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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 28



Produced by the Victorian Control Line Advisory Committee

November 1999  
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**Copy Deadline for next issue is:  
Wednesday 17th November 1999  
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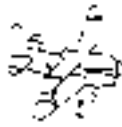
Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor.

Harry and Paul Bailey at  
37 Thompson Street. Clayton VIC. 3168.  
Telephone (03) 9543 2259.

Email address:- [acln@ozemail.com.au](mailto:acln@ozemail.com.au)  
Fax is also available, but please notify before sending to ensure fax is active.



# COMING EVENTS



## VICTORIAN CONTROL LINE CALENDAR 1998/99

DATE	EVENT	CLUB
NOV 7	TRIATHLON	SMAC
NOV 21	<b>FAI &amp; COMBINED SPEED, MINI GOODYEAR, FAI &amp; MODIFIED COMBAT, 1/2A COMBAT.</b>	CLAMF
NOV 28	MONTY TYRRELL CLASSIC STUNT MEMORIAL	KMAC
DEC 5	VINTAGE A TEAM RACE	SMAC
DEC 12	<b>FAI TEAM RACE, 1/2 A TEAM RACE, FAI SPEED, SIMPLE RAT RACE</b>	CLAMF
DEC 19	FAI, NOVICE AND JUNIOR AEROBATICS	KMAC
YEAR 2000		
JAN 30	FAI, NOVICE AND JUNIOR AEROBATICS, VINTAGE STUNT, COMBINED SPEED, CLASS 2 TEAM RACE	KMAC
FEB 6	SIMPLE COMBAT	SMAC
FEB 20	<b>FAI &amp; COMBINED SPEED, 1/2A COMBAT, MINI GODYEAR, SIMPLE RAT RACE</b>	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

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

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

Contact :- H. Bailey (03) 9543 2259

**KMAC** Stud Rd . Knoxfield (opposite Caribbean Gardens)

(Melway 72 K9) 10.00am start **Note:-** All events listed at KMAC

**Except Stunt** to be run by the competitors on the day

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

**SMAC** Memorial Drive, Ross Reserve, Noble Park. (Melway 80 E12) 10.00am start.

Contact :- Reeve Marsh (03)9776 5949

**WMAA** Horsham. Contact :- V. Cresp (03) 5382 4065

**BRCAC** Bendigo-Newbridge Rd . Marong

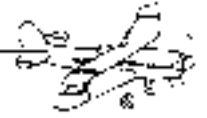
Contact :- S. Power 03 54 424 925

Competitors at CLAMF competitions are reminded that events **start at 10.30a.m.** and they should be ready to begin at this time.

## DISCLAIMER

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If these views or opinions offend please address your dissatisfaction to the appropriate author.



THE FOLLOWING PROGRAMME IS OPEN TO ALL MEMBERS OF THE MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA (M.A.A.A.)

## LOCATION OF FLYING FIELDS

(ALL EVENTS START 9 am UNLESS OTHERWISE NOTED)

**TAMWORTH MAC:** CONTACT LEN SURTEES 02 67-61 8508  
**R.E.M.A.C.:** PETER BOARD HIGH SCHOOL, WICKS RD.,  
**S.S.M.E.:** LUDDENHAM ROAD, LUDDENHAM.  
**K.M.F.C.:** ST. IVES SHOWGROUND, MONA VALE ROAD, ST. IVES.  
**S.A.T.:** KELSO PARK, HENRY LAWSON DRIVE  
**I.M.A.C.:** BIRKLEY ADJACENT TO FREEWAY.  
**MUSWELLBROOK M.F.C.:** MITCHELL HILL FIELD, NEW ENGLAND HWY., MUSWELLBROOK.  
**DOONSIDE M.F.C.:** EASTERN CREEK RACEWAY OFF REEN ROAD, BLACKTOWN  
**NARROMINE:** CONTACT STEVE BAKAC 02 68 89 2501  
**CLAS** CONTACT MIKE COMISKY 02 9605 2062

Nov-7 Kuring-gai MFC	Vintage Stunt + Vintage 'A' T/R + 2.5cc Rat Race
Nov13/14 Tamworth MAC	Country Capitol Control Line Championships
Nov-21 SAT	FAI aerobatics [F2B] at Doonside M.F.C. Reen Road. Prospect.
Dec-5 Kuring-gai MFC	Family Xmas Fun Fly + Flying Xmas decoration
Dec-12 Werrington MAC	CLASSIC STUNT [nostalgia pattern]
Dec-18 REMAC	Family Fun Day-Fun Fly & BBQ end of year get together

All dates subject to change : for further details contact:-  
 Guy Bevan Hon Secretary CLAS 2 Kamilaroi Rd Bayview  
 2104 Phone / fax 02 9979 9595 Mobile 0412 465 802  
 Email: guybevan@hotmail.com

## Queensland Control Line Events Calender

### Coming Events

Date	Events	Venue
Nov 7th	Class A, Class 2	ALC
21st	CLASII Rat, FAI Combat, 2.5cc Rat & Scale Fly In	-
28th	Mouse, 2.5 Slow Combat, Jnr Combat	T/Birds
Dec 5th	Christmas Party/Fun Fly	ALC
10th	Pre-entry closing date- Millennium Champs	
12th	Christmas breakup BBQ & Presentation	CLASII
Jan 1-4	"NEW MILLENIUM C/L CHAMPIONSHIPS"	
Jan 22/23	Queensland State Championships	
Jan 29/30	Queensland State Championships	
Feb 13th	CLASII Rat, Vintage A, Vintage B.	
Mar 12th	Ipswich Open Scale Champs, CLASII Rat	
Apr 9th	CLASII Rat, Slow Combat, Open Combat.	
May14th	CLASII Rat, Vintage A, Vintage B.	



# .21 Speed

From Robin Hiern

At our local events we are going to start flying a .21 speed model class. There are plenty of good engines available due to their popular use in model car racing.

Some of the current big classes are nearly dead. The .60 class is getting to hard to fly because of high line tension. This is mainly due to modern motors being heavy.

The .40 class is O.K. but it's popularity waned when it became a pure speed class instead of the Open Rat, 2 line class on which it originally began.

Lack of suitable .29 motors is a problem for the .29 class. This size of motor is an odd size worldwide.

## A .21 class may fill the gap.

As for rules, there are two possible ways to go.

1. Open exhaust or Mini Pipe but no full pipes. Or
2. Allow complete exhaust freedom with pipes.

General opinion at present is for open exhaust. This is because of the complexities of a piped model.

Line length :- 17.69mtrs. (58.03ft) (same as F.A.I.)  
Line Diameter:- .455mm (.018") (Two lines only.)  
Timed over 9 laps:- (1 kilometre)  
Pull test:- 40g

Fuel :- Unrestricted (except for banned substances)

We should make the control system a two line only setup as monoline is a problem for some flyers. Two line controls are easier to build. Monoline does not allow a fuel shutoff which is essential these days.

Another thought is to have a 5%-10% bonus for conventional upright models. The idea behind this is that some people think that a sidewinder is needed to be competitive. Sidewinders are more difficult to build if you don't have workshop facilities.

These proposed rules are just a starting point, it is up to you to have your say.

We may have to change as we progress.

The thicker line diameter is for safety reasons and to allow for future speed increases.

If you have any comments or helpful suggestions please let me know about them by Telephoning :- 03 59 96 0339

## TARMAC NOTES FOR SEPTEMBER AND OCTOBER

I have not been very active this month and as a consequence haven't seen as much of the flying field activity as usual. However, one thing that I am aware of was that State Stunt was held as scheduled. It had five entries and at the end of the day, the invincible Phil Trueman was the winner. He used his Bill Werewage designed 'Geo XL' powered by a piped PA .51. In second place was Peter Smith, who, while visiting from Canberra, used his holiday time in Western Australia wisely by entering two competitions and doing well in both. Third place was taken by Dick Morrow, who has been putting in lots of practice and is constantly improving his aerobatic skills.

Since the State stunt event, Phil Trueman has upgraded the power plant in his Geo XL to a piped PA .61, which has (as you might expect), even more grunt than the .51 that he has been using to date. These very potent engines have taken the stunt scene in America by storm and are used almost exclusively by all the leading U.S. pilots in all but the vintage events.

Although I've been a little inactive lately, I have spent some time working on a new Vintage team racer. And finding out again that it is not as easy as you would think to make a tank just the right size. Calculating the size and shape needed to give a volume of 15 cc is easy. Making it very close to those sizes is easy too. Then measure it. Curses; it's a shade too big - or not quite big enough. In my case it was 1/2 cc oversized. If there is to be any error in capacity, it is not a bad policy to err slightly on the small side; You don't get disqualified for that. It isn't unknown for race scrutineers when checking tanks to get a different result from the owner.

Someone that I know (but now prefers to be cloaked in anonymity), was preparing a Team Racer for the Nationals some years ago. Since he worked at the Government Chemical Laboratories at the time, it was no trouble to get a highly experienced chemist to check the capacity of his tank very accurately indeed. The view of that chemist who used measuring equipment calibrated to legal standards, was that the tank was just under the maximum size. However, the scrutineer at the Nats said that it was over size. The word of the race scrutineer is the one that counts; and so it is off to the anvil to panel beat the offending container down a size or two. That is, of course, if you can get at it. With those Vintage models that have built in tanks, making it slightly undersize might be the safest policy.

I noticed Grant Lucas hard at work the other day practicing with his monoline speed model. Monoline is a control system where the aircraft elevator is controlled by twisting a single wire rather than by pulling on either of two wires as is usual in Control Line. Grant is one of the very few fliers to use monoline here in Western Australia in recent times, and he uses it for the very good reason that it has lower drag than the two line systems. This makes it ideal for ultimate

speed competition. It does have some other advantages (and disadvantages) as well. Of course, I have had a little dabble with monoline on my own account as well, so I paid particular attention when I noticed an article in Speed Times about the Stanzel Model Aircraft Museum. It seems that a museum to commemorate the model aviation inventions of the brothers Victor and Joe Stanzel has been opened in Schulenberg Texas. The Stanzels invented several types of model control systems, one of which was the monoline system. There was lots of interest and 1600 visitors were signed in on the first day that the museum was opened. If you are planning to experiment with monoline yourself, I will pass on a warning that I wish someone had given me. Buy or make a new handle before beginning to fly. I used an old Stanzel handle that I had preserved for many years and it cost me a new model. The ancient plastic on the control knob had become brittle and broke during the first flight leaving me with no control. It had never occurred to me that the thing might fail. After the event (of course) I was told that this is a known problem. I didn't know then but now I do. And so do you. 'Speed Times' (the source of this information) is the newsletter of the North American Speed Society which can be joined by sending US \$29 to NASS, Box 82294, Burnaby, B.C. Canada V5C 5P7.

For some reason, of late, time seems to be speeding by at an unreasonable rate. It doesn't seem all that long ago that Bob Fry first told me about his plans to build and fly a pulse jet powered Radio control model. But when looking through my stuff the other day, I was surprised to find that I had even included a comment on it in the TARMAC notes for September 1997. That is a little more than two years ago as I write. Well it has finally happened, yesterday I saw history made when that plane flew for the first time at the Western Australian State model centre at Whiteman Park.

It was historic because as far as I am aware, no officially approved free flying Pulse jet aircraft has flown in Australia before. Although aeromodellers being what they are, it is quite probable that one has unofficially blasted it's way across the sky somewhere. It is very hard to do this surreptitiously, so probably lots of folks may know otherwise and feel the urge to put me right on that point. Bob has done this job properly and carefully designed the aircraft for safety as well as performance. He informed all the correct authorities and had the model inspected during construction by a qualified third party to cross check his work. A lot of folks have been interested in this project of Bob's, and not surprisingly, lots of them turned up to see the maiden flight. There were quite a lot of cameras and Video cameras in evidence as well. Even I was pressed into service to video the starting phase of the flight because Alasdair, who owned the camera was going to be too busy at that time.

I would like to thank Bob for sharing this occasion with us all and passing on news of the coming test flight to those interested. It takes some courage to expose your early experiments to the unwashed masses, when it would have been easy to turn up unannounced and have a little practice alone. Actually it would not have been exactly alone as it usually takes a small army of skilled ground crew to successfully start and manage a pulse jet.

The team that Bob had assembled for the test was comprised of four very experienced modellers. (Good engine men as well.) All four had been deeply involved in Control Line racing and speed events and also Pulse jet

operation. Bob took charge of the three man starting team that included Alasdair Taylor and Grant Lucas. The chap with all the responsibility for getting the whole issue off the ground and back on in one piece was Garry Turna. That would have been no worry to him. Nothing worries Garry.

The model itself is a large twin finned delta with a retractable undercarriage. It is painted in red on the upper surfaces and in a bold yellow and black checker board pattern underneath. Of conventional woodn construction with some plastic composites used in areas of higher stress, it weighs a little over nine pounds. The power unit is a six pound thrust Bailey jet mounted above the wing and between the fins. A central fuselage pod holds the radio gear and a one litre container for the 80/20 blend of methanol and propylene oxide that fuels the engine.

The fuel system caught my attention immediately because this is the first time that I have seen a pulse jet using a pressurised fuel feed system. The fuel is contained in a surgical rubber bladder just like those used in control line combat. It supplies the fuel at about six PSI pressure via a reducing restriction in the fuel line. The bladder is inflated inside a one litre plastic drink bottle; which is a lightweight way both to stop the bladder flopping around inside the plane and also to contain the mess if it should rupture. The fuel leaves the container and passes through two separate servo controlled fuel shutoff valves on it's way to the engine. This redundancy is a safety issue as the engine is not throttleable and the only way to stop it is to cut off the fuel supply.



*Bob Fry (Left) and Alisdair Taylor replace the burst fuel tank before the first flight.*

As any combat pilot will know, bladders do burst from time to time. Not wanting to be an exception to the rule, this one

did burst while Bob was filling the tank for the first flight. That caused some delay and gave me a chance to examine the quality work inside the aircraft, while it was dismantled to recover the fuel now sloshing around in the bottle and to replace the bladder. Bob refilled it with a measured quantity of fuel using a pressurised refuelling system that consisted of another plastic drink bottle pressurised with a bicycle pump. Those plastic drink bottles do have their uses. It works well.

With everything reassembled and ready we moved to the end of the runway for the first time. The runways at Whiteman are arranged in a rough H pattern with two strips connected by a longer middle one (the bar of the H). The breeze was at right angles to the longer strip, but it was considered that it was the best bet in the circumstances to take the longest run possible. The engine start was almost instantaneous (as were all the other starts on the day) and is a tribute I believe to the pressurised fuel system. With no delay, Bob released the plane for it's first trip down the strip surrounded by a wall of pure noise. Although it accelerated very swiftly, a couple of teething troubles showed themselves here.

First seen was that the steering on the nose wheel was very sensitive and the plane was weaving from side to side as it travelled down the strip. This probably washed off some speed. Also the plane refused to unstick. So as it approached the end of the strip, Garry shut the engine off and it ran into the rough ground and weeds without damage. After some head scratching it was decided that the problem was that the delta was not at the right angle of attack to generate the lift for take off. This was fixed by bending the undercarriage legs to change the ground attitude of the plane. A second attempt was made with slightly improved results. Garry tore it off the ground right at the end of the runway, but without enough flying speed it settled back into the rough ground. This time some damage was done to the leading edge of the port (left) wing.

Luckily it was not primary structure and did not weaken the wing, but Bob was starting to look a bit unhappy (as I would have been myself). Garry, however, was convinced that there was plenty of flying speed and the problem lay with the ground attitude of the plane, so after more undercart bending to correct this, another attempt was made. This time we started so far down the strip that it was overhanging the weeds so that we didn't have any of that first of the three most useless things in aviation (the runway that is behind you - the other two are the sky that is above you and the fuel that isn't in the tank).

When the engine fired up, Bob gave a mighty heave that would have put a steam catapult to shame and the red plane and it's noise receded into the distance. Still with a little wobble or two from side to side. I held my breath. As the plane approached the end of the strip it was still on the ground and I feared the worst. Then it rotated and left the ground, seemed to hesitate briefly, then UP, UP UP in a steep climbing left turn to fly back down the strip. The engine sounded a bit fluffy as the mixture obviously was not perfectly set but it was making all the usual pulse jet sounds and the plane was now a proven success. When the engine cut out Garry flew it home to a successful dead stick landing on the strip.



Above:-  
Bob Fry's pulse jet R/C model in flight. After some engine re-jetting, it was flown again but unfortunately sustained some more damage during the landing. So Bob has some repairs to carry out and some fine tuning of the plane to re adjust it's ground attitude and engine settings, but he seemed happy enough. Garry was happy too. He owns a Xenon jet that is much larger and more powerful than the Bailey used by Bob; you know I would not be all that surprised to find out that he is building something similar. We will have to wait and see. Congratulations on a successful test flight Bob.



Above :-Bob Fry's Pulse Jet powered radio model after it's first day of flying. Battered, but now a proven concept.  
Photo's By Charlie Stone

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Here is your thought for the month: The only thing that doesn't make an aeroplane heavier is sandpaper.

# CONTEST RESULTS

FAI Aerobatics - F2B at KMFC (NSW)

12th September, 1999.

Fairly bumpy conditions prevailed during the morning's flying although conditions had improved by the second round. Almost cloudless skies and warm sunshine made for a most enjoyable and relaxing day.

It was great to see John Hamerslag and Paul Kenny entering the F2B event for only their second time, the first being at Luddenham. The practice these guys put in is certainly paying off.

David Murrell was down from Coffs Harbour with his Lady Luck and Bruce Hoffmann flew a new plane of his own design, powered by an ST46. James Batty flew his dad's Banshee in the event.....Mark is now flying his Coy Lady.

Brian Gardner, flying his Intrepid XL powered by a Jett60 achieved the highest score off the stick with 1003.75

Winners on Handicap were:-

- 1st ...John Elias (Fiori 3)
- 2nd ...Mark Batty (Coy Lady)
- 3rd ...Brian Gardner (Intrepid XL)

Results:-

John Elias	1283.25	1320.75
Mark Batty	1280.5	1313.25
Brian Gardner	1245.5	1284.75
John McIntyre	1238	1277
Bruce Hoffmann	1239	1271.5
David Murrell	1237.75	1269.25
Warren Norrie	1229.25	1253.25
James Batty	1225.5	1251.5
Brian Eather	1242.5	1239
Paul Kenny	1213	1239.25
Gary Tansley	1231.5	995.5
John Hamerslag	1219	1222.25
Jeff Brown	1199.75	1213.75

*These results and report were submitted by Joan McIntyre*

## Results IMAC 19/9/99

Many thanks to Ray & Cynthia for their support and service with the canteen once again. Thanks to Roy Howell and Joan McIntyre for making the trip down from Sydney to judge also.

My job as CD was also greatly helped and made easy by some spectators whom did all the tabulation and looked after the entries. Thanks to Ken & Peter Bunker, Warren Norrie and Jeff Brown for preparing the circle on Friday.

This time round we had a record number of entries which was helped by the increase in competitors from our own club. Peter Bunker got his first taste of an event & did well. Thanks to all who made the short trip to attend.

Scores were pretty close for the handicap trophies, & Murray Howell managed to take the highest raw score.

My apologies to the competitors for being poorly organised and not having the handicaps available on the day.

Results:

Name	Round 1		Round 2	
	Raw	H/C	Raw	H/C
John Anderson	560	1264	646.5	1350.5
Gary Tansley	834.25	1332.25	840.75	1338.75
Paul Kenny	703.25	1293.25	731	1321
Mark Batty	896.25	1279.25	919.75	1302.75
Warren Norrie	789.5	1302.5	DNF	
James Batty	749.5	1281.5	769	1301
Peter Bunker	42	1264	79	1301
John Hamerslag	728	1296	725.25	1293.25
Jeff Brown	842.25	1287.25	845.5	1290.5
Murray Howell	914.75	1206.75	985	1282
John Elias	728.75	1174.75	819.75	1265.75
Brian Gardner	931.75	1216.75	975.5	1260.5
John McIntyre	825	1249	591.25	1015.25
Frank Battam	882.25	1242.25	888	1248

Regards

Brian Gardner. Control Line Officer Illawarra Model Aero Club



## Around the Pylon

From Robin Hiern

Contrary to popular belief, Speed is not dead especially in Victoria. The weather in Frankston on the morning of 19th September looked a bit suspect but that did not deter a good turn out of flyers for Combined Speed and Midge Speed with an entry of 13 models all of which managed to record times.

Many good times were recorded, most of which were over 80% of current Australian records.

I ended up winning again (Sorry about that!) with my destroyed Nova Rossi .12 which is now down to 1.95cc, yes you can measure it!

Another new face was Callum Agnew from New Zealand flying in his first comp in Class 1. He was going to fly in the new .21 class with his Cyclon .21 but he left the needle at home.

Noels OS CZ11 PS is getting faster all the time. It just shows that working at it gets results.

Mark Ellins has seen the light and flew speed using his fast Mini Goodyear model.

I also flew my Vintage Speed model which is a 1951 "Gook" by Peter Wright. It is powered by an E.D. Racer Glo. Yes thy did make them back then.

Peter Roberts' old Class11 T/R flew in Proto again and is getting better all the time. All we need is some props of about 7 1/2 X 7 1/2. Old FAI props are a bit small.

The Huntings Ken and John, flew their usual Midge models. Its about time John got out his other speed model.

Well thats about it till next official speed comp on Nov 21st at Frankston or the special speed day on Oct 31st.

Thanks to all the speed guys who came to fly.

P.S. Why is it that other States don't put speed comps on their calendar? Most States have speed models but no competitions. Maybe State Associations are only interested in certain events! So you guys tell them "You" want it on or just put them on yourselves.

### Results Frankston Combined Speed 19/9/99

Pos	Entrant	Class	Flight 1	Flight2	Flight3	Fastest	Fastest In K.P.H.	%	Motor
1	R Hiern	1	0	15.02	_____	15.02	239.68	98.84	Nova Rossi 11
2	R Heirn	2	10.19	_____	_____	10.19	284.35	98.13	Super Tigre X29
3	N Wake	1	15.49	15.89	15.69	15.49	232.40	95.84	OS CZ11PS
4	R Hiern	FAI	13.315	13.47	_____	13.315	270.37	95.35	Profi
5	N Wake	FAI	14.295	14.29	0	14.29	251.92	88.84	Irvine15R
6	P Roberts	Proto	30.35	31.28	30.53	30.35	190.94	88.36	ST G21-29 RV
7	H Bailey	Proto	33.5	31.5	31.28	31.28	185.26	85.74	Nova Rossi .21
8	M Ellins	1	18.77	18.86	_____	18.77	191.79	79.09	OS CZ11PS
9	R Heirn	1951 Speed	11.42	12.00	_____	11.42	126.53	78.10	E.D.Racer
10	C Agnew	1	19.84	20.14	20.71	19.84	181.45	74.82	OS CZ11PS
11	P Wake	1	21.05	_____	_____	21.05	171.02	70.52	ST X11

### Midge Speed Frankston 19/9/99

1	J Hunting	Midge	_____	10.16	_____	10.16	142.26		PAW
2	K Hunting	Midge	11.55	0	10.32	10.32	140.05		PAW

### Mini Goodyear Team Race Frankston 19/9/99

1	Ellins/Hiern	3.40.78	3.36.00	OS CZ11PS
2	Bailey/Roberts	5.49.16	4.42.65	OS CZ11P
3	Hunting/Hunting	7.25.50	DNF 41 laps	CS11

### 1/2A Combat at Knox 26/9/99

1	G Wilson	Bye	W	W	W
2	H Bailey	W	L	B	L
2	C Holmes	L	B	L	

### FAI Team Race at Frankston 10/10/99

1	Ellins/Nugent	3.46.0	3.46.50
2	Ray /Baddock	3.38.10	3.40.59

Mark Ellins had a change of role and elected to pilot on the day and his usual pilot Andrew did the flicking.

Kieth Baddock was happy to record a P/B time with his model. The improvement was put down to the chemistry of the fuel ingredients

### Simple Rat Race (Whipping permitted)

#### Springvale 1/8/99

1	Marsh/Reeve	93 laps	110 laps
2	Ray/Ray	101 laps	102 laps
3	Hunting/Hunting	78 laps	93 laps

#### Simple Rat Race Springvale 4/10/99

1	Marsh/Reeve	95 laps	99 laps
2	Ray/Ellins	96 laps	96 laps
3	Hunting/Hunting	85 laps	90 laps
4	Baddock/Baddock	75 laps	4 laps

### Results of Combined Speed at KMAC 29th Aug 99

Pos	Entrant	Class	Flight 1	Flight 2	Fastest in KPH	%	Motor
1	P. Roberts	Proto	31.33	31.89	184.96	94.47	ST.G21-29RV
2	R Hiern	2cc	16.38		219.84	90.6	CS11
3	J Hunting	Midge	10.2		141.7	86.76	PAW
4	R Hiern	.049	11.53	11.43	126.45	84.16	CoxTD .049

### KMAC STUNT

September's monthly stunt competition at KMAC was a combination of Classic and F2B. And in the spirit of things, many brought the one model to fly both classes. We also had a couple of Novice fliers. As always, everyone was welcome and the weather was very good. The judges were Steve Mitchell and Bill Cecil.

#### RESULTS

##### Novice

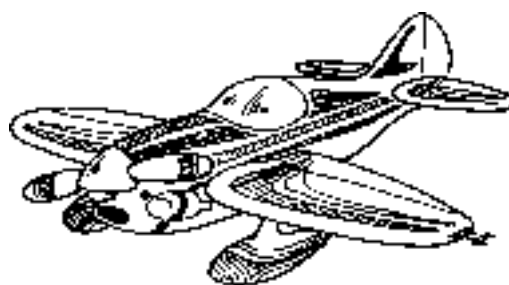
1	Colin Holmes	(Triathlon Terminator/OS15FP)
2	Harry Bailey	(Triathlon Terminator/OS15FP)

##### F2B

1	Peter White	(Lark/ST46)
2	Derek Pickard	(Runaway/DR60LS)
3	Paul Richardson	(Windy/OS30)
4	Mark Ellins	(Nobler/Fox 35)
5	Geoff Ingram	(Windy/OS30)
6	Ken Taylor	(Aldrich Magnum/Moki 51)

##### Classic

1	Peter White	(Lark/ST46)
2	Mark Ellins	(Nobler/Fox 35)
3	Geoff Ingram	(Windy/OS30)
4	Derek Pickard	(Nobler/Merco 35)
5	Paul Richardson	(Windy/OS30)
6	Ken Taylor	(Aldrich Magnum/Moki 51)



## OH NO! Not another fun speed postal event! From George Carr

Yes! The Megow-kitted Perky, by Matt Kania (1946) is the model for "The Millennium Old Time Speed Contest"!



*Bob Langelius' Perky, with Norvel 15 power. Lovely model, grooves well!*

PAL are sponsoring the prize (a NIB motor, but type as yet unspecified) for the winner- but wait, it's not for the fastest model, but for the entry closest to the average speed! May seem a bit strange for the competition oriented, but the logic of the sponsors is that nearly everyone has a no-longer-competitive 2.5cc motor, and here is an excuse for dusting it off and giving it another day in the sun! PAL may also offer a prize to the fastest model, depending on the number of entries received.

Rules are straight forward:

- \* one mile (16 laps) ROG standing start, time from model release)
- \* Stranded lines, 12 thou diameter of 52'6" length
- \* Engine displacement 0.14 to 0.1525cu. inch , diesel or glow.
- \* No pressure tanks or tuned pipes
- \* Only one entry per engine, you may want to swap the motor and re-enter.
- \* Two wheels of 1 1/2" diam
- \* Spinner mandatory, 1 1/2 to 1 3/4" dia.
- \* Best time before 31 March 2000 (closing date)
- \* Perky model to be built as per plan outline, mods for engine fixing allowed.

Don't know the model?- Neither did I, but Neville Palmer in the US was kind enough to send some photos- and it sure is an attractive model, well worth giving it a go. Should be an easy flier, and not a major problem for rotation speed on the long lines- great for those who find the speed of the

Phantom is a bit high on the short 35' lines!

Fuselage formers have been copied from an original Megow kit, so the plans are complete, though a bit vague on leadout position, control horn and bellcrank details. Modellers interested in this event would likely have the skills to sort these details out, though!

It will be interesting to see how many vintage motors are given an airing! There are a few from the era, and if you let the date stretch for a decade, it will take in the Sabre 250 along with the US and European motors, and another decade will bring in a huge array of motors. There is no motor restriction, so by all means put in any 2.5 that you have!

Plans are available from the Aus/NZ PAL agent, David Owen, PO Box 264, Fairy Meadow, NSW 2519,

Ph. 02 42272699,

email<owendc@1earth.net>

Each set of plans is allocated an entry number- if you already have a plan, contact David for an entry number, which includes the entry fee cost of \$5. Cost of plans, \$15,

including post & packaging etc.

There are plans to re-run the postal, possibly annually, so it's an attractive model that is a building project you can get a lot of fun out of, get a spare motor or two going again, and that you can fly it at least once a year!

*Below:- Nev Palmer's Perky, also with Norvell 15 power, being held by Charlie Palmer.*

*Charlie has also built a Perky- Pink all over!*







TRADE MARK REGD.

# Country Capital Controlline Championships

Hosted by Tamworth Model Aircraft Club  
13<sup>th</sup> and 14<sup>th</sup> November 1999

Dear competitor

We would like to advise of some changes to this years championships. Please note that the Flying Guitar event has been withdrawn. The Nobler Classic will now be open to all models dated pre 1965. See rules attached. We will again supply 6" IHLG providing you pay the entry fee. Bob Ash has again manufactured this years trophies and our collectable name badges. Don't forget to bring your goodies for our swap meet on Saturday night. TMAC members look forward to seeing you and your family at Tamworth in November.

TMAC wish to thank our major sponsor Coca Cola, and A.E. Baker, Bearfast & Gasweld

Entry Fees: Nomination: \$5.00 Senior: \$5.00 per event Junior: \$2.00 per event

<u>Event</u>	<u>Saturday</u>	<u>Sunday</u>
F2B Aerobatics	10am	9am
Novice Aerobatics	10am	9am
Classic Aerobatics	10am	9am
OHLG		7am-8.30am
Indoor Hanger Rat & HLG	6pm-9.30pm	
BBQ and Swap meet	6pm (at Indoor site)	

## INDOOR PROGRAM

<u>Event</u>	<u>Practice</u>	<u>Official Flying</u>
Hand Launched Gliders	6pm - 7pm	7pm - 8pm
Hanger Rat	8pm - 8.30pm	8.30pm - 9.30pm

Contest Directors: Aerobatics- Len Surtees Indoor- Bob Ash Outdoor HLG- Bob Dircks  
Enquiries: Len Surtees 02 67618508 Bob Ash 02 67669780



## **BRIMBANK FALCONS C/L.M.A.C.**

On 19th September 1999 we had a "Friend and Fly" Fund raising day at our field at Brinbank Park. This was supported well both by modellers and the general public.

Thank you to everyone who attended and I believe all had a good time and certainly it has made a fine beginning for our Club.

On behalf of the Brinbank Falcons C.L.M.A.C. I would like to thank all our sponsors who have helped and/or donated product to our club. Without them we would not survive. Thank you to :

BRIMBANK PARK	EAST KEILOR
BOUNDYS SUPERMARKET	ESSENDON
JOHN GARTH SIGNWRITING	NIDDRIE
McDONALDS FAMILY RESTAURANT	ESSENDON
JOHN COLLINS PRINTING	GLENROY
PREMIER PLASTICS PTY LTD	CAMPBELLFIELD
MODEL RACING SUPPLIES	CRANBOURNE

A special thank you goes to our major sponsors who have donated product for our Field Fund Raffle.

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SATURN HOBBIES - EAST BENTLEIGH  
NIDDRIE MODEL AIRCRAFT SUPPLIES - NIDDRIE  
HOBBY AND MODEL WAREHOUSE - THOMASTOWN  
[ TICKETS AVAILABLE FROM THE SECRETARY - GREAT PRIZE , DRAWN JUST BEFORE CHRISTMAS ]

These are the people who have the useables of our Hobby and it is up to us to support them as much as we can.

My ask to you all out there is , PLEASE , if you need something for your model and it's not that much out of your way, consider a visit to these establishments and make a purchase. I'm fairly sure they all do mail order also .

THANK YOU.

Alan Matthieson-Harrison

Secretary , Brimbank Falcons C/L.M.A.C.

phone 03 9337 4193

VH 4409

## **CONTROL LINE AEROMODELLERS OF GIPPSLAND**

The venue for our October 3rd meeting was the oval at Hobson's Park Hospital at Traralgon. On the pervious Saturday, Greg and Andrew Beevor and Graham Keen had put in a few hours work to mow two large circles so well, that even the smallest models had no takeoff difficulties. Our thanks goes out to the three of you gentlemen.

Weather throughout the day was good, with just a little turbulence in the light breeze that wafted through the trees surrounding the oval. A total of thirteen fliers turned up with two dozen models amongst them, mostly familiar models with a couple of new jobs.

Andrew Beevor had, along with his Wild Cat, a Super Mozzie powered by two Norvel .061's. The little model flew very well while the two Norvels thundering in unison sounded rather Norvel- sorry novel. Even on one motor, the model was quite stable.

Another new and unflown model was the Stuntmaster of Paul Richardson's which he had powered with a Fox 25. For it's first outing, it appeared to handle well. Paul also had his Doctor/ O.S 45 LA and the O.S 15 powered Two-Up belonging to wife Wendy. I think he got permission to fly it on the pretext that he was ironing out some bugs in the Drop-off U/C that was fitted.

Ted Hall, a Knox modeller from some time back, now living in Powelltown, north of Warragul, came in to check out the activities at the September comp day at Warragul, found out about our social flying days and decided to join us at Traralgon.

Ted brought with him a Hearn's Hobbies All Australian with an Enya 35, a Flapjack with an early Torpedo (Teardrop shaped exhaust stack) and a Frog 500 powered Super Skylark, another early Hearn's design. Tank troubles with the All Australian and the Flapjack meant that only the Super Skylark was airworthy for the day. Ted put in two or three flights with the old Frog working well and seemed keen to take part in more of these outings. We welcome Ted to our ranks and hope to see him at future meetings.

Warren Frith left early in the afternoon with other commitments after putting up two flights with his O.S 15/ Rogue. Good to see him having a run through most of the Vintage pattern.

Graham Vibert flew a fast pattern with his Ringmaster before bringing out the Viper/ Enya 35. Once in the air, the Enya ran well, but Graham was having troubles keeping it running on the ground despite changing plugs, fuel, props etc... The trick seemed to be to start it and run like hell to the handle before it changed it's mind.

Greg Beevor chose to spend his time getting Andrew's Super Mozzie into the air and I don't recall seeing his Blackjack or Hot Control flying.

As usual, Robin Hiern brought along his mini airforce consisting this time of his ex-Doug Grinham Skylark/ Fox 35, a Stiletto with S.T 46 power and his Gook, A 1951 speed model. This was powered by an E D Racer which Robin has successfully converted to run a glow.

Steve Mitchell managed to get in a good number of flights with his It/ ST 46 on the second circle which for some reason or another, was not used by the majority of the crowd. This meant that his brother Vic with his Drongo, a Fox 40 powered stretched Nobler, were able to go flight for flight for much of the day.

The three-quarter size Banshee belonging to Ron Jones was given a couple of airings with the Irvine 20 starting and running very happily while Graham Keen's Mr Good Vibes/ O.S 25 and his Wildcat/ O.S 15 both performed well during the day.

Geoff Ingram struggled somewhat with his Enya 35 powered Windy which, although balanced OK, is reluctant to square decently. After a mini-battle with it, he elected to fly his O.S 15/ Little Saturn which he proceeded to put through the pattern, throwing in some square vertical eights and cloverleaves for good measure. With the Windy not being up to scratch, there's a strong possibility of a new model being built in the near future. A good competitive model would see Geoff's flying improved dramatically, I'm sure. Are you thinking about that Gieseke Nobler Geoff?

Yours truly had one flight with a Veco 35 powered radial Thunderbird, managing 1. A rough pattern. 2. Not to crash.

Overall a successful days flying was enjoyed by everyone with all models being taken home intact.

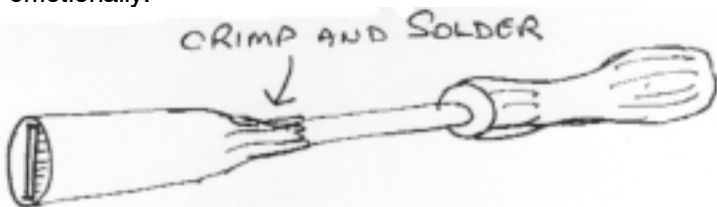
Over a barbeque lunch, discussion turned to more serious matters of club formation, membership and insurance. For some time Graham Keen has been investigating the perils and pitfalls of insurance and its' necessity in this age of litigation. We now have five flying sites recognised for insurance purposes in addition to a name for the group.

As it appears that we will be sticking together for some time, we came up with the name "Control Line Aeromodellers of Gippsland", resulting in the appropriate acronym. More on further developments in future reports.

Helpful hints have been thin on the ground of late but here is a simple one that is probably old hat to some (even most).

We've all had the traumatic experience of a screwdriver slipping out of the slot in the head of the screw holding on a cowl, u/c leg, hatch or the like and scarring the model finish.

Slip a short (1 inch) length of brass or copper tubing over the end of the screwdriver until it is flush with the blade then crimp and solder the other end of the tube to the shaft. I know that it's saved me a few scars, modelling and emotionally.



The Sports Oval at Maffra is the venue for the next meeting on November 7th.

Keep in mind the date and venue for the December gathering - Sunday 5th at Knox.

Any information regarding the meetings is available from Paul Richardson. Phone 51 47 2347 or mobile 017 943728 or Peter White. Phone 56 23 5120



## The Prop Doctors Dilemma

Its been a quiet month since I returned from the USA. The main achievement has been eliminating the back-log of orders which accumulated during my months absence. Cool comfort for my Japanese friends, as their Winter includes snow and ice, which tend both to break propellers.

My F2A Series 1 propellers got to 280 KPH, and won't go no faster. So its on to Series 2, this time with a revised radial distribution of pitch. I suspect the Series 1 blades may have been flattening out a little due to the centripetal forces at 39000 RPM, which makes them non-optimal (stuffed, in other words) and the efficiency may be down as much as 3%. That's a lot when you are shooting for 310 KPH! The Series 2 have increased pitch at the tip, so when the aeroelastic effects grab them the pitch may deflect to something more appropriate.

The 11 X 5 has had some kind words spoken about it, mainly for the ST .46, but otherwise things are quiet. No time to do the 12 X 5, as I have an F3D wing mould about

to go on the machine. Would you believe I am being slugged \$300 for each slab of aluminium 900 X 316 X 25 ? This really slows one down.

Also of interest, my latest F3D 7.5 X 7.25 has a moulded-in 1-3/4" composite spinner, similar to the 1/2A pylon prop. The spinner being so large, it occurred to me that it might also be heavy. To alleviate this, it has a separately mould light-weight core. At the moment, the core is epoxy/microballoons, but this is still not light enough. Apparently one can obtain a foaming agent for epoxy, so I'll be trying this as soon as I can track some down.

The first prop came in at 38g, which rocked me a bit. So I weighed a Tru-turn spinner shell and backplate which came in at 30g without the prop, so that is not too bad. Must say it looks really nice with the carbon cloth outer shell.

The GST looks like being difficult for me. My costs are based on a minimal expenditure on accounting, but with this tax I could spend more time chasing rebates and paying progressive taxes than I do making props. Since I already work a 12 hour day, 7 days a week, I would be better off on the dole.

It certainly seems that my prices may have to rise, so don't be too surprised if you find an extra 10% attached . At least that will be after the Nowra Nats.

Haven't been to a Nats for some years now, but Nowra is really beautiful so this may be the one. My sister lives in the ACT, maybe its not too far to commute.

To finish off for this month, there has been slight progress with the Doppler. My submariner Lady has sunk without trace, but my son Jim came up with a computer program that designs Yagi-Uda antennas. Its pretty good, too, although being DOS based, it wasn't what I would call user friendly.

It allows you to design the Yagi for gain, back-to-front ratio (no kidding !) and complex impedance. I have built the first one, but testing so far has not been encouraging. I suspect all the power lines in my street are making things difficult, so next step is off to Tiger country. My son also suggested a laser communicator from Oatley electronics, which at about \$50 and with a range of 200m may be the ticket.

Not much else happening, so this might be a good time to send in your prop questions if you want answers by Xmas. I guess there is only one more edition of ACLN this year, so my congratulations to the Editors for all their fine work this year. To the contributors to ACLN, thanks guys for keeping us all in touch, I feel I know you all just a little, which helps to build a healthy Control-Line community.

From Rosemary and myself, may you all find Honour and Advancement in the coming year, and peace be with you all.

*Photo (below) From Charlie Stone Alex Cunningham (L) and Dicky Gibbs with a pair of Mills 1.3cc powered "Small Fry"*





## C/L Scale - Queensland

By Warren Shurmer

A Scale Fun Fly was held recently at the CLASII field Leichardt Park, Ipswich. There was a large number of models (8) plus a number of Scale modellers who also turned up to look and talk. All models were flown at various times during the day including Max Newnham's magnificent "Gee Bee". Several new models were test flown for new member Ron Weatherby. Examples of models pictured and flown were I. Garton (ED8), P. Morandini (Mustang), W. Shurmer (Cessna 154), J. Dillon (Spitfire)



Several new models are in the pipeline.

A meeting of interested scale modellers was held at the field with regards to running our own separate Scale Championships. The general feeling was that we should have at least two, possibly three Scale Fun Fly ins per year plus a separate State Championship. The feeling of people present was that a sub committee be formed to present the views of the scale modellers and to organise and run our own Scale meetings and Champs.

Finally, there will be another Scale Fun fly in at the CLASII field Ipswich on Sunday 21st November with a further discussion of modellers to form a special interest group of C/L Scale modellers in Queensland.

On March 12th next year CLASII club will be conducting the Ipswich C/L Scale Championships. We expect the 12' 2" span "Brabazon" of Max Newnham to be flying at this meet.



Left :- Max Newnham's four engined C/L Scale "Brabazon"

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Above :- J Dillon's "Spitfire"

# CLASS 2 T/R NEWS

'Montezuma's Revenge' is the hotshot Class 11 racer featured in Aeromodeller a few years back. This model has been constructed by Harry Bailey and Keith Baddock for MRS modified Nova Rossi 21's. Word on the grapevine is that one of the top Queensland teams now also owns an MRS Nova Rossi. Maybe we could get a report on their first impressions?

As Dave Clarkson's original article says, Class B T/R has been flown at Nationals in many parts of the world for over 40 years, making it the oldest control line racing class around. The F.A.S.T. club in California were racing 5cc models in the late 40's. That's over 50 years ago! I reckon it is still the best team racing class when simplicity and enjoyment are factored into the equation. There is something about getting a 5cc (or a 3.5cc) glow motor to really howl. And when noise regulations permit, you can still fly off grass at your local parkland. That's another good thing about the Australian B Class. Modern motors come with silencers where as old motors don't and retro fitting a silencer to an old motor with no lugs or bolt holes can be a major task!

There are at least 8 different varieties of .21 engines. Irvine, Rossi, OS, K&B, Picco, OPS, Super Tigre & Nova Rossi. Most are real screamers, capable of setting new marks in the event when in the right hands. The advantage of these smaller engines is that you can use lighter .15 thou. lines instead of .18. Also, they don't pull as hard, so your shoulder stays in its socket.

A disadvantage could be range. Our Nova Rossi needs to get into the 25,000 rev range to really perform well. Those extra revs generally mean higher fuel consumption. Keith and I have only been able to manage 36-39 laps on straight fuel containing 10% nitro. While that's OK for a heat, eliminating an extra stop in a final has to be the ultimate goal. With that in mind, we are looking forward to trying some range brew to get those necessary 47-50 consistent laps. Best prop size (carbon fibre of course) appears to be around the 165mm x 160mm mark or about 6.50 x 6.25. However, a fair bit more experimental work is needed here. We have found Supercool props to be clearly the best. Ed Needham and Dave found Goodyear style props worked better than FAI T/R style props, as the glow motor needed higher rpm to work properly.

It is interesting to read the Clarkson / Needham brews as detailed in their article on their Montezuma / Picco combination. Dave says; More has been written about B fuels than any other. Many exotic formulae have been used, all developed to improve range. Because the 10 kilometre heat distance is too far for anything other than an oversized FAI T/R diesel to manage non-stop, we have settled for a one stop heat and three stop final technique, thus requiring a medium range brew.

The easiest glow fuel range ingredient to obtain is super grade (premium) unleaded petrol, but since we have found brews containing petrol to be hard on plugs, we have settled on the use of IPA (Iso Propyl Alcohol). I guess that the majority of B T/R competitors use brews with IPA, all

inspired by Sven Pontan from Sweden, who was the first to get a tuned pipe equipped OPS 29 powered B team racer to work.

The Clarkson / Needham fast formula allows for 25% nitro, just 15% castor with 27% IPA and the rest methanol. Their 'safer' 1000 lap brew increases the oil to 18%, drops the nitro to 20% and increases the IPA to 30%. The high nitro brew gives them 18.5 seconds for nine laps (as per SMAE rules with 56' lines) for 45 laps and the 'marathon' brew drops them to 19/9 for 50 laps. The alternative petrol brew is 25% Nitro, 15% castor, 45% methanol and 15% unleaded super. (The new Shell Optimax should be worth a try) Dave also says that if you fear the effect of the low oil content, then 20 or even 25% can be used at the expense of both range and airspeed.

In the mid 70's, the Brits went metric with their race distances, dropping the old 5 mile heats and 10 mile finals in favour of longer 10 km heats and 20 km finals. In Australia, we've stuck with the old distances and 60' lines, which certainly makes the rotation rate for the pilot a lot more comfortable. Interesting also is that the Brits have changed the wing area rules from the old 125 sq. inches to a slightly larger 9dm<sup>2</sup>.

Our best Aussie times to date with the Nova Rossi are in the low 16's for 7 laps on 60 foot lines (with 38 laps range) gives us an actual airspeed of around 110mph (or 180 kph). Fast flying, yes, but there should be a lot more speed to come. Robin Heirn has proved this with his record breaking Nova Rossi .21 piped proto model which has achieved speeds of around 140 mph.

Dave Clarkson finishes his article by saying; If you love glows, love racing and love a challenge, then this is a practical and realistic way to compete. To me it is astonishing that the oldest racing class in the world is today, in many ways the most challenging. It would be truly sad if it declined into the mists of time.

Thought for the month. Albert Einstein once said " Things should be made as simple as possible". Obviously he wasn't referring to his Theory of Relativity. But making your aeromodelling systems strong, durable and simple (less things to go wrong) is certainly good advice.

John Hallowell VH 1984 Email, [vidline@webtime.com.au](mailto:vidline@webtime.com.au)



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## P.S. from Supercool

Harry, you might like to include the attached to the article I sent you for ACLN. last month. It is from George Aldrich, and pretty relevant.

Stuart

*Glad you are back safely. I am extremely sad over missing a chance to visit with you. Bob and I haven't had another flying session yet, but hope to this week-end, when I can get your props.*

*BTW, Bob is a Purdue engr'g. graduate, (you must be VERY smart) and I'm sure he is correct about the NACA lab findings. However, I am the one who used the silica gel cartridges, to dry my methanol AND nitro! They both guzzle water freely! When I was deeply into speed, my contest nitro was PINK! I cycled the cartridges through the "wet" liquids, until they would turn from pink, to blue, if water got in them!*

*I tried the flower, powdered stuff only once, and never again, due to all the trash in the liquid. It was a real pain to filter, as it took so long, water could get back in! I simply would put the sealed cartridges in the liquid, until they turned pink, over, and over, until they stayed blue. I would dry them in the sun, then pop in the kitchen oven, and bake at 300 or so, until bright blue again. You can do this with mixed fuel, but you must flush them in MEK, or old methanol, to get the oil out, and they still smoke up the kitchen badly! Anyway, this is how I had the pink nitro!*

*I'm really looking forward to trying the prop, and will give you a report ASAP. Did Bob tell you I got 860 deg. F. up inside the manifold, on 5% nitro! I was stunned at that, as tests also show 600 deg. F. right at the face of an open exhaust, on no nitro.*

George Aldrich

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Tel (07) 32736932

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Brian Burke,

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Tel (07) 3200 1308

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P.T.O.



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