

---

THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

---

Number 32



Produced by the Victorian Control Line Advisory Committee

April 2000  
INSIDE THIS ISSUE

Contest Calendars  
The Prop Doctor  
News from W.A.  
Cap strip bender  
For Sale  
Wanted  
Editorial  
Around the Clubs  
Contest Results  
Queensland Scale report and pictures  
S. M.A.C. Notice

**Copy Deadline for next issue is:  
Wednesday 22nd March 2000  
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save us retyping by giving us your items pretyped, and please use a good black ribbon for best reproduction.

**Best of all is to send it on a 3.5" disk as a Windows Write, Word for Windows, or as an ASCII TEXT FILE or use Email**

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.

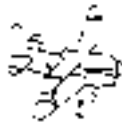
Telephone (03) 9543 2259.

Email address:- [acln@ozemail.com.au](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

DATE	EVENT	CLUB
YEAR 2000		
APR 2	SIMPLE RAT RACE, SIMPLE GOODYEAR,	SMAC
APR 9	<b>FAI &amp; COMBINED SPEED, MINI GOODYEAR, STATE CHAMPS &amp; NATS PRACTICE</b>	CLAMF
APRIL 21-24	VICTORIAN STATE CHAMPIONSHIPS	SMAC/CLAMF/KMAC/CLAMF
APRIL 26 - MAY 4	53rd AUSTRALIAN NATIONAL CHAMPIONSHIPS	NOWRA NSW
MAY 21	<b>FAI &amp; COMBINED SPEED, TRIATHLON (ARTMIL TROPHY)</b>	CLAMF
MAY 28	F2B (YOEMAN TROPHY) NOVICE & JUNIOR AEROBATICS, VINTAGE STUNT	KMAC
JUNE 4	BALLOON BURST, LIMBO	SMAC
JUNE 18	<b>FAI T/R, GOODYEAR, MINI GOODYEAR, 1/2A T/R</b>	CLAMF
JUNE 25	F2B, NOVICE & JUNIOR AEROBATICS, COMBINED SPEED, CLASS 2 T/R	KMAC
JULY 2	SIMPLE COMBAT	SMAC

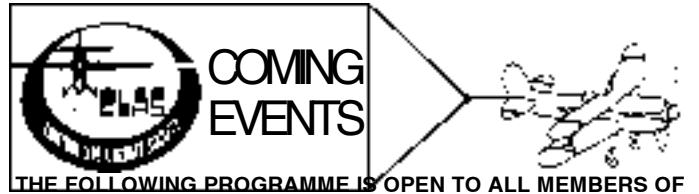
Events will be flown in order of printing. Events in **Bold type** will be flown over hard surface

**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.

CLAMF members are reminded that club meetings are held on the first Friday of the month at Clayton Primary School, Browns Road Clayton.

There will not be a May meeting!



## 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)

**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
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

Date	Events
Apr 9th	CLASII Rat, Slow Combat, Open Combat.
May 14th	CLASII Rat, Vintage A, Vintage B.
Jun 11th	CLASII Rat, FAI Combat, Slow Combat, Mouse
Jul 9th	CLASII Rat, Class 2, Bendix, "Scale Fly In"



## Prop Doctor awakens in the new millenium.

Perth is not the place to be during January and February, its hot and humid. Don't believe those confused individuals who say Perth has a dry climate. Sure it doesn't rain in Summer, but the cyclones bring tropical air right down south and steam up everything.

My workshop becomes a hot-house, not least because I have to run an air-conditioner on the Mill, and this vents hot air into where I work. The sweat covers me from top to bottom, running down from the top of my head and into my boots. So what has this to do with props?

Well, its like this. Epoxy hates water. When you mix in the hardener, air containing moisture is entrained and absorbed in the mix. This gives the resin mixture the consistency of honey, which does nothing for wetting out the carbon. Not good.

I've been asked why my F2C props grind down at the tips, rather than splitting like most others. I put this down to the wetting out process, so here's the gen. Lets talk glass first.

Glass wets out easier than carbon, probably because the fibres are more coarse than carbon. However, there are traps. Glass has surface treatments, one of which is sizing, a binder which prevents the fibres separating too easily. This sizing is compatible with polyester, but not so good with epoxy. Glass rovings are particularly bad. For this reason, I buy 18oz cloth and pull out the fibre bundles as I need them. The sizing in cloth is much less than the rovings off a bobbin, so stay clear of bobbins.

Carbon also has sizing, and this is a very serious problem. It once was the case that you could specify the sizing content when you ordered, particularly from Courtaulds. But these days you don't get much say, and you can end up with \$500 of useless carbon roving. You really need to inspect the carbon yourself. If it comes off the roll stiff, don't buy it. It should droop like wool off a ball. Just lately I've been using 48K roving in place of 12K, and its been very good for wetting.

Now wetting out carbon is a serious issue. I have seen other users claim good wetting, while really the resin was just sitting on top of the carbon. It has to penetrate the roving, or in the case of cloth, the tight weave. This does not happen spontaneously, and scarcely at all at room temperature. The viscosity of the resin is just too high, the bundles of fibres are just too tight. LC3600 resin with LC3600 hardener is one of the best for wetting, has a slow gel time and with quite good physical properties.

The keys to good wetting are the atmospheric conditions and the temperature. As mentioned above, moisture is the enemy of epoxy. The resin must be mixed at low humidity levels, with no post-nasal drip.

Application of the resin to the carbon requires heat.

Heat lowers the viscosity of the resin, making it a bit like kerosene. The resin then penetrates quite well. Heat may be applied with a hot air gun or hair dryer, or the mould itself may be heated. I do both, but don't do this without protection. Heat also increases the amount of toxic vapour given off from the hardener, so your lungs, throat and eyes won't be too pleased.

The temperature required is influenced by the working time of the resin mixture. LC 3600 can be taken to 45 degrees without reducing the working time too severely. Penetration is then rapid.

Cloth requires extra heat, best applied with the hair dryer. When the job is hot enough, you can see the resin suddenly wick into the fibre bundles.

That's enough about technique for now. There has been action on other fronts.

Previously, I have referred to the importance of matching the pitch radial distribution to the inflow velocity field. Since the latter is affected by the structures immediately behind the prop, the problem can be complex. In the case of Good Year, one assumes the bulky shapes reduce the inflow velocity at the propeller roots, thereby requiring reduced pitch in that region. Same for Bendix. But what about Quarter Midget pylon? Nice spinner, cowling, all the goodies?

My QM series of props, especially QM02, have been very popular. However, the pitch distribution for this prop was determined some years ago, when my algorithms were to some extent driven more by ignorance than good information. With the evidence from Doppler slowly trickling in, it was time to try a new version, with greater pitch at the roots to better match the cleaner and more uniform inflow field.

The new prop, QMD01, incorporated a 1.5" carbon spinner. Its performance was spectacular, airspeed jumping 10 MPH to 160MPH. Not bad just by changing the prop! The new "V" series is now being tested, and looks like being a winner.

F2C07 is also under test. F2C04 seemed to hit the wall a few knots short of the mighty Russian props. It appears this also was due to insufficient pitch at the roots, so F2C07 has a helical distribution of experimental pitch. I await the test results.

Finally, there is movement on the Doppler front. Some very clever guys have been trying to automate the extraction of the Doppler frequencies from the spectrogram, with quite some success. It is only a matter of time before T/R results are automated. I mean 3 models up, lap times, pit stops, RPM's and airspeed, all determined in real time. No more lap counting or stopwatches.

My own efforts have been pathetic. I can't even write Visual Basic or C++, so things are hard. My efforts at translating an FFT ( Spectrogram type stuff) into Quick Basic have served only to make me unlivable with. Maybe the coming cooler weather will help the old brain. It will certainly help my Pentium 100, which has been overheating and shutting itself down three or four times a day in hot weather.

Still, Kevin Sharp has been kind enough to give me a lesson in Visual Basic, and with VB for Dummies at my elbow, there is hope yet. Also, my web site has now been updated and corrected, thanks to daughter Beth. [www.space.net.au/~props](http://www.space.net.au/~props)

Have a good Nats, win lots of pots. I will be there in spirit.



## Tarmac notes for February and March

They said the job just couldn't be done,  
He smiled and went right to it,  
He tackled the job that couldn't be done,  
.....And couldn't flamin' do it.

Or so the rhyme goes. However sometimes that job that couldn't be done does get done. Either because the worker is too pig stupid to realise that it is impossible and just does it, or because he is a very smart cookie who reckons there just has to be a way, and then finds it. The latter is the case in the following instance. . The Heroes here being that dynamic duo of Bob Fry and Alasdair Taylor who have found a reliable, fast and easy way to fire up Bob's Bailey fast jet.

If you carefully read the instructions for this powerful weapon (which, naturally, I have not), the Bailey fast jet has a special starting technique using a hand pump that the Yanks say that is the only way that works. It was said that using compressed air from a bottle would not do the job. The strokes of the pump feed air to the engine and draw the fuel to the combustion chamber. When the engine fires, it uses the combustion chamber pressure to force feed the fuel to keep it running. There is a set sequence of starting that is slow and if it doesn't work the first time, has to be repeated until it does. It is often painfully difficult to light the engine up this way, and one thing that I have noticed is that if you want to go fast at speed competitions, you have to first get the engine running. You might be surprised at just how many speed fliers have problems in actually getting official timed flights when they want them.

Bob and Alasdair have invented an easy answer for this engine that is guaranteed to get you from whoa to GO in less than 30 seconds, and it does use a compressed air bottle. Bob assures me that it could, if needed, be done by a single person, though they normally use two. They realised that the painful process of pumping up the fuel to get the first few bangs out of the engine needed to pressurize the fuel tank and get it running, could be bypassed by introducing premixed fuel/air mix into the combustion chamber at the start. Alasdair has modified a simple air gun into a starter air line/fuel feed that mixes methanol with the compressed air in the right ratio. This lets the Bailey pulse jet start very easily from the bottle.

Bob, with his current experience with his R/C pulse jet is fast becoming a focal point for jet loving folks right around the globe. That is one of the advantages of Email. It is easy to talk to people of like interest. If you too are a lover of pulse jets, Bob can be contacted at: bob.fry@ccmail.wpcorp.com.au . While I am on the subject of the jets, I thought that since I have access to some of Bob's personal correspondence about his recent

activities with them, I would print it for you more or less verbatim.

Bob writes: There is always lots of interest with Pulse Jets so I thought you might add some content to the TARMAC notes about what WA are up to. We will be taking 5 Jets to the Nationals!! (if they last!). I thought I would drop you a line about our test flying last weekend. Unfortunately not all good news but we have some very fast models. I had a couple of flights with my Ironside MKIII with a Bailey fast jet. The starting with the air / fuel blow gun was again successful . I'm not happy with the speed though, around 150 Mph, using 80/20 fuel. The model is dual line, on 70 foot 22 thou lines. I would have expected more out of the model if monoline is around 180-200 Mph? I might try some hotter brews with higher Propylene Oxide (PO). I'll have to get some more metering jets as I'm using the 39 thou jet which is the largest meter supplied with the jet. Have ordered some new metering jets and a flow injector from Bailey today, should be able to run PO and get the speed up. The model flies reasonably well with just a slight oscillation up and down around the circle. Had to keep working the handle to compensate, I expect the jet thrust line is slightly out.

Grant flew next with his tuned intake and Dynajet tail pipe in an Ironside MKIII. This guy is a real speed demon! Grant has been putting in as many flights as possible with his Mono 40 speed ship to get his hand in. He says he is still learning every time he flies but has come a long way. (I would say he is our most experienced monoline pilot). No half measures with this guy, first flight with a new model, 50 % PO and 50 % Nitro. 88 thou jet. First attempt the model jumped out of the dolly and flamed out. Second attempt the outboard wheel on the dolly went west and the model again jumped out of the dolly but kept on going and got airborne. The sound from this jet was frightening, a deep throaty growl, you can really hear the difference when using lots of PO. This jet was going!!!!!! I was frozen in awe, then as the model started to oscillate I could see that Grant couldn't get the model in the groove. That's when I chickened out and stood behind one of my mates and watched over his shoulder. When the engine finally cut he had no control and the model pancaked into the deck. Unfortunately no one managed to get a time on the model . The fastest model I have seen was a Wisniewski 29 monoline model doing 172 Mph on 60 foot line and this jet looked faster than that. Would guess near the 200 Mph but hard to tell if you haven't see a model that fast I guess, but with that beautiful sound it was definitely going! Not too much damage but enough to retire the model for the day. I Spoke to Grant on Monday and he said the reason he had no control was a loose push rod fitting. He hadn't soldered the fitting on the push rod during construction!

The above excerpt from one of Bob's letters gives a bit of a hint as to the work that is being put into jet speed over here at present and is a forewarning for those in the mystic East that this year there will be a WA contingent with some formidable potential at the Nats speed circles.

On the subject of consistent performance being useful for success in the speed circle, I can verify Bob's comments that Grant Lucas is getting in lots of Monoline practice lately in preparation for his onslaught at the coming

Nationals. I might mention also that at the Mundijong Nats, Grant was the only entrant in speed to get in three official flights, so I am sure all this practice will not be wasted. Watch out for him.

Right at the end of February, George Aldrich forwarded me a disturbing mail message from Dub Jett, the builder of the High performance Jett engines. Dub and a friend had been caught out by an airline regulation that they had not heard of before. It is their wish that the news be distributed widely so that people intending to travel by air are appropriately prepared in case it happens to them. This is not isolated to the USA. A slightly edited version of Dub's letter follows. I have not changed the meaning in any way, but have deleted a couple of sentences of comments at the end that I believe are better not printed.

Dear Friends, please e-mail this out—it might help someone in the future. In Phoenix last night Dennis and I checked our toolboxes and airplanes on Southwest Airlines, no problem. Then a supervisor walked up. What's in the box? (As he put them on the conveyor). Model Airplanes. Oh. Do they have engines? Yes. Oh really. Do they run on Fuel? Yes. Oh. Are they New? No, we have been here in Phoenix at a model airplane Race. Then we can't take them. What!!!!!! They have fuel tanks. Anything that has had any kind of fuel, even when empty, we are not allowed to take. Dangerous Vapors. Sorry, we will go get them and bring them back upstairs.

They did, and gave us no help whatsoever. He was very sorry that they brought them out to Phoenix, but two wrongs don't make a right. Take them to someone else. We thought we were going to miss the flight when it hit us what to do—we aren't too smart. They allowed us to unpack the airplanes and remove the tanks, which were taken by them because they were afraid we would carry them on. Then the agent started on the engines. Where are the engines? They have vapors too. You cannot take the engines. Finally his supervisor thought enough was enough and let us go. We lost about an hour in the process. Dub

George adds: It seems that all flyers, who ship models, would be well advised to remove fuel tanks from their models, and clean them well, then pack with their luggage.

Oddly enough, I was told a similar story some time ago by a local model engineer who belongs to the same Model Engineering club as I do, but I didn't pay much attention. He had built a model of a three cylinder prototype engine designed by Orbital engines in Perth and wanted to take it to England to enter it in the annual Model Engineer exhibition. He told us that the motor had never been run because the airline would not transport it if it had ever had fuel in it. That seemed odd to me at the time because the worlds motorcycle racers like Mick Doohan were flashing around the race tracks of the world and then just chucking all the race gear on to a Jumbo (sometimes I know, with fuel still in the tanks) and off to the

next one. They don't seem to have too much trouble with exploding aeroplanes. It sounds like another act of the safety freaks in action protecting us from ourselves. Still forewarned is fore armed.

I am very pleased to be able to pass along the news that the confusion as to the legality of Mark McDermott's Vintage A racer has been resolved and he has finally been credited with the Queensland State championship that he won in January. Not before time, or before a lot of needless argument that I am sure will have taken most, if not all of the fun out of the win for Mark. Sad to say, the echoes of this debacle are still bouncing back and forth across Australia because there still seems to be doubt in some minds as to what is 'in the spirit of the event'. Here is my (probably biased) view. Back in the early 50's when 'A' class racing was a full on racing class, the spirit of the event was just the same as you will find now in F2C. To go as fast as you could, at the optimum range, on a tank full of fuel. Hopefully, faster than everyone else. That is it. Nowadays, as long as you are using an engine off the approved list and it has not been fitted with an AAC or ABC piston and liner setup or Schneurle porting, you are home free. As I write this, those are the rules and I hope they stay that way. Now that is not to say that I totally agree with everything that is accepted as OK. For instance, I would like to see the engines required to remain externally as supplied, and not fitted with aftermarket carburetors like the Cox venturis. I know that some contestants from that era can recall having such things, but the first that I ever heard of them being used (remember I was based in the remote backwater of W.A.) was by the Yankee pair Stockton and Jehlik in the early 60s. Long after the era of 'A' class.

A few details have now been confirmed regarding the timing and location of the next West Australian Nats in 2001 (the 54th). For those of you Easterners that want to plan ahead, here they are: The venues will be around the town of Busselton, a popular coastal holiday resort about 250 kilometers south of Perth. They will run from Saturday the 21st of April to Friday the 27th of April. This is the week after Easter when weather is typically cool and calm. Not too far away are the excellent wineries of the Margaret River region and many tourist attractions for non aeromodelling partners and families.

That's all folks, 'til next month. You be kind to each other.

Charlie Stone  
VH4706  
Email<cestone@bigpond.com>



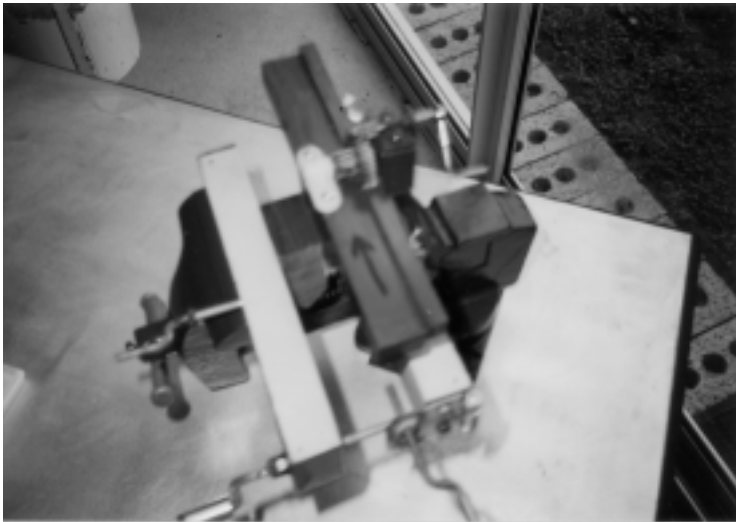
"He saith he's going to show a building whatever that might be"

# “Cap strip bender”

From Paul Richardson

You know, life is strange at times. Just the other day I was eating a banana and marvelling at the lovely curved shape of the fruit. I was told recently by a Queensland mate that banana bending was a dying trade being replaced by banana bending machines.

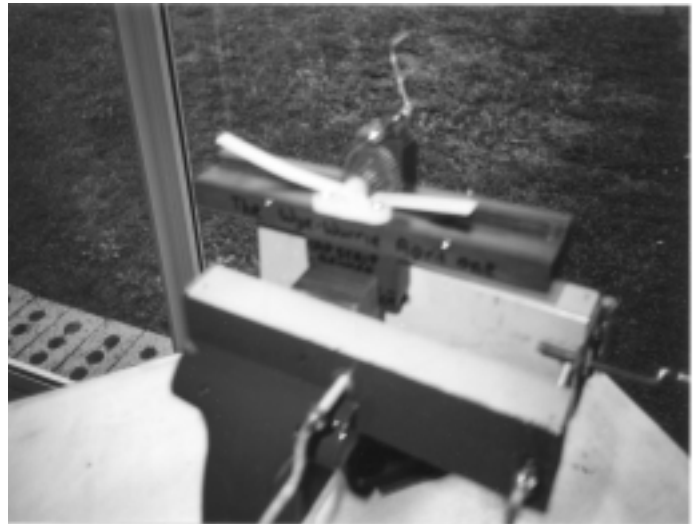
Well, thinking about this revelation about bending machines, I put the old grey matter into overdrive and pondered along similar lines. What do all modellers the world over need that involves lovely curves (not that!!- boy your mind wanders). Then, thinking of the banana bending machine, it struck me like a bolt of lightning, “A cap strip bender”. Paul, I said to myself, “you are just so brilliant. Geoff and Whitey will love it. I could make a fortune selling them to the States and surely the Poms could see the advantages of my cap strip bender.”



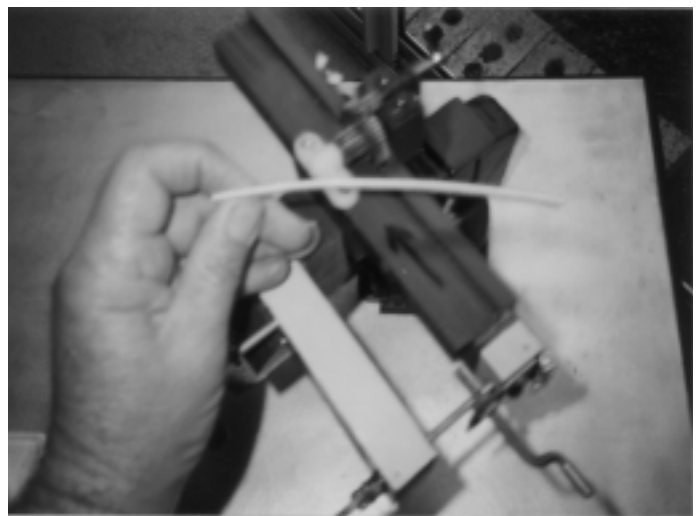
Picture number 1: Cap strip bender- you can see the intricate gearing involved.

After several hours in the workshop sawing, hammering and screwing, I came up with it the worlds first cap strip bender. Feed the cap strip in one end and turn the handle and out comes a perfectly contoured cap strip ready to glue onto a rib. Of course, being a keen jig maker, I made it fully adjustable to take different thicknesses of balsa. Geoff Ingram wisely suggested that, as he had an old donkey engine at home, I should couple it up to the cap bending machine to triple its output. Boy, he’s a thinker like me. Whitey was just speechless when I demonstrated it to him. He just shook his head in bewilderment, lost for words. I just knew he was thinking, “This brain is going to make a killing overseas with this invention.” ( Peter did suggest later on when he had recovered that he knows of other people who must have a much larger version for putting banana bends in fuselages.)

Finally I thought I will have to give this invention a name, so in years to come people will remember the ‘Wye-Wurrie April One Cap Strip Bender’



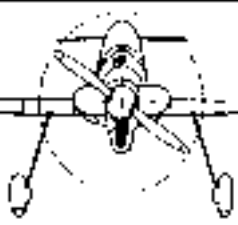
Picture number 2: Cap strip bender in use. See the lovely curve on the cap strip as it comes out of the machine.



Picture number 3: End result- perfectly shaped cap strip.

**SUPERCOOL RACING PROPELLERS**  
 42 Hepburn Way, Balga, 6061 W.A. Australia Tel/Fax: 91 0 9247 2001  
 E-mail: props@space.net.au http://www.space.net.au/~props

---

★ RACE  PROVEN ★

*Stuart L. Sberlock*

---

★ Minimum induced loss computer designed propellers  
 ★ Advanced technology precision mouldings

---

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
F2B	11 X 5	

# Notice



## SMAC to relinquish flying field at Ross Reserve, Noble Park.

Please be aware that, because of escalating rental costs, the Springvale Model Aeroplane Club have decided to discontinue their rental of the flying field at Ross Reserve in Noble Park.

An agreement has been struck with the council which will allow the club to continue to operate from the ground until the end of April 2000, which means the next Springvale contest day (April 2) and the Victorian State Championships events on April 21 will still be held at Ross Reserve. After April 30 however, Ross Reserve will no longer be available as a flying field. The controlling council has a blanket ban on model aircraft within the reserve, and SMAC had been operating under a specific exemption.

Obviously, once the SMAC rental ceases, the blanket ban will be re-imposed.

At this stage, SMAC expect to continue to run regular events as listed in the current control-line contest calendar, but specific details of how and where have not yet been confirmed! Further advice on this will be published in the near future.

Any questions, discussion, or comments on this matter can be directed to the

Secretary, Mr. Reeve C. Marsh,

either on 03 9208 2334 (BH) or 03 9776 5949 (BH) or email to vk3fly@hotmail.com

## Vintage Team Race News

### CLASS A TEAM RACE

Last month a question was sent to all State delegates of the MAAA Control Line Sub Committee with regards to whether all modifications were allowed to the engines except those stated in the MAAA Australian event rules book and the result was:-

YES all modifications except ABC. AAC & Schnuerle porting are allowed. The voting went as follows:-

- 3 votes for YES,
- 1 vote for no,
- 2 votes no decision,
- 1 vote not returned

## WHO SAID SCALE IS DEAD? ?

*Ipswich Open 2000 CIL Scale Championships*

By Warren Shurmer

The first Ipswich open 2000 scale championships was held on 12 March at Leichhardt Field on a fine sunny day with just a touch of a light breeze and once again the surface was immaculately prepared with builders of models with small wheels at no disadvantage.

A large number of visitors were in attendance including Dennis Hopkinson of Fly By Wire who in conjunction with Max Newnham flew and demonstrated single and multi channel handles (the whole unit is encased in the handle). Models flown by Max were GB & Topsy Jnr this has to be the best set up in the world and is revolutionising control line scale in Queensland and Australia.

### F4B

The first to fly was Max Newnham with his OS surpass 120 powered Gee Bee.

Next was Vasily Kromin who had motor problems in the Antonov's first flight.

John Jamieson flew the Zero next followed by Ian Garton with the BD8. Flying was run on a rotational basis as follows:-

FB4 Scale	4 Entries
(Q) Stand of Scale	4 Entries
Fun Scale	6 Entries

Then 2nd round as above followed by third round.

This format gave all competitors time to prepare models, though with more models flying three rounds at championship level for future events 2 days would be much better (and needed by contestants).

ClasII is currently putting together a proposal to MAAQ to conduct 2001 Qld C/L scale championships.

First up in Stand off scale was Max Newnham with a beautiful Topsy Junior ST60 powered on Fly By Wire who proceeded to thrill the crowd and competitors with a display of loops, eights, inverted, low level etc. A very polished display by such a big model.

Andrew O'Grady of ALC deserves a special mention. He flew a Westland Whirlwind powered by 2 diesels in fun scale and placed third. Andrew had unfortunately severely damaged his Mustang and was unable to fly in F4B. We hope to see more of him and his models in future.

The standards of models was very good with 15 models entered with 12 actually flying. A very relaxed day was had by all competitors and we will be holding a few more scale fun flies plus another scale champs T/B/A

Thanking all competitors for attending and looking forward to our next competition.

### Results

#### F4B

(1) Max Newnham	G Bee	OS 120 Surpass
(2) Vasily Kromin	Antonov	2 x S/T 46/51

- |                         |                    |                            |
|-------------------------|--------------------|----------------------------|
| (3) J. Jamieson         | Zero               | OS                         |
| (4) Ian Garton          | BD                 | COX or Irvine              |
| S/0                     |                    |                            |
| (1) Max Newnham         | Tipsy Jnr          | S/Tiger<br>Fully Aerobatic |
| (2) W. Shurmer          | Cessna 152         | OS4OFSR                    |
| (3) J. Jamieson         | Hawker Hart        | OS                         |
| (4) Peter Morandini     | Mustang            | Glo Chief 45               |
| Fun Scale               |                    |                            |
| (1) Max Newnham         | Tipsy Jnr          | ST 60<br>Fully Aerobatic   |
| (2) Warren Shurmer      | Focke Wolf 190     | OS 35FP<br>Fully Aerobatic |
| (3) Andrew Ogrady (Jnr) | Westland Whirlwind | 2 Diesels                  |
| (4) Mark McDermott      | "Tony"             | Stalker 46                 |
| (5) P. Morandini        | Mustang            | Glochief 45                |
| (6) J. Taylor           | Mustang            | OS 25FP                    |
| (7) Ron Weatherby       | Twin Mustang       | 2xOS 35 FP                 |



*Above:- Fly by wire multi channel and single channel handle and lines.*



*Left:- Winners F4B  
Right to Left  
1st Max Newnham. G Bee  
2nd Vasily Kromin. Antonov  
3rd John Jamieson. Zero*

*Right:- John Taylor's fun scale Mustang*





# CONTEST RESULTS



## Combined speed at Frankston 20/2/2000

Pos	Name	Class	Flight1	Flight2	Flight3	Fastest	Fastest in KPH	%	Motor
1	R Hiern	1	10 laps only	14.9	-----	14.9	241.67	99.66	RH11 and Nova Rossi 11
2	N Wake	1	15.47	-----	-----	15.47	232.77	95.99	OSCZ11PS
3	C Agnew	.21	16.30	15.07	15.02	15.02	239.74	93.1	Nova Rossi 21
4	R Hiern	FAI	0	13.66	-----	13.66	263.61	92.97	Profi
5	N Wake	FAI	0	14.58	-----	14.58	246.98	87.10	Irvine
6	R Hiern	2	0	-----	-----				STX29
6	C Agnew	FAI	0	-----	-----				Cyclon

## Midge Speed

1	J Hunting	10.64	-----	-----	10.64	135.84		PAW
2	K Hunting	10.67	10.74	-----	10.67	135.46		Taipan

## CLAMF CONTEST RESULTS 20/2/00

### SIMPLE RAT RACE

	rd 1	rd 2	Final	Engine
Wilson/Ellins	110	-----	210	OS15FP
Ray/Ray	93	96	198	OS15FP
Bailey/Bailey	101	92	186	OS15FP
Wilson/Wilson	94	89		OS 15
Hunting/Hunting	75	51		Enya 15

This was the first race that has been conducted on the new large circle. Lack of grass coverage and rabbit holes made the usual flying surface unflyable.

## CLAMF CONTEST RESULTS - 12/12/99

### FAI TEAM RACE

	rd 1	rd 2	rd 3
1.G.Wilson/P.Stein	3:29.34	3:58.87	3:28.15
2.A.Nugent/M.Ellins	3:31.46	3:30.18	DNS
3.M.Ellins/K.Baddock	3:56.38	3:43.00	3:43.56
4.K.Hunting/J.Hunting	4:47.35	4:19.04	DNS

### SIMPLE RAT RACE

	rd 1	rd 2
1. G.Wilson/M.Ellins	111 laps	104 laps
2. H.Bailey/P. Bailey	102	101
3. J.Hunting/K.Hunting	78	95

## CLAMF CONTEST RESULTS - 19/03/2000

### FAI TEAM RACE

	rd 1	rd 2
1.A.Nugent/M.Ellins	3:32.78	3:31.59
2.C.Ray/K.Baddock	4:01.39	dns
3.K.Hunting/J.Hunting	4:39.03	4:41.93
4.G.Wilson/P.Stein	dnf 33	dns

### GOODYEAR

	rd 1	rd 2
1.G.Wilson/M.Ellins	5:28.69	4:09.82
2.C.Ray/J.Ray	4:56.59	5:30.5
3.J.Hunting/K.Hunting	dnf87	6:45.00



Above :-Max Newnham and Hemelina are seen here with Max's Topsy Jnr

Below : Warren Shurmer's fully aerobatic fun scale Focke Wolf 190





# AROUND THE CLUBS

Control Line Modellers of Gippsland.  
March Report by Peter White.

Ah, the joys of autumn with among other things its balmy days made just for the flying of model aeroplanes by big boys with nothing better to do.

Sunday 5th March was just one of those days that greeted us at our Traralgon meeting.

By midmorning all traces of light overcast had cleared leaving us bright sun, blue sky and almost no breeze—something of a change from the previous month at Moe.

A total of thirteen flyers turned up with eighteen models amongst them.

The entire oval had been cut short at Greg Beevers request (thanks Greg) so that we were able to make up three circles and get in plenty of flying.

In addition to the regular crew we were visited by Mike Hawkey of the Knox Club, Sam Tregenza from Churchill, and father / son combo, Ian and Adrian Byers from Sale.

Sam and Ian have flown with us on one or two occasions while Adrian was on his first visit as was Mike who happened to be staying with family in Bairnsdale. Mikes dad, David, a R/C flyer, came to see what we got up to and to pit for Mike.

Mike flew three models- his Aeroflyte Mustang with an Enya.09, a Messerschmidt with an Enya .09 and a Hot Control with urge supplied by an OS Max 25.

Mike is presently building a Claus Maikis 'Big Tiger' for a Fox 35.

Ian and Adrian spent some time getting in a few flights with an elderly and weary OS.19 in a Zero- based profile Red Dragon built from Aeromedeller plans. While Ian flies predominantly R/C we hope to see more of him and Adrian in our midst.

Sam flew his Aeroflyte Eagle/Enya.15 setup a number of times gaining in confidence with each flight.

Others present on the day were Ron Jones (Valiant), Graham Vibert (All American), Peter Roberts (Peacemaker, Liquidator), Greg Beevor (stunt trainer, Hot Control), Geoff Ingram (Windy, Little Saturn ), Robbie Hiern (Skylark, Thunderbolt), Paul Richardson (Stuntmaster), Peter White (Nobler).

The days only mishap was the sudden unexpected arrival deep amongst the short grass of Geoff's Little Saturn rendering it decidedly unflyable for the rest of the day and longer.

Geoff can now look forward to being the proud and jealous guardian for at least a month, of the Whelan Award, which will be presented at the next meeting to be held at the Maffra Sports Complex on Sunday 2nd April.

While were looking ahead, the May gathering will be Knox on Sunday 7th, and much further ahead, but tentatively at this stage, we plan to run the Warragul competition day on September 10th. Should have details in the next report.

Anyone requiring details regarding any of the meetings can phone Paul Richardson on 51 47 2374

mobile 0402 066 753 or

Peter White on 56 23 5120.

*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*



## C I u b News

CLAMF members are advised that the next club meeting that is scheduled for Friday May 5th has been cancelled because most of the active members will not have returned from attending the National Championships.

A working bee is to be held at the Frankston flying field on Saturday 8th of April to prepare the field for the State Championships.

Work will involve, grass cutting, rabbit hole filling and smoothing, erection of a safety wire fence, line painting and maybe even some caravan repairs. Many hands can make the workload light and your assistance would be appreciated!

Contact secretary for details on 9543 2259

# WANTED

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



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

WESTERN	DISTRICT
CHAMPIONSHIPS	17-18/06/2000
SAT 17 JUNE - 1PM start	
Simple rat race, Simple	Goodyear
SUN 18 JUNE - 9AM start	
Class A Team race, Aust	B Team race, 1/2 A Combat
A map and further details will appear in later edition of ACLN.	



A little note from me to inform readers that next months edition may be a few days late due to the fact that the editor will be involved in the Victorian State Championships and the Nationals at the due publishing time.

I will do my best to be as prompt as possible and would appreciate it if all next months articles were sent in as early as possible.

Good luck and a safe journey to all of you that are going to the Nationals.

Harry.

# 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) Professionally built. Excellent. \$180

Suit 50 or 60.

Also : Tigre 60 engine to suit \$200

Derek Pickard (03) 9889 1149 AH



Two engines:- Glo-Chief 29 \$90

O.S. Max3 29 \$85

Phone Alan Harrison on (03) 9337 4193



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



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

→ → → → → → → → → →  
Complete set of HISTORY OF AVIATION in 3 binders. Total of 1,152 pages.

Binders are original. Set was collected in the 70's and is in very good condition. \$100

Robert Owen 0417 411 774



A CS Oliver replica class "A" engine.

Fully MILLS reworked, will be very quick. \$220.00 ONO.

Contact Darryl Mills on 08 93396570 any time.

AUSTRALIAN CONTROL LINE NEWS  
Print Post Publication No. PP 343695/00024

If undeliverable return to:-  
**G. WILSON**  
**P. O. BOX 298**  
**SEAFORD VIC 3198**

**SURFACE  
MAIL**

**POSTAGE  
PAID  
SEAFORD**

# MODEL RACING SERVICES



## \*\*\* Services \*\*\*

Motor Modifying and Blueprinting for all competition classes, ie. Pylon, Control Line, R/C, FF, Aircraft, Boats, & Cars, Rebush Conrods - Replace Conrod - Replace Piston - Diesel Conversions - Motor Repairs - General Machining - McAnelly Pans.

## \*\*\* Kits \*\*\*

"Arrow" - 2cc - 2.5cc speed kit includes pan, pre cut wood, hardware, plans etc. **\$85.00**

"Ol Blue" - 2cc Mini Goodyear - pre cut wood, hardware, wheel, shutoff, plans etc. **\$69.00**

## COMPONENTS FOR THE COMPETITION & SPORTS MODELLER

Goodyear Shut Offs	Venturis
Head Inserts ¼ x 32 & Nelson	Check Valves
Wheels 27, 40, 50 & 60mm	Stunt Mufflers
Racing Undercarriage Leg & Box Sets	Line Reels
Prop Nuts, Prop Drivers & Extensions	Piston Rings
Elevator & Flap Horns	Pan Hold Downs
"Adjustable" Team Race & Stunt Handles	Alloy Wings
Tank Valves - Pressure & Suction	Exhaust Extensions
Single Blade Counter Weights	Mono-Line Torque Units
Mono-Line Handle Units	Single Strand Lines
Paxalon & Steel Bellcranks	Bobbin Bellcranks
Magnetic Prop Balancers	

**" Plus Many More Items "**

For Mail Order or for complete price list to :-  
**Robin Hiern Model Racing Services**  
**P O BOX 976 CRANBOURNE 3977 VIC**  
**Phone 03 59 96 0339 Fax 03 59 96 0307**

Hrs. Monday to Friday 8.30 a.m. - 7.00 p.m. Visitors by appointment