Alex Cunningham and brought along for show and tell.

Another of Alex Cunningham's models. This one is a design that was one of a series produced by a designer whose name I do not know. It is simply called 'Twelve'



The start of the day at the TARMAC 30th anniversary and the mob is beginning to gather with animated talking going on in all directions.

A shot of some of the models there on the day. There were others.



Combat Diaries 1.

Brimbank falcons CLMAC Vintage Combat
Comp, 15th October 2006.

If our esteemed Editor will humor me, I propose this to be the first of an occasional series of articles documenting the exploits and observations of a novice pilot attempting to survive in the rough and tumble of combat competition. If by a tongue in cheek recounting of my successes and failures I can go some way to demystifying the competition and encourage a few more pilots into the circle I will be well satisfied!

I flew control-line for several years from the age of 11 before drifting into other things. During that time I desperately wanted to try combat but lived in a rural part of the UK with no access to experienced control-line modelers to give me a helping hand. My Father even built me a pair of Neil Gill's 5th Revolutions and bought me a PAW .19 for my 12th birthday. To this day the 5th Revolution remains my favorite combat model and that old engine along with other Macclesfield boat anchors now power my Vintage combat models. Since moving to Melbourne and realising that control-line was not dead I saw that I could finally live my childhood dream of competing in combat events. I joined the Brimbank Club last year and have attended six or seven comps since then, flying Vintage and Half A.

As Ken Maier has mentioned elsewhere, this event was the first combat comp to be held and run by members of the Brimbank Club and after much toing and froing and not a little confusion amongst the volunteers, flying commenced with some semblance of order. Here it should be noted that putting a borrowed (thanks Graham) clipboard and megaphone into the hands of someone unaccustomed to their use can cause much amusement for onlookers. After a spot of 'Contest Directing' President Mark Usher was heard to proclaim that our Club **must** buy a Megaphone immediately. He may have changed his mind later when on the receiving end of much high volume heckling from Ken 'Mylar' Maier for being tardy in the pits before his bouts.

It was great to see a good turn out despite lousy weather. I noticed that Nationals fever had gripped some competitors who were using decidedly second hand gear whilst I suspect, saving good motors and models for the New Year. Mark Ellins refused to fly for this reason but his pitting skills were put to use by several fliers. As someone who spends far too much time building 'pretty' models I really think the one model per bout, three per contest Vintage formula is a winner. Of course the obvious drawback of this event for the newcomer is lack of suitable over the counter diesel engines. Despite what others may say in these pages the thought of shelling out good money for half knackered Super tigers or MVVS's or even more money for a competitively tuned PAW does not fill me with joy. In this respect Half A combat as flown in Victoria is, to my mind, a better class but the models hate the wind and no-one else flies it. In the absence of a sensible National 2.5cc speed limit class with no antiquated motor restrictions, Vintage it has to be. On the up side, reliable if low powered equipment and not crashing will enable you to compete happily at club level. The amount of bouts lost on air time due to poor starting motors or bad runs is really too high. It appears more people are flying this class so don't be put off trying Vintage, the models are cheap and easy to build and you don't need half a dozen for a comp – just avoid flying against Mr Maier!

Once again I used my two patched and fuel soaked

Yetis which have lasted over a year of competition now. I won my first bout on air time, had a bye in the next round then a mighty mid – air in what was until then a great bout with John Hallowell and his tight turning Peacemaker finally put paid to the better of my models. I was surprised to find afterwards that I had only been in the air 78 seconds – it felt like a lifetime! John had taken two cuts to my one in that time effectively ending my comp. At least so I thought until I was asked to fly off for third place AFTER I had packed my gear away! I glance at my Partner who had been extremely patient up to that point and I settled for Fourth... Lesson learned – don't rush anything and know the rules!

Peter Lucas one of our club regulars who is usually found flying stunt models was spotted getting a bit too friendly with the dreadful Sharma diesel in an old Usher September Warrior. Having got the hideous thing running he really had no excuse so some encouragement and a borrowed set of lines saw him enter the comp. Judging by the manic glint in his eye after his bouts it might not be his last.

I find some pilots much easier to fly against than others. By that I don't mean I can beat them as they are often the more experienced folks, but flying with somebody who can avoid line tangles despite my best efforts and doesn't spend most of their time inverted makes the bouts more exiting and they tend to go to full time rather than ending in a smash. On these occasions I invariably find myself trembling and out of breath and in need of a sit down in the centre circle when the tank runs dry. It's a real buzz, if you haven't tried it do so, if you flew years ago then come on back - we would love to fight ya!

The Nats is looming, there are a couple of comps in Melbourne before then to practice, so God help me! I'm off to the shed to finish more Yetis and start on some Open models. Just kidding – or am I?

The Emigree



Here is a photo of a new control line model that had it's first flight this month. It is an Ultimate Bipe and is the work of Kim Ashton.

This one is powered by a Magnum .61 four stroke engine and it flies very well - it turns on a sixpence.

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V.A ED .46	New	Boxed	\$300

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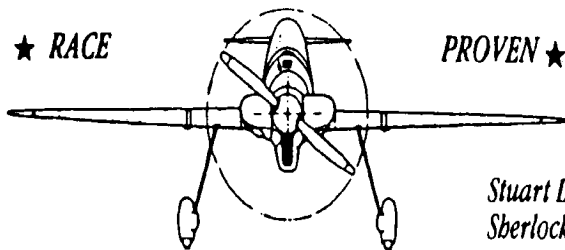
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