

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 30



Produced by the Victorian Control Line Advisory Committee

February 2000
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Wednesday 16th February 2000
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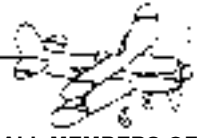
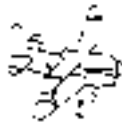
Conest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor.

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

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



COMING EVENTS



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)

VICTORIAN CONTROL LINE CALENDAR

DATE	EVENT	CLUB
YEAR 2000		
FEB 6	SIMPLE COMBAT	SMAC
FEB 20	FAI & COMBINED SPEED, 1/2A COMBAT, MINI GOODYEAR, SIMPLE RAT RACE	CLAMF
FEB 27	F2B, NOVICE & JUNIOR AEROBATICS, CLASSIC STUNT, VINTAGE A T/R, AUST B T/R.	KMAC
MAR 5	HAND LAUNCHED GLIDER	SMAC
MAR 12	FAI T/R, GOODYEAR, JUNIOR 2.5 COMBAT	CLAMF
MAR 26	F2B, (HEARN'S TROPHY) NOVICE & JUNIOR AEROBATICS, COMBINED SPEED, CLASS 2 T/R	KMAC
APR 2	SIMPLE RAT RACE, SIMPLE GOODYEAR,	SMAC
APR 9	FAI & COMBINED SPEED, MINI GOODYEAR, STATE CHAMPS & NATS PRACTICE	CLAMF
APRIL 21-24 VICTORIAN STATE CHAMPIONSHIPS SMAC/CLAMF/KMAC/CLAMF		
APRIL 26 - MAY 4 53rd AUSTRALIAN NATIONAL CHAMPIONSHIPS NOWRA NSW		
MAY 21	FAI & COMBINED SPEED, TRIATHLON (ARTMIL TROPHY)	CLAMF
MAY 28	F2B (YOEMAN TROPHY) NOVICE & JUNIOR AEROBATICS, VINTAGE STUNT	KMAC
JUNE 4	BALLOON BURST, LIMBO	SMAC
JUNE 18	FAI T/R, GOODYEAR, MINI GOODYEAR, 1/2A T/R	CLAMF
JUNE 25	F2B, NOVICE & JUNIOR AEROBATICS, COMBINED SPEED, CLASS 2 T/R	KMAC
JULY 2	SIMPLE COMBAT	SMAC

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.

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

DATE	HOST	EVENTS & VENUE
FEB 13	KMFC	CLASSIC STUNT F2B PATTERN + NOVICE STUNT
FEB 27	ILLAWARRA MFC	F2B AEROBATICS
FEB 27	SSME	VINTAGE A T/R, PHANTOM & BENDIX RACING
MAR 4/5		HUNTER VALLEY CHAMPIONSHIP
MAR 12	WERRINGTON	F2B AEROBATICS
MAR 19	KMFC	VINTAGE STUNT, VINTAGE 1/2A T/R
APR 2	SAT	F2B AEROBATICS
APR 15	REMAC	VINTAGE STUNT
APR 26-MAY 4 NATIONAL CHAMPIONSHIPS		
MAY 6	KMFC	PALMER / ALDRICH CLASSIC STUNT
MAY 13	REMAC	VINTAGE DIESEL COMBAT
MAY 21	WERRINGTON	CLASSIC STUNT TO 1970 WITH MUFFLERS
JUN 3/4	KMFC	F2B AEROBATICS, CLASSIC (F2B) STUNT, VINTAGE STUNT
JUN 18	REMAC	ALL AMERICAN VINTAGE STUNT AND REMAC/MECA ENGINE COLLECTION. (1pm START)
JUN 25	SSME	F2B AEROBATICS
JUL 9	KMFC	A.G.M. SESQUI STUNT, 2.5cc RAT RACE, 2.5cc STUNT
JUL 29/30	SSME	TEAM RACING, VINTAGE A and B, OPEN B, BENDIX, PHANTOM.
AUG 13	KMFC	F2B AEROBATICS
SEPT 10	KMFC	CLASSIC STUNT (F2B PATTERN)
SEPT 17	ILLAWARRA MFC	F2B AEROBATICS
SEPT 30-OCT 2 NSW STATE CHAMPIONSHIPS		
OCT 15	REMAC	DUKE FOX MEMORIAL STUNT
NOV 19	SAT	F2B AEROBATICS
NOV 19	KMFC	VINTAGE A T/R, 1/2A T/R, VINTAGE STUNT
NOV 26	SSME	F2B AEROBATICS
DEC 2	REMAC	VINTAGE STUNT
DEC 3	WERRINGTON	CLASSIC STUNT TO 1970 WITH MUFFLERS
DEC 3	MACARTHUR MODEL AVIATION CLUB SPORT inc	SCALE DAY
DEC 10	KMFC	CHRISTMAS PARTY AND FUN FLY

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
Feb 13th	CLASII Rat, Vintage A, Vintage B.	
Mar 12th	Ipswich Open Scale Champs, CLASII Rat	
Apr 9th	CLASII Rat, Slow Combat, Open Combat.	
May 14th	CLASII Rat, Vintage A, Vintage B.	



**Letters
to the
Editor**

SUBSCRIPTION APPLICATION ARE YOU BORROWING?

If you have just finished reading somebody else's copy of Australian Control Line News why not get in now and order your own copy. Australia and New Zealand residents cost \$20A and other countries \$30A. For this annual amount you will receive eleven issues of this newsletter, and be up to date on Control Line both in Australia and elsewhere. Please make payments payable to "Control Line Advisory Committee"

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CORRECTION re Junior Rat at the Nationals
The information on this event published in the December issue of ACLN has been changed. The confusion was due to the event being incorrectly named Junior Fun Rat Race in an early program.

The event is now "Junior Rat Race" and the rules are as per the M.A.A.A. handbook.

John Nolan
Kuring-gai delegate to CLAS



CONTEST RESULTS



Combined Speed held at Knox 19/12/99

Name	Pos	Class	Flight 1	Flight 2	Flight 3	Fastest	K.P.H.	%	Motor
R Hiern	1	.049	11.50	11.29	-----	11.29	128.02	85.21	Cox TD .049
R Hiern	2	2	12.50	12.23	-----	12.23	236.92	81.76	ST G21-29
R Hiern	3	3	12.18	12.54	12.75	12.18	237.33	79.39	Rossi 60 SE
R Hiern	4	Vint A Speed	11.74	-----	-----	11.74	123.11	75.74	ED 2.46 Racer 1951 Gook
N Wake	5	Vint FAI	22.89	21.80	-----	21.80	165.13	74.38	ST G20-15
J Hunting	6	Vint A Speed	20.05	17.54	-----	17.54	128.7	72.3	O.S. Max 15 Vint A T/R
N Wake	7	2	14.425	13.99	14.61	13.99	207.11	71.48	K & B .21
Midge									
J Hunting	1	Midge	0	10.3	-----	10.3	140.32		PAW
K Hunting	2	Midge	10.55	10.7	-----	10.55	137.00		PAW



TARMAC notes for November, December & January

In the last edition of ACLN I noticed that though the editor thanked his regular writers for their monthly efforts, he missed out the most important ACLN contributor of all; himself. This was probably from misplaced modesty. So even though the time for seasonal greetings has slipped past, allow me, on behalf of those other writers and all your readership to say 'Thanks Harry' for all your efforts over the past year.

We finished off the 1999 competition year with some grass racing, (or as it has now been re-named, 'Turf Racing' in a doomed attempt to make it seem rather more up market) is a percentage event that has been invented by that ceaselessly thinking chap Jim Stivey. It is said that if you look closely, you can almost see his head pulsing as the mighty Stivey brain endlessly churns ideas around. Rather like a Mixmaster working on rocks. As the name suggests, it is an event intended to be held over grass surfaces, which are easier on the eyes and knees than bitumen and have the added advantage of being slightly cooler in the summer months as well. The idea is that you can race several classes on the one day, all competing for a single trophy by comparing the race times of each entrant to the record for the class flown. The team with the highest percentage on the day is naturally the winner. Similar to the process used for percentage speed competitions. In our case there were three events to run: Vintage A, plain bearing rat and Bendix.

In addition to the trophy for actually winning the race, Jim also produced a special clock stop prize so that every entrant had a chance of going home with something. A clock had been previously sealed into a box and the person with the race time seconds closest to that shown by the now stopped clock was to be the winner. Jim thinks of everything. The unknown bonus turned out to be a \$30 voucher for modeling goods kindly provided by Scott Kerrison of Ace models in Midland. Scott deserves a vote of thanks for his support, not only for prizes, but for the range of C/L gear that he keeps in stock for us. In turn we should remember to support those that trouble to support the control line fraternity. The special prize was won by one of our most deserving teams, (a pair of enthusiastic strugglers if ever there was one) to wit Norm Kirton and myself. I haven't discussed this with Norm who has been wandering around the countryside on business a great deal and I have already spent the spoils on bits for our next Vintage A racer. Let's hope that I did the right thing.

I was only present for the first of the three events (Vintage A) as I had to leave early. But I can tell you that there were four entries in Bendix and seven in Plain bearing Rat. Seven teams appeared for Vintage A, arriving as usual in dribs and drabs but only six finally competed. At the end of the day, when the percentages had been finally calculated, the winning model was the Plain Bearing Rat racer of Stivey/Adler with 104% of the record. Second place was picked

up by the Fry/Taylor vintage A 'Pluto' who (much to Bob's delight) had the fastest A class heat time and a final calculated at 95.4% and trailing along in third was the Mk 1 Voodoo of Kirton/Stone with 95.3%.

Bob Palmer, stunt folk hero and designer of many model aircraft, including the classic Veco Chief, Smoothie and Thunderbird stunters is in the news again. First item is that John Brodak, who must be the world's most active supporter of control line flying, plans to release new kits of Bob Palmer's Thunderbird and Smoothie by June of 2000. He will be using Bob's personal drawings. The Veco kits though producing good models, were apparently not exactly the same as the prototypes, having been modified slightly for more economical kit production. Secondly, and of more immediate importance to us is that the man himself will be here in Australia in April and May of this year. Thanks for this are owed to the Ku-ring-gai Model Flying Club in NSW who have invited him over. They have sponsored a stunt competition for aircraft of Bob's design for the last few years that has been growing in popularity. All their work has finally culminated in this personal appearance. He will be at the 2000 Nationals and will also preside at the annual KMFC Palmer/Aldrich stunt event at the St Ives showground on May 6th. This is an occasion that will definitely be worth attending. Take along your best Palmer designed model and fly there.

The closure of the K&B engine factory reported in the last notes will apparently be only of short duration. I hear that the factory which had been manufacturing model engines and accessories since 1946, has been bought by Randy Linsalato of R/L industries, who already owns the tooling for a wide range of defunct engine companies. It is supposed to be back in action in the near future producing the full range of K&B engines. I don't know what will be the fate of the range of K&B epoxy paints though.

The annual period of stress and disaster known as Christmas is now behind us for a while (thank heavens). It does however mean that some wanderers return home ever so briefly to touch base with their ancestors and families. So it was for us when number one son took a short rest from driving helicopters over tropical scenery to visit us. His description dwelt somewhat less on the scenery and rather more on jungle, ocean, wind, volcanoes, thunderstorms and clouds (which as we all know, are actually the component parts of scenery). One of those cases of not being able to see the forest for the trees.

The break also saw the return to WA of that other prodigal, Jim Trevaskis, who has lately been idling around in the New South Welsh countryside. He was full of praise for the flying qualities of his new Brodak Cardinal stunter (sourced from BriStunt) and had discovered something else for me to look at. It was a ready made sidewinder F2A speed model for an Irvine .15. It came from (if I remember correctly) Tomas Mejzlik of the Czech republic. It had a very well made wing, and fully machined pan in aluminium, while the fuselage was mostly constructed from what aeromodellers would consider a 'hardwood'. That is one of the pine family. The woodwork was beautifully shaped and finished in some sort of clear coating. The only shortfall was that the finish showed a few brush marks in the surface that it would have been better without. Overall though, the model was excellent.

For those of you that dabble with the Internet, a web site

that is worth a look can be found at: <<http://dkd.net/clmodels>>. This is in the process of construction by David Kidd, whose name will be familiar to many of us older racers (let's face it, that is nearly all of us) as he was very active in team racing in Australia in the 1960s. The site is dedicated to the Golden years of control line aeromodelling in Australia. Close examination will reveal the start of a very good presentation and you West Aussies might even see the familiar faces of younger versions of some folks that you know peering out of the photographs.

Now for something completely different to be viewed on the net, or in person if you are very keen. Picture an aircraft with wingspan of 71 feet, a fuselage 33 feet long, a propeller with an 18 foot diameter and the design characteristics of a model airplane powered by a rubber band! Now, picture this aircraft carrying a pilot and a passenger to an altitude of 100 feet and cruising at 30 mph for an average distance of a mile. This is the Rubber Bandit, "the largest, and world's first piloted rubber-band powered aircraft". The plan for the Rubber Bandit is to set some records that will establish four (4) firsts in aviation history:

1. First male piloted Rubber Band powered flight
2. First Female piloted Rubber Band powered flight
3. First Pilot and Passenger carrying Rubber Band powered flight
4. Largest Radio Controlled Rubber Band powered flight

The design and construction of the Rubber Bandit has progressed for almost six years through the persistence and determination of George Heaven, a freelance aeronautical engineer and movie stunt pilot. The project has advanced from the design stage through construction of 1/25th, 1/4, and full scale Rubber Bandits. The rubber band motor is wound by removing the tail portion of the aircraft and winding from the back using a tractor power take off to provide the torque (I would not want to be in or around the thing if that great 100 pound skein of Tan 2 rubber ever breaks). The successful taxi testing of just the aircraft fuselage to 27 mph for 1/2 mile with only 1/3 of the potential rubber band power demonstrates the capability of movement under rubber power and with the addition of wings and a few more turns, probably flight. I wonder what sort of rubber bands they use to keep the wings on? (Just kidding...I think that they are bolted)

The address of the web site is <[HTTP://WWW.RUBBERBANDIT.COM/INDEX.HTM](http://WWW.RUBBERBANDIT.COM/INDEX.HTM)> if you want to visit electronically, or to arrange a tour of the facility and view the full size "Rubber Bandit" aircraft, email the guys at admin@rubberbandit.com.

To finish off, here is something that should have been in a Christmas cracker. Drinker: "Barman, do you have any Helicopter flavoured chips?" Barman: "No Sir, we have only Plane."

Charlie Stone

VH 4706



*From the
Millenium
Championships*

*Tony Snell &
Mark
McDermott
marking out the
circles with our
new machine.*



Above:- John Taylor, Trent McDermott, Tony Snell & Peter Morandini on mowing duty.



The event was sponsored by Ian Boettcher Motors, J Voglers & Hobby Headquarters.

Photos from Mark McDermott

ClassicStart

Held on Sunday 31st of October at Newcastle, NSW and hosted by N.A.C.A model club. The day dawned grey and light rain fell as I set off for the comp about a 1hr 20 minute drive, the closer to Newcastle the rain eased but it was still overcast.

Arriving at the field, the club members had been busy mowing two circles, one on the lower level and one on the next level up.

Being greeted by the N.A.C.A members the usual jibes started you brought the good weather with you etc. Taking no notice of this, the conversation moved onto more modelling related items, new models, motors colour schemes.

CD Glen Walker held a quick pilots meeting and the event started around 9.30 am, with only six entries and the weather still not looking to good it was straight into the flying.

Round 1, no drama's all flyers made it through with Reg Towell showing the other flyers how the Classic Pattern should be flown. It seems that the Monty Tyrrell Round Pattern is the accepted pattern for Classic. It is hard to place five loops of equal size on top of each other, anyway Reg seemed to have no trouble doing it.

My flying buddy Gary Brett, followed me in the flying order, just having ran overtime on the previous flight I suggested to Gary that he may need to drop his fuel load a little or run a little richer. Well after his flight he tells me that it was no good, the motor had no power the plane was dropping out of the overheads. Anyway the judge liked it, second highest flight in Round 1.

Round 2, the flying order changed and John Tidey put up his best score of the event. The Merco 35 powered Thunderbolt flew a very nice pattern. Junior flyer Matthew Walker flew another solid pattern and pulled off the best landing I have seen in a long time it was rule book perfect and deserved a 10, this put pressure back on father Glen, as the usual comment's about Matthew showing Glen how its done, abounded and I would tend to agree, just kidding Glen!



Reg again dominated Rd2, no surprise his orange Thunderbird flying some lovely patterns, I think he was using an FP 40. He was flying the fastest of the flyers in the comp. Reg seems to be able to adjust his style to suit the engine run if it's a little fast it does not seem to affect his pattern to much and if its a little rich he whip's the model up to speed., to perform the pattern.

A quick break for dinner and Round 3 was started, this was a surprise as I did not think we would make it through 2 rounds with the weather, the wind was starting to blow a little harder. Judge John North was feeling m the mood as the score's in this round increased Glen got his own back on myself when he suggested I may want to give Gary Brett some tuning advice for his last flight.

Glens Tucker Special with LA 46 ran well all event and he posted his high score in this round. The event finished, the weather changed and showers started to roll in, a quick presentation and thank you's were handed out.

Thanks must go to the N.A.C.A club and the sponsor's Newcastle Model Auto Sports for the prizes and thank you to John North for judging, hope it happens again next year.

Results

1st, RegTowell,	1690.5,	Thunderbird FP40
2nd, Paul Allen,	1669.5,	Oriental Fox 35
3rd, Gary Brett,	1613.0,	Chipmunk Stalker46
4th, Glen Walker,	1562.5,	Tucker Special LA46
5th, John Tidey,	1536,	Thunderbolt Merco35
6th, Matthew Walker,	1312.5,	Tucker FP40

Matthew was the best Junior.

Looking at the results a wide cross section of models and motors, all performed well, good event.

*Standing (left to right)
Reg Towell, Gary Brett, Matthew Walker, Paul Allen.
Kneeling (left to right)
Glen Walker, John Tidey.*

*Photo & report from Paul Allen
Aus 23305*



MONTY TYRRELL CLASSIC

The 1999 Monty Tyrrell Classic Stunt day at KMAC in late November was another big success. Not only was the weather and level of entries very good, but the number of visitors and old friends during the morning was welcome.

Three rounds were flown and nearly all the fliers stayed until well past the final fly-off to hear the results.

The enthusiasm also extended to the judging for this event with the expertise of Steve Mitchell, Bill Cecil and Peter Roberts.

(Another big plus was the way all five circles on the ground were occupied for most of the day.)

Classic Stunt is for pre-1965 stunters but they are allowed modern engines and all the power units must be muffled. Noblers as always proved the most popular with 4 of the top 6 using this well proven design..

One of the visitors late in the afternoon was Tony Farnan of Model Engines who while unable to fly brought along some very worthwhile prizes for the top three.

The day was incident-free apart from a minor mishap for Ken Taylor who broke the rudder off his attractive Magnum when the engine cut while inverted. A couple of fliers did resort to using more than one plane to complete the three rounds - Peter Hiern and Alan Harrison.

DISCLAIMER

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

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

RESULTS

PJ Rowland	(Nobler/OS 35)
Peter White	(Nobler/Fox 35)
John Hallowell	(Tucker/OS 35)
Mark Ellins	(Nobler/Fox 35)
Shaun Power	(Karisma/Moki 51)
Derek Pickard	(Nobler/Merco 35)
Terry Matthews	(Kismet/ST46)
Robin Hiern	(Ambassador/AM35 and Thunderbolt/ Frog 500)
Dave Lacey	(Lark/Merco 40)
Ken Taylor	(Aldrich Magnum/Enya 40)
Alan Harrison	(Thunderbird/Merco35 and Thunderbolt/Sabre 29)



Pictured with the winning classic trophy are (left to right): PJ Rowland, Peter White and John Hallowell.



This months ramblings on VTR follows the reply to Dave Simon's letter.

Dear Dave,

When setting up the rules for our current Vintage A in early 1988, I hoped this event would eventually stir the passions of Aussie flyers. There has been no disappointment!

Your welcome letter makes a lot of sense. However, rather than lobbying for any change, I am just reporting on the

mood and feelings of my fellow competitors in Melbourne.

I'm referring to the regular group that turn up for most contests. They include John & Ken Hunting, Jim & Colin Ray, Graeme Wilson & Mark Ellins and Harry Bailey & Matt Korhonen and Keith Baddock & myself. These aeromodellers are happy to fly and let their hair down with Australian A racers powered by unmodified OS 15's every now and again. (Check out the report on the last event at Springvale.) Shaun Power and the Bendigo contingent are also keen on including Australian A in their competition schedule. A huge advantage with this class is that a full length standard muffler can be used, making these engines whisper quiet when compared to the note of a rorty diesel. Perhaps we have to think about the future. Noise pollution laws will only increase in severity. They will not go away or be reduced. We are heading towards a quiet society.

Yes, there is a perceived engine supply problem among most of our guys. And you're right. You can't readily and cheaply obtain an engine with which you can be competitive. That's the key, it doesn't matter about winning. You have no option but to tread the often expensive and well worn path to a Vintage A engine modifier and hopefully keep smiling at the end of the day. Any experienced modeller would confirm that there are many traps for newcomers and the unwary on that sometimes rocky road. (note, M.R.S. would be an exception)

Summing up, despite what some of my peers may think, hey, I'm with you! I would not vote to include schneurlported OS FP15's in Vintage A, although early OS Max 11 15's are perfectly legal. Just like nicads and hot gloves. However, as with filler valves, I don't believe their use is in the true spirit of the rules. But if you can't beat 'em,...join 'em. At least until the next rules revision.

In the meantime, please understand that we southerners are serious about enjoying our monthly club competitions. And if that means saving our few good diesels and flying glowsthen so be it!

I look forward to catching up in April,

*Regards,
John Hallowell.*

Early in the New Year I received an email from David Kidd, a real, live team race Guru from the '50's and '60's. David has created a control line web site that takes a look at the rich history of our hobby / sport in Australia. The pages have interesting links and a visit to the address below is highly recommended. He is asking for assistance to put the finishing touches on the site. If you can help with old photos etc, please get in touch.

Among the many interesting links was a site about Classic B Team Racing in the USA. Part of the story reads; " This is a quasi nostalgia class with those big and beautiful B Class racers. The rules have been changed to make it easier to get going. The fuel chemistry fiddling of the past is gone. Boutique diesels are not there. Modern day plain bearing .25 glow engines (or smaller) are permitted as are the antique pre '61 .29's (if you want to risk your relics!)"

Well, well... it seems that those very clever men from the United States of America have, in their wisdom, chosen to adopt plain bearing .25's for their Classic B as we have with Australian B!

Here's David's email.

G'day John, Here's a blast from the past!

I found your e-mail address somewhere and thought I would contact you about a website I am developing, covering the golden years of control line aeromodelling in Australia.

Do you have any old photos or stories you could contribute? I have started the site with my own photos and memories, but would like to expand it to include others if I can. Take a look at the beginnings at <http://dkd.net/clmodels> before you decide.

Regards,

Dave —David Kidd Webmaster <http://dkd.net> E-mail man@dkd.net 106 Pallas St, Maryborough, Queensland 4650, Australia Phone (07) 4122 1120

The Springvale field on Sunday, December 5 was the site for some 2.5 cc team racing, Victorian style. It might have been the festive season...or just the desire to be a little bit different and to compare. Whatever the case, it was decided to mix and match the Vintage A diesels and the Australian A OS 15's. The racing ended up a resounding success and was the perfect recipe for some fun in the sun.

Now we are not recommending that this be 'the norm.' It was a 'one off', but it may well happen again in the not too distant future, probably at Springvale.

Performance wise, there was nothing between the models. Airspeed was virtually identical at around 22.5 - 23.0 for ten. Both had lappage approaching 50. Where the diesels won out was at the pitstops where the battery connecting work took away those valuable seconds from the glows.

The Cosmic Rays had an OS 15 FP in the nose of their aging orange Fury, and it flew fantastic. Now if Jim and Colin were to put that motor into a lightweight, streamlined model....wow! They swooped under 4 minutes to record a best of 3.56.1. John Hallowell and Keith Baddock had brought along an old Pluto, recently pulled down from its spot among the garage rafters. It was fitted with large spongy 2.1/4" wheels to help it roll along the top of the springy Springy couch grass. It worked, and with the Oliver replica, recorded the fastest heat time of 3.51.4.

The brothers Hunting, better known as the Dream Team, or just John and Ken or Ken and John, had a smart new green and clear Tiger Terror that John had built for the new season. However, the CS was playing up a bit and the best they could manage was a 4.14. Their other model was the Taipan 2.5 diesel powered Footprint they are developing for the special Gordon Burford VTR race at the Nats. Harry Bailey was also flying a Footprint, but since the OS 15 is much lighter than the CS diesel, the model was tail heavy and a bit unstable. The bouncy landings kept 'superflick' Mark Ellins as busy as a one armed paper hanger. But

they still made the final.

So it was two OS 15's vs an Oliver replica. Airspeed was again near enough to identical, so the race was going to be won or lost in the pits. And that's the way it turned out, with Keith's smart pitwork keeping us comfortably ahead of the Cosmics. Harry and Mark's model problems continued and they limped home in third. An unusual, but certainly a fun race.

	H1	H2	Final	Model/Motor
1. Hallowell/Baddock	3:59.22	3:51.4	7:51.89	Pluto Oliver replica
2. Ray/Ray	4:09.12	3:56.1	8:14.85	Fury OS15FP
3. Bailey/Ellins	4:06.3	5:36.66	11:06.63	Footprint OS15FP
4. J.Hunting/K.Hunting	4:14.54	DNF42		Tiger Terror Oliver replica
5. K.Hunting/J.Hunting	4:24.30	4:18.06		Footprint Taipan

The NEW MILLENNIUM Championships in Queensland have been completed. Mark McDermott sends this report covering VTR A & B and Bendix.

Vintage A did not have a good roll up with many teams failing to show including John Duggan who did not have a pilot. Perhaps due to the lack of strong competition, the heats were very slow. The first heat saw McDermott / Morandini up against Major / Garton and Shurmer / Taylor. John Duggan had lent Ian Garton one of his models. Even though it was really howling, my Dimpled Dumpling was just a bit quicker, but I was unable to land it at mechanic Peter Morandini's feet. Peter had a badly swollen ankle and could only slowly hobble around the circle to retrieve and restart the model. Our time was 4.03, just a lap and a bit behind John Major and Ian Garton who recorded 3.59. Warren Shurmer and John Taylor did not finish.

It was straight into the final. There were now two Duggan models in the air as Warren and John had also borrowed one. This started out a very good race with the Shurmer model about a lap in front early, just ahead of us and John and Ian.

Disaster struck quickly and severely. John Major's model got ahead of him and he couldn't catch up. His lines then wrapped around Warren and I, resulting in the crash of all three models. My Dimpled Dumpling, which was purchased from England's Craig Simpson after the Toowoomba Nationals, was written off. Fortunately the engine is O.K. The race was close with M/G on 111 laps, Mc/M on 107 laps and S/T on 103 laps. My feelings are that this crash should never have been allowed to happen.

BENDIX team racing again saw just three teams line up to do battle. The weather was superb and Lawn Bowls could have been played on the flying surface. Paul Dillon was keen to sample the extra excitement that goes with holding on to a Bendix handle, so he flew for me. I was content to fine tune my pitting skills. The first heat was won by John

Major and Ian Garton who were campaigning a Nelson .29 against my Gillott tuned Super Tigre 34. M/G won in 5.44 as we got a DNF due to my fuel tubing slipping off. (fusewire does wonders!-JH)

Things really turned around in the second heat which turned out to be awesome! The Tigre 34 was on fire as it scorched around the sky to record a new Australian best heat mark of 3.25 for the 80 lap distance. As .18 thou lines are now the go, this time will give teams from the other states something to really think about. Shurmer / Taylor returned a DNF.

The Final promised to be a top race, and it certainly started off that way. Paul had never flown anything as quick as my Tigre before. It's almost ballistic, doing 15.7 for 7 laps. He was really enjoying the speed and flying with excellent control. Ian Garton's Nelson .29 was honking around, but John Taylor had a problem with his fuel system. With 37 laps to go, Hallowell/ Baddock's national record was seriously under threat. That was until John Major flew too high and 'bellcranked' me from underneath on 133 laps. Our race was prematurely finished with a 6.09 time on the stopwatch. There seems a big chance the Bendix final record may soon head north to Queensland.

Results were;

P. Dillon/M.McDermott	34DNF	3.25	133 laps
J.Major/I.Garton	5.44	DNS	106 laps
W.Shurmer /J.Taylor	DNS	DNF 34	34 laps

Now for VINTAGE B Team Race. 4 teams fronted for this event which held much promise, even though the J.D. rocket ships were not there. The first heat was a slow encounter between W.Shurmer/J.Taylor who posted a 6.20 and B. Bourke/J.Wallace with a DNF on 5 laps.

The second heat at least saw some racers in the air. The P. Dillon/M.McDermott Rivetter returned a solid 3.52. I.Garton/J.Major had engine starting problems that slowed their time to 9.06. A second heat saw a 9.19 for this team.

The final was full of promise with all pitmen getting their racers away quickly, the Mac's Rivetter taking an early lead. Then Shurmer/Taylor fought back and the race was neck and neck. But things rarely go precisely to plan. John Major's model was hard to restart and Warren Shurmer landed in the wrong segment. Warren was talking Paul Dillon through the race, giving him the benefit of his vast experience. I was getting second flick starts every time, so we were gradually forging ahead of the others, and we cleared away for a good win. Tony Snell did a top job as my battery man. It was great to see Brian Burke, that renowned combat ace, holding a team race handle again. Good to see you Brian and please keep it up. Results were;

P.Dillon / M.McDermott	3.52	DNS	8.08
W.Shurmer / J.Taylor	6.20	DNS	9.07
I.Garton / J.Major	9.06	9.19	DNF 85
B.Burke / P.Wallace	DNF 5	DNF	

Thanks Mark for your report. There should be some very exciting 'B' racing at your upcoming State Champs and of course, the April Nationals. I firmly believe that the 5cc class of Australian B and Vintage B can exist side by side.

There is room for both, just as there are many different categories for 2.5 racing. That's what will happen anyway, as neither will go away. By the way, there have been rumours of a 'super motor' for Vintage B that may well blow some of the self styled 'hotshots' way into the weeds at the side of the circle. Should be an interesting next few months! And for those hoping to do well at the series of major events coming up over the next few months, there is no better adage to remember than "Practice makes perfect". Go to it!

JOHN HALLOWELL VH 1984

Ku-ring-gai Model Flying Club

Bob Palmer

**Saturday 6th May
St Ives Showground**

Ku-ring-gai Model Flying Club is very pleased to inform you that Bob Palmer (Thunderbird, Chief, Smoothie, etc, etc, etc) will be visiting Australia in April/May 2000. by arrangement with KMFC.

Bob will preside at our annual Palmer/Aldrich stunt event on Saturday May 6th. Prior to this we hope he will attend the 2000 Nationals.

Please bring your best Palmer design and fly on May 6th at St. -Ives Showground.

*For further details contact:
Ian Smith
(02) 9878 1540*



**Control Line Aeromodellers of Gippsland
From Peter White**

Melbourne's obligatory wind greeted the thirteen flyers that turned up at Knox on December 5th. The south westerly remained quite consistent throughout the day but didn't deter too many from firing up a model.

Apart from Robbie Hiern, Bill Cecil and the Mitchell's, Vic and Steve, who came along with the intention to spectate, the majority were the usual suspects with, in most cases, the usual models.

Newcomer Sam Tregenza, from Churchill near Morwell, had a number of training flights with his Aeroflyte Eagle powered by an Enya 15, while speedboy, Noel Wake, turned his hand to something a little slower than usual - a Peacemaker with, from memory, an OS15. Hope

to see them both become regulars at future gatherings.

Doug Grinham made the trip up from Colac with his Nobler that was built for the Wagga Nats. some six or seven years ago. The Fox 35 that he has in the model runs very well indeed, producing plenty of horses for the job.

From the La Trobe Valley we had the company of Ron Jones with his Valiant/Fox 35 combination, Greg and Andrew Beevor with their mini air force consisting of a Tuffnut / OS15, Blackjack / OSFP25 and a Delta / OSFP40 and Graham Keen with his Mr. Good Vibes / OSFP15 plus an Enya35 powered Delta.

These boys always seem to enjoy their day out mixing some aerobatics with a bit of combat flying.

Peter Roberts showed up with three models- a Peacemaker / OS15, a Liquidator /Fox 15 and an Ironmonger / Taipan 15, all of which were given plenty of workouts during the day.

Maffra's Paul Richardson chose to fly his Peacemaker / Silver Swallow 2.5, flying confidently in wind conditions that he would not have wanted to tackle a couple of years ago.

Yours truly put in half a dozen or so flights with the Nobler / Fox35 combination behaving itself pretty well in the wind. This is the model, which I skilfully planted at our Warragul comp. day last September when an adjustable push rod let go. The pushrod was made up as per the drawings in the "Stunt News" May / June 1997, pages 70-71, with a couple of seemingly minor variations. Using a 1/4 inch I.D. carbon fibre arrowshaft with a 3/32 inch wire elbow and wooden plug Epoxied in one end and a Dubro threaded rod end (part number 302) with a partly hollowed wooden plug Epoxied in the other end plus a 4.40 threaded Dubro pushrod (part number 144) with an elbow bend you have an adjustable pushrod that will allow you to centre flaps to elevators or bias the elevators to equalize turn rates. Another such rod will allow you to centre the bellcrank to the flaps.

So after sticking two stunters into the mud (with little damage to either, fortunately) why do you ask, am I still using and favouring this arrangement?

Being of an inquisitive disposition, I immediately inquired of myself after each mishap, "Hell, what happened?"

After thinking about it and talking to (read "Crying on the shoulders of") a few others, I came to the conclusion that I had made two mistakes in the construction of my pushrods. The first was that booth ends were too long at 1 1/2 to 1 3/4 allowing the shaft to vibrate and thereby fatigue the ends at the point of exit from the shaft. On my Lark, the 3/32inch piano wire end snapped off flush with the wooden plug. "Hmmm, something funny's going on here." was my first thought. I'd never had a piano wire pushrod fracture in around forty years of modelling.

Second mistake? I used 40-40 cut threads on the adjustable end. From the above mentioned conclusions with others, I have learned that cut threads are nowhere as strong as rolled threads, such as those found on the Dubro threaded rods. I have since refitted my Nobler, Lark and Zodiac with modified rods on which the ends have 1/2 inch overhang. The Nobler has about 30 flights on the new pushrod with no problems as yet.

Another adjustment mechanism which looks interesting in a type of turnbuckle designed for use in 1/4inch I.D. arrowshafts. Made from aircraft grade aluminium with rolled right and left hand threads, the thing

weighs four grams (I've checked it) and looks to be foolproof. California stunt flyer, Bill Byles, is advertising it in Nov / Dec "Stunt News" for \$US20. Says he's had over 1000 flights with his Impact using one of them.

Anyone who is interested in either of these setups can contact me by phone on 56 23 5120 or at 10, Cornish Street, Warragul 3820. I can send copies of the article and / or the advertisement.

On to the January Warragul get together. This was held on Sunday 9th as the ground was unavailable on the 2nd and it was felt to be too close to the New Year celebrations, particularly for those who failed to celebrate in moderation. A total of twelve fliers showed up along with Bill Cecil and Robbie Hiern who were happy to play spectators for the day.

Among the dozen who flew were three making their first trip out to the bush to join us, - Terry Matthews, Wendell Prinz and Derek Pickard. Terry brought a Webra 40 powered model of unknown design which owes some of its lines to R/C pylon styling. The Webra ran a very even 4/2 pattern having apparently been modified at some time during its life.

Wendell's 1958 Frog Aerobat with a Fuji 15 and glossy dark green finish appeared to fly very well.

Derek some how managed to squeeze two large models into his small car, a Paw 51 powered Freebird and an ex Doug Grinham Singing Sixty. The latter model is led around by a beautifully running and powerful Stalker 60 rear exhaust and is quite impressive in the air.

Back again after a few months' layoff and keener than ever was Neil Wilson with a Nobler/ Os 355. A Chief/ Fox 35 and an enlarged Peacemaker / OS FP25. The Peacemaker unfortunately experienced an incorrect ground / air mixture resulting in serious damage. I would imagine that Neil is now preparing his Whelan Award acceptance speech.

Graham Keen had his fair share of airtime with his Wild Cat/ OS15 and a new 'Stunt Trainer'/OS FP 25. This model, built from a "Stunt News" plan, was finished in a delicate shade of pink and generally flew quite well although a wing warp was causing some anxious moments on outside turns.

Dad Greg was present with his Hot Control? Enya 35 and a Delta POW with an OS FP 40 boosting its performance over the previously fitted Enya 35.

Graham Vibert put his All American /Fox 35 through its paces while Geoff Ingram could be seen throwing his Windy / Enya 35 around on two or three occasions.

Paul Richardson made a couple of flights with his Doctor/OS40LA, this time trying out a set of .014 solid lines which he claimed to be happy with.

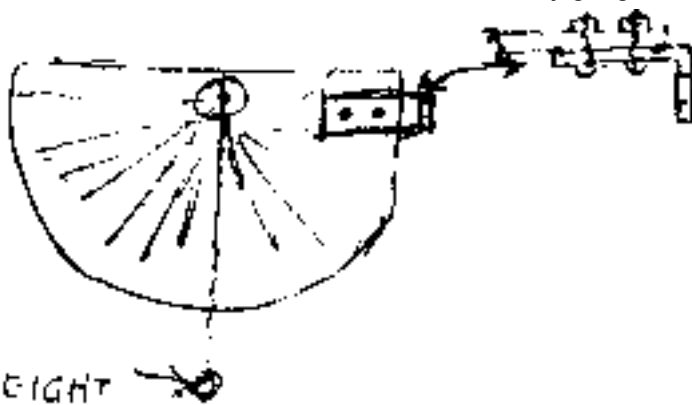
Peter Roberts revived some old memories by flying his O/D 'Classic' /Enya 45 which hadn't been in the air for around 15 years. He also flew a Peacemaker/OS15 and a quite fast Liquidator / Fox15.

Yours truly put in one flight each on the Lark/ST46 and new Zodiac /Moki 51. The Lark, as usual, felt good but the Zodiac is in need of a lot more flying and trimming.

From the Richardson workbench comes a motor thrustline meter consisting of a right angle bracket bolted and glued to a protractor which in turn has a plumb line attached to it. The bracket is drilled to fit over the angled piece to the protractor with some Epoxy and two small bolts leaving the bolts slightly loose. Hold or clamp the end of this angle bracket to a known vertical surface and

adjust. Snug up the bolts, recheck and put aside until the Epoxy sets up.

For this to be of any value, the model will need to be held in the level position. A Robart (or similar) incidence meter may be used to find the level or a slightly less expensive level may be made by gluing a string line level to a perfectly straight length of hardwood, eg.. engine bearer, using a known horizontal surface, such as a builder's spirit level for reference. This idea was also borrowed from the Richardson stable of handy gadgets.



Finally, the February flying day will be held on Sunday 6th at the Moe Racecourse - feel free to join in no matter what type of C/L model you fly.

Any required details can be had from
Peter White on 56235120 or
Paul Richardson on 51472374
or (new) mobile 0402 066 753.

BRIMBANK FALCONS CONTROL LINE MAC FIELD FUND RAFFLE DRAW RESULT.

THE DRAW WAS CONDUCTED BY ADRIAN LAURIE FROM NIDDRIE MODEL AIRCRAFT SUPPLIES, AT BRIMBANK PARK SUNDAY 19th DECEMBER 1999.

WINNING TICKET : No. 419

CONGRATULATIONS TO:

SHANE AND LUKE RHUE

50 MONASH DRIVE

SEYMOUR VIC 3660

THANKS TO ALL THOSE WHO PARTICIPATED AND HELPED MAKE THIS RAFFLE A SUCCESS.
AND

A SPECIAL THANKS TO ALL THE SPONSORS FOR THEIR DONATIONS, WITHOUT WHOM WE WOULD NOT HAVE BEEN ABLE TO UNDERTAKE THE PROJECT.

...SECRETARY BRIMBANK FALCONS C.L.M.A.C.
ALAN MATTHIESON-HARRISON VH 4409.

News from Queensland

From John Duggan

QUEENSLAND TEAMRACING.

Earlier this year I made a short Business trip to the UK and meet up with Craig Simpson for a Bristol Club Competition. I found things have not changed!

The English fly a different class to us, they fly "A" Rat!
The flying habits of some are a disgrace to the Sport, and are a joke, as the English have the written rules to stop the nonsense.

At Bristol John Ridley, Craig's pit man said to me "I beat a model off the ground and then it went past me like I was standing still"

I timed John Ridley's model at 20.2 hand on chest, the same as the other model with much ARM. My model 20.4.

Flying legally the English times are no better than ours and their air is faster and they fly on the hard stand.

I also noted that at the Nats this year, two of the four fastest teams used Australian Engines.

I have spoken to many competitors in "A" in the UK and like me they are not prepared to cheat and that is the reason the numbers are a lot less than they have been.

The fastest LEGAL time for 10 laps recorded in the modern era was by Simpson Ridley at 19.3 for ten with an Australian built engine, at the 98 UK Nats.

The only development by the fastest teams is whipping and, they certainly do not own the fastest "A" racers in the UK.

The Sport, in the UK must clamp down on the rules or it will fall apart. My last words on this subject!

ON MOTOR availability for class "A"

It is Interesting that someone who wrote "Genuine MK3 & 4 Oliver Tigers and even Russian copies are just too expensive" Is paying Tim Gillott, Nelson Money to modify his Oliver Tiger !!

Ill bet he gets interested in "A" again when his engine arrives, over a year is a long time to wait for a re-engineered motor.

Is this buying a win? and how will beginners like Kimberley fare against a re-engineered Gillott Oliver.

No wonder the class is waning. And this from the man who gave us Nelsons in Bendix, when it was a Fun cheap class. Is that buying a win?

Russian Olivers available from Ian Russell for approx \$236
fax No.0011 44 181 9326783

THE VALVES

Check the plan of Dick Edmonds Time Traveller circa 1955 -This is an AeroModeller simplification, there is a good view of Dicks valve in the Control Line Manual, Teamrace section. See below

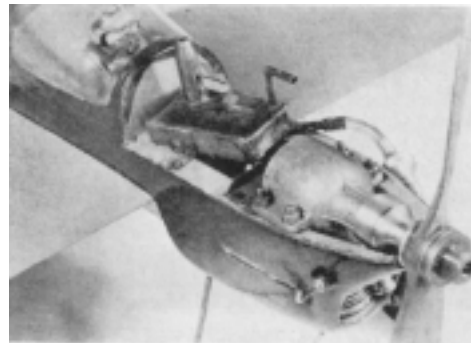


Fig. 167. Dick Edmonds' tank installation with the rectangle arranged askew the ball valve refuelling tube at rear. Oliver Tiger engine.

This device is LEGAL 1955, unlike a Schrader valve that was not used until the 60's

F2C

Dennis Prior for years has talked about a better F2C wing. He has DONE it!

Dennis has developed a foam wing that is very accurate, consistent, strong and very light.

The wing foam is covered in balsa, carbon and glass cloth with spars and sub spars.

Dennis has also made new moulds for his balsa fuselage.

The new fus is moulded shells, the biggest section weighs only 3 gms. (fus bottom)

The new model should be very light and should see Dennis on top in 2000.

Class "A"

I have been playing with a Russian Oliver Tiger which has been doing 90+ laps per tank!

Dennis used it to win the last Ipswich "A" meet with a 2 stop 7.16.

I have one stopped a 7.19 but on that occasion the engine dropped speed on the last 20 laps. (6.05) with 20 to go the model could do a sub 3.20 NON stop heat! But of course that is not allowed under our rules.

The Spanish in the 50's ran long range racers. We cannot develop this aspect of class "A" because of a rule written in recently. (I believe by a Victorian who wanted to stop

another Victorian from long range development.)
 I thought that we had a tank restriction!
 In "A"s Aust. history, there was no such rule and it must be removed at the next rule change.

Australian A & B

Or should this be called VICTORIAN A & B

Frankly the rest of the country is not interested in Australian B, and is certainly not interested in Australian A

So next year please call it what it is, Victorian
 John Duggan 3197



A new years welcome to all our readers!

The Y2K bug didn't cause any problems with the computer so it is business as usual for the editor. This is my thirtieth edition of ACLN and there were a few editions of the VCLN before that. (I suppose that now would be a good time to drop this information from the front cover.)


Over the last three years the use of Email has made the work a little easier but if you don't have a computer don't let that deter you from sending in your articles for publication. They don't have to be large. (Small ones fill in small corners nicely.)

That's it from me for now, I'm off back to the building board and start preparing for the Nationals.

Harry Bailey (Editor)

SUPERCool RACING PROPELLERS

42 Hepburn Way, Balga 6061 W.A. Australia Tel/Fax: 51 8 9247 2484
 E-mail: props@space.net.au http://www.space.net.au/props

★ RACE

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Stuart F. Sherlock

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F2ACW01	6 X 6.2	Bendix01 9 x 6
F2ACW02	6 X 6.3	Bendix02 8.5 x 6.5
F2ACW03	6 X 6.4	
F2C04	6.3 X 6.1	
F2C05	6.3 X 6	Supercool
F2C06	6.8 X 5.8	First in Racing

A.C.L.N. ADVERTISING

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

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

2000 HUNTER VALLEY AEROMODELLING CHAMPIONSHIPS

ON THE 4TH & 5TH MARCH 2000 AT
 MITCHELL HILL FIELD MUSWELLBROOK
 CATERING FOR R/C, C/L AND F/F

FLYING PROGRAMME SATURDAY

RADIO CONTROL	CONTROL LINE	FREE FLIGHT
9AM: BALLOON OPEN AND 2 METRE	9AM: DOODYEAR VINTAGE & TEAM RACE 1PM: SLOW COMBAT 1PM: CLASSIC STUNT	8PM NIGHT SCRAMBLE

SUNDAY

RADIO CONTROL	CONTROL LINE	FREE FLIGHT
9AM: TEXACO 11AM: DELEGATION	9AM: AEROBATICS 9AM: JUNIOR SINGLE RAY 9AM: FAI F2D COMBAT (AUSTRALIAN FAST ALLOWED) 5AM TO 12M COMBINED SPEED INCLUDING FAI AND WEDGE	7AM TO 8:30AM OPEN 9:30AM HALF HOUR SCRAMBLE 7AM TO 8:30AM: F2G NOON: DIO KIDS HLG

NOTE: To facilitate registration, membership is required for all events.

CLOSING DATE: 25TH FEBRUARY 2000.

FAI LICENSE REQUIRED

RC FREQUENCIES: 27, 36 & 40 MHz. CERTIFIED TO 27 MHz.

CAMPING AT THE FIELDS PERMITTED.

NOTE: FOOD AND CATERING ACCOMMODATION AVAILABLE IN MUSWELLBROOK (EXCLUS FROM FIELD)

ADDITIONAL INFORMATION ON REAR PAGE OF PROGRAMME.

CATERING OPEN ALL WEEKEND - HOT AND COLD MEALS AND DRINKS.

***** BREAKFAST AVAILABLE SATURDAY AND SUNDAY MORNING *****

SATURDAY NIGHT BAR-B-Q WILL BE AVAILABLE.

PHONE : 02 49 345 443.

BRING ALONG ALL YOUR BITS AND PIECES FOR THE SWAP MEET BEING HELD ALL WEEKEND.

F.A.I. Aerobatics Equipment Analysis:

Supplied by: Peter White

COMPETITOR	STATE	MODEL	W/SPAN INS.	W/A FT. SQ. CES.	MOTOR	MUFFLER	PLUG	PROP DIA.x.PITCH (Inch)	TANK	F/LINES FT.	
D. Harlow	VIC	"Atlantis"	62	775	53	ENYA 45	Enya	Fox 1 1/2 V R/C	12x5W Rev-Up	C/Hopper	61 1/2
P. Turner	NSW	"Windwedge" O/D	60	553	48	FOX 40	OS J/stream	Vulcan R/C	10x5 T/P wood	C/Hopper	60
R. Towell	NSW	"Superbone" O/D	60	760	52	FOX 40	OS-703	Fox 1 1/2 V R/C	11x6 T/P wood	C/Hopper	65
J. Tiddy	NSW	"Starliner" O/D	56	650	50	MERCO 35	Merco	Fox 1 1/2 V R/C	11x5 T/P wood	Palmer	62
W. Williams	NSW	"Omega"	57	670	45.5	MERCO 35	Merco	Fox 1 1/2 V R/C	10x6 T/P power	C/Hopper	58
P. White	VIC	"Atlantis" O/D	63	775	63	ENYA 45	Enya	Fox 1 1/2 V R/C	11x6 Rev-Up	Uniflow	60
E. Hanna	NSW	"Blue Angel"	57	670	52	ST 46	OS J/stream	Fox 1 1/2 V R/C	11x6 T/P power	Palmer	65
R. Ogle	NSW	"Supernator" Mod.	56	670	44	MERCO 35	Merco	Fox 1 1/2 V R/C	10x6 T/P wood	Palmer	64
N. Carlos	NSW	"Mustang F51D" O/D	56	560	47	FOX 36	Fox	Fox 1 1/2 V R/C	10x5 T/P wood	C/Hopper	60
K. Cavan	NSW	"Supernator"	55	670	44	MERCO 35	OS J/stream	OS-7 R/C	10x5 T/P wood	Palmer	60
B. Hampton	QLD	"Supernator" Mod.	57	630	48	ENYA 45	OS-703	(?) R/C	11x5 T/P wood	Uniflow	65
L. Hall	WA	"Sofis" O/D	62	760	58	ST 021/40	Merco	Fox 1 1/2 V R/C	11x5 T/P wood	Palmer	60
S. Mitchell	VIC	"Super Roo" O/D	62.5	775	64	FOX 40	OS-703	Fox 2V R/C	11x6 Torn. N	Uniflow	62
T. Georgiadis	VIC	"Super Roo-40" O/D	62	734	54	FOX 40	OS J/stream	Fox 2V R/C	11x5W Rev-Up	Uniflow	62
R. Hiem	VIC	"Woodpecker" Mod.	53.5	670	54	MERCO 35	Merco	Fox 1 1/2 V R/C	10x6 Torn. N	Uniflow	60
J. McDougall	SA	"Supernator" Mod.	57	680	42	MERCO 35	Enya	OS - 7 R/C	10x6 T/P wood	Palmer	58
K. Scott	SA	"Silleto"	54	610	48	OS 35S	OS J/stream	KLG	10x6 Torn. N	R/C Clunk	58
V. Mitchell	VIC	"Looney Hard" O/D	56	650	53.5	FOX 40	OS-703	Fox 2V R/C	11x6 Torn. N	Uniflow	62
C. Hune	VIC	"Astro" O/D	63	775	56	ENYA 45	Enya	Enya	11x6 Panotillo	Palmer	63
R. Templer	SA	"Shark 45" Mod.	60	720	52	ENYA 35	Enya	Taipan R/C	10x6 Taipian	Palmer	64
B. Hoffman	NSW	"Windragon"	57	644	48	MERCO 35	Merco	K&B R/C	11x6 T/P wood	Palmer	60

WANTED

New in Box Enya 35 stunt motor (prefer 35 II model 6001) Pay cash or swap replica Taifun "Orkan" un-run in box.

Phone Bob Allan on (02) 6342 4413

→ → → → → → → → → →

ETA Elite in good condition. Will swap or buy.

Frog 180 Diesel in VGC Will swap or buy.

John Duggan. 22 Bridelia Street. Algester 4115. QLD.

Tel (07) 32736932

→ → → → → → → → → →

Control line handle made from 9mm wide section of 103 x 52mm RHS aluminium 9mm thick and has a round section handle screwed to one side. Brand name could be "Saginaw"?

Brian Burke,

2-24 Appalooso Court, Munruben, Qld, 4125

Tel (07) 3200 1308

→ → → → → → → → → →

Aeroflyte "Rambler" B Team Racer Kit complete

Keil Kraft "Talon" flying wing kit complete

Frog 249 BB (Diesel)

AM 35 Red Head (Diesel)

Bits for an Ucktam 2.5 KP

(Rod, wrist pin, circlips, piston/cylinder

Jim Trevaskis. 5 Mariala Court, Wattle Grove, 2173, NSW

Phone 0417928974

→ → → → → → → → → →

I'm looking for an ST51 to do an experiment with. It doesn't matter if its new or used as long as its in good order.

Brian Gardner

Email:- Gardner.Brian.BD@bhp.com.au

→ → → → → → → → → →

Tiapan 1.5cc TBR Diesel engine or crankcase. Will buy or trade for some of my things in the (For Sale) list.

Phone James Gibbins 03 53 848201

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I'm after a copy of the plan (or a kit if I have to) for a Keil Kraft "Radian" .049 22" span flapped stunt plane.

Mike Hawkey

Ph: (03) 9817-7653

Email: hawkeys@eisa.net.au

For Sale

Sig Magnum stunter 40/60 kit \$150

Mazniak 1/2A 5.85cc tank valve \$180

Paul Stein 03 9546 5006

→ → → → → → → → → →

Stunter for sale: Time Machine 57inch by Tom Dixon (Scaled down Patternmaster) Professionaly built. Excellent. \$180

Suit 50 or 60.

Also : Tigre 60 engine to suit \$200

Derek Pickard (03) 9889 1149 AH

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Two engines:- Glo-Chief 29 \$90

O.S. Max3 29 \$85

Phone Alan Harrison on (03) 9337 4193

→ → → → → → → → → →

1/2A Combat flyers can obtain Taipan 7x4" & 7x6" nylon props from "Model Flight" \$29.95 for 10

Telephone 08 8293 3674

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1 x MVVS 1. 5cc Diesel. Good cond. \$35

2 x Enya 1. 5cc glow \$30 each

1 x OS 10 FP Diesel conversion \$20

1 x PAW 1. 5cc. (Worn out.) \$10

1 x PAW 1. 5cc. Plain bairing

Combat tuned. (New) \$100

2 x Cox Baby Bee .049. Good cond. \$30 each

1 x Cipolla 1. 5cc glow \$30

2 x Half A Russians with tanks and controls to suit 1. 5cc. Excellent cond \$15 each

2 x Zipper 1/2A Combat models with tanks and controls. Excellent cond. \$10

Phone James Gibbins 03 53 848201

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Pro-built Nobler. Silk covered, Eather tank, etc. Fitted with excellent Merco 35. Flies and looks great. Ready to fly. \$200

Phone Derek Pickard 03 9889 1149

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Brand new O.S. 35FP from "Stuka Stunt Works" U.S.A. Turns a 12 x 6 prop, C/W custom silencer and full instructions still in box. Cost \$230 Aust

Sell for \$180

Phone Ron 03 9579 1143

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