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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 33



Produced by the Victorian Control Line Advisory Committee

May 2000  
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**Copy Deadline for next issue is:  
Wednesday 17th May 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.

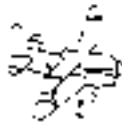
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Email address:- [acln@ozemail.com.au](mailto:acln@ozemail.com.au)

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# COMING EVENTS



## VICTORIAN CONTROL LINE CALENDAR

DATE	EVENT	CLUB
YEAR 2000		
MAY 21	<b>FAI &amp; COMBINED SPEED, TRIATHLON (ARTMIL TROPHY)</b>	CLAMF
MAY 28	<b>F2B (YOEMAN TROPHY) NOVICE &amp; JUNIOR AEROBATICS, VINTAGE STUNT</b>	KMAC
JUNE 4	<b>BALLOON BURST, LIMBO</b>	SMAC
JUNE 11	<b>FAI T/R, GOODYEAR, MINI GOODYEAR, 1/2A T/R</b>	CLAMF
JUNE 17-18	<b>WESTERN DISTRICT CHAMPIONSHIPS</b>	WMAA
JUNE 25	<b>F2B, NOVICE &amp; JUNIOR AEROBATICS, COMBINED SPEED, CLASS 2 T/R</b>	KMAC
JULY 2	<b>SIMPLE COMBAT</b>	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

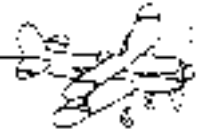
**WMAA** Horsham. Contact :- V. Cresp (03) 5382 4065

**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.



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
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. F2B AEROBATICS
AUG 13	KMFC	CLASSIC STUNT (F2B PATTERN)
SEPT 10	KMFC	F2B AEROBATICS
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
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"



## TARMAC Notes for March and April

Some very bad news just received is that Fred Adler, who is one of our more prolific model builders and consistent competitors will be missing out on the Nationals due to ill health. He has been very ill and was hospitalised for a while. He could be out of action for about 5 weeks. His Team partner Jim Stivey will now team up with Trevor Letchford for some of the Nationals racing events. We hope that you are soon on the mend and back at the flying field very soon Fred.

Fred Adler has really been in the wars lately. A couple of weeks ago at the flying field he was busily running in a freshly rebuilt (and dare I say modified?) Taipan 2.5 that he had carefully prepared for the 'Gordon Burford' vintage event at the forthcoming Nationals. I noticed the revs build up a bit at the end of the tank then suddenly stop to the accompaniment of a loud clunk (or clank) sound. Closer examination revealed that the strange noise was not caused as first thought, by a massive internal rupture of the engine. Fred's beloved Taipan had merely tired of being parked next to a rubbish bin and departed for more salubrious surroundings, by slipping out of the engine stand and flying directly into the side of his Falcon about two feet from where he was standing. I think that it gave him a surprise, not to mention a visible dent in the Falcon's back door. The engine still seemed externally OK though.

I had a similar problem some time back when a FOX .40 started to work it's way out of my metal engine stand and I only just managed to shut the thing off before it escaped. It gave me a very nasty turn. After that, I fitted two piano wire pegs into the base so that when an engine is clamped into place, the pegs poke up about 2 mm into the front engine mount holes in the engine lugs. If the engine does move, it soon rests up against the pegs and goes no further. I think that is a good policy for all engine stands and I would recommend the modification to everyone.

I saw an advert in the last Windsock that indicated Jeff Brazier was selling all his aeromodelling gear. Jeff had not been in the hobby all that long, but had recently built a very well finished 'Tucker Special' stunter. This was his first attempt at a serious stunter and he made an excellent job of it. No effort was spared, and it was far better than the expected average. The question asked of me by Jim (the thinker) Stivey is 'Why do they leave?'. If only I knew that we might be able to reverse the slide in modeling numbers; But I don't know. There are probably as many reasons as there are folks giving it away. You could ask them of course, but I don't think that I will be running any surveys for the time being.

From my communications with guys on the Eastern side of Australia, it sounds as though

there are aeromodellers roaming all over the country like a lot of gypsies. Meeting each other and spreading good cheer and fellowship far and wide. Not that too many of

them roam as far as WA though. One that has in recent times, is well known stunt pilot and ACLN Columnist Peter White, who is normally somewhere near the Latrobe valley in Victoria. Peter made it his business while over here to visit the TARMAC flying field and meet up with some of the West Aussie modelers. I am glad that he took the trouble as it was a pleasure to meet him and spend a little time discussing the ins and outs of building and flying. It is good to be able to put a face to the names that you see popping up in the newsletters and magazines.

The first of the club stunt events have finally been run. The scores from these events will be added over the year's series to find the person who will have custody of the magnificent trophy donated by Phil Trueman in his efforts to encourage and improve the standard of Stunt flying in WA. Dicky Morrow ended up in first place, closely followed by Jim Stivey and Mal Bone. Judging was, as usual, done by that tireless volunteer Kevin Sharp (who still has not produced that 'Almost ready to go' Impact for us to look at). Thanks for the hard work Kevin.

Apart from my own observations of the local modeling scene, I rely on input from friends both near and far for news for these notes. Just lately I have had some very helpful contributions both in letters and by 'word of mouth' from Bob Fry and Phil Trueman who both had input into the following speed bulletin.

As I have mentioned several times of late, Grant Lucas has been spending a lot of time in preparation for the Nationals sorting out his .40 and .60 speed models. The .60 speed ship which weighs 1300 grams and is fitted with a tuned exhaust system (full pipe) had been having a few teething troubles and has not had much time in the air. The first few flights had lean engine runs and the model was not very fast and didn't pull too hard. But then he finally got all the adjustments right on the money. Eyewitness reports, (when they could speak again) were impressive.

When the engine came on pipe, the model accelerated to the point that Grant could hardly hold the monoline handle. He says he had to let his left arm straighten out when the model was in the groove and let it fly itself, as he couldn't hold the handle in a flying position. It must have been really pulling as Grant is a natural left hander and that would be his stronger arm. Phil Trueman tells me that he (and everyone else with any imagination) got behind a large tree and waited for the flight to end. The model was flying very low in the groove and pushing up towards 200 Mph, and when it was going it's fastest the engine noise seemed to drop dramatically, giving it an eerie effect. When the engine finally cut the model dropped to the ground (grass) but struck a reticulation pipe on the edge of the flying circle. Grant was probably wandering around the flight circle a bit.

The aluminium wing was bent and scrunched and the fuselage broken in half. The model is repairable but not in time for the Nationals, which is a disappointment as this model was built to attempt to break the Australian record, which is 188.56 Mph. I have the piece of pipe that he hit (on the glide remember) and will take a photo to go with these notes. You have to see the damage to believe it. I think that Grant's need for a "Speed fix" should have been

satisfied for a while (at least several days).

Among my other mail was a note from Peter Smith, who having read the letter from Dub Jett in the last lot of notes, tells me that though the airline's rules do exist, application is quite random. He writes:

*I just read Tarmac Notes in the latest Windsock and the Dub Jett experience.*

*The restrictions on carrying fuel tanks has been around for a long time but have usually been ignored by the airlines, probably because the agents weren't aware of them. From time to time they police it. When I was returning from Perth last September with a kit, they wanted to know at the Perth check in counter (Ansett) if it had a used fuel tank in it - it didn't. Interestingly, on my way to Perth I had been carrying as hand luggage my used combat model and no questions were asked. Seems you take pot luck.*

*Quite a few years ago when traveling overseas to a World Championships I ran into an officious check in officer who was going to prevent me checking in my Wakefields because obviously they must have a fuel tank in them! Would not even agree to take the few seconds to open the box and check that they were rubber powered without fuel tanks! Eventually a supervisor was called who immediately put the check in person in her place.*

*Regards, Peter Smith*

For those of you that have need to contact Brian Gardner at Bristunt, please note that he has had yet another Email address change. It is now [bristunt@hotmail.net.au](mailto:bristunt@hotmail.net.au) .

That is it for this month. Remember, if you don't pay the exorcists bill, you run the risk of being re-possessed.

Charlie Stone                      VH4706  
Email<[cestone@bigpond.com](mailto:cestone@bigpond.com)>



Photo :- above and below.

The damaged water pipe that was hit by Grant Lucas's .60 speed model on the glide.





## VIC STATE TITLES

### WHITE WINS STUNT - BOTH

Sunday 23rd April may have been a late Easter this year for many, but as far as Peter White was concerned the timing was as perfect as his flying. The Warrigal veteran of the stunt scene convincingly won both the F2B and Vintage stunt competitions for the Victorian State Titles.

The day was in the middle of a Victorian cold and wet spell and while the flying ground was surrounded by dark clouds all day, the KMAC field stayed dry all day except for a brief shower at the start of the Vintage competition around 4pm. Lucky us.

The entry with 11 F2B and 8 Vintage was good and much talk surrounded the way PJ Rowlands had taken a whole week off work to practice full time. Certainly his all-new Vector looked excellent. Other top fliers in with a good chance with a new model included Doug Grinham confident his new Aldrich 50 was finally run in and ready to give its best.

Flying got underway around 9.30 with everyone getting in a full three round by the time the last person completed at 3.30pm. The weather was excellent for flying with only a mild wind getting up during the last round.

Peter White was first away in the morning making good shapes with the same recently finished Zodiac that had brought him good success since it was finished last year. He set the standard for the day which everyone had trouble chasing.

Back in the hunt chasing F2B success was Mark Ellins whose aging Nobler has finally found the range to comfortably complete the F2B schedule. It appears that his problem for the past three years has been a loose fuel tank causing the motor to run rich and cut early.

Derek Pickard was foolish enough to believe the morning's weather forecast that predicted strong winds and brought his 60-pipe powered ship to cope with the bad conditions. Again, the Melbourne meteorologists were totally wrong and Derek was left to fly a very fast ship that was mismatched to the near perfect conditions.

The only problems during the day was Shaun Power's motor refusing to run properly, but he recovered to complete F2B.

For the Vintage section, Shaun brought along a very unusual El Diablo in matt black that certainly looked very different. Also, newcomer Reeve Marsh, enjoyed himself with his good looking Calamity Jane. Another Vintage plane that looked very impressive was Ken Taylor's Upstart that dates back to the late 1940s.

No one crashed and everyone got to take home the same plane they brought. A day afterwards, those who had entered the Nats in NSW were on their way north. Life's busy for stunt fliers.



F2B winners: Peter White, Doug Grinham and PJ Rowland

#### RESULTS F2B

Peter White	(Zodiac/Moki 51)	6411
Doug Grinham	(Bear/Aldrich 50)	6260
PJ Rowland	(Vector/Moki 51)	6167
Mark Ellins	(G. Nobler/Fox 35)	5118
Geoff Ingram	(Windy/Enya 35)	5076
Derek Pickard	(Rumbler/Retro 60 pipe)	4930
Paul Richardson	(Slappy/OS40)	4836
Shaun Power	(Chief/OS40)	4398
Ken Taylor	(Shark/Moki 51)	3570
Terry Matthews	(Sheetwing/PAW19)	3403
Peter Rowland	(Vector/ST46)	334

Judges: Steve Mitchell, Vic Mitchell, Bill Cecil

#### RESULTS VINTAGE

Peter White	(All American/Fox 35)	288
Robin Hiern	(Thunderbolt/Frog 500)	265
Shaun Power	(El Diablo/Fox 35)	264
Terry Matthews	(Demon/Sabre 29)	205
Ken Taylor	(Upstart/Sabre 49)	168
Reeve Marsh	(Calamity Jane/Merco35)	122
PJ Rowland	(Nobler/OS35)	104
Doug Grinham	(All American/Fox 35) (Static)	122

Judge: Peter Roberts



Tops in Vintage at Vic State Champs.

Left to right. Peter White,  
Robin Hiern,  
Shaun Power.

## AROUND THE CLUBS

### Control Line Aeromodellers of Gippsland

Sunday April 2<sup>nd</sup> dawned bright and clear with little or no wind on the oval of Maffra for our monthly get together. Several of our regulars had apologised to me before hand that they could not make it including Robin Hiern, Peter Roberts, Ron Jones and Peter White who was looking for a bargain sale in Perth, W.A., G'day to all the W.A. Control Line flyers.

The Mitchell "twins" Steve and Vic put in several good flights each on the 2<sup>nd</sup> circle, Steve flying his ST46 powered "Whitey" and Vic with his O.S HP40 (converted pylon motor) powered Tom Dixon "T'Bird" with square tips (weight 52ozs.) It's great to see these two enjoying their flying, as they usually do our judging at the Knox comps. They are a wealth of information on past C/L events and to see the young Vic go through the pattern, it was commented to me the "I hope I'm that capable at his age". Good on you boys.

Graham Vibert from Morwell displayed his dance style flying with his "All American/ Fox 35" and his flying wing with the smoothest running Enya 35 that I have ever seen, It's a fairly new motor and he tried putting 5% Nitro through it on the first few flights and it acted up, stopped and generally played up. On the ground, the crew gathered around scratched their heads, offered wise comments like "it's not run in, it's run out or get an O.S" (I don't know who said that), then Graham stated "I usually run with no nitro, so back to standard fuel" and up again. Well it did a beautiful 2/4 switch and ran out the whole tank, strange. Geoff Ingram had exactly the same problem running in his Enya 35 and ran it on standard fuel. Now he runs 5% since it's been run in. Any comments on why this is so?

President Wild man Geoff Ingram flew his Enya 35 powered "Windy" model several times during the day. Geoff runs a one speed run like I do on my LA40 and strangely at the same revs of 1100 and uses a Taipan 10 x 4. I use a re-pitched APC 11 x 4 pitched to 11 x 3.8. The rest of the day I saw Geoff in deep conversation with our

third Knox judge Bill Cecil. Great to see you at Maffra Bill and keep working on that new model so we can get you out of the hot seat and into some flying.

Our secretary Graham Keene flew a variety of models all day including a SIG Sky Ray Cox .049, Wildcat O.S 15, and a Delta Enya 35. The rest of the day, he took two young spectators under his wing, Mark and Nathan. Mark flew solo on his first flight while Nathan decked the Delta from getting giddy, but no damage resulted. The rest on the day, Graham let Nathan fly each of his models and he was extatic. Good on you Graham, you have won a couple of fetchamites there mate.

Greg and Andrew Beevor had there Wildcat O.S 15, stunt trainer O.S 25 and Delta O.S 40. I noticed Andrew had his unflown Fancy Pants in the car in a delicate shade of pink which will look cool in the air and easy to see on those dull days.

Greg and Graham amused spectators and other fliers with their combat antics many times during the day. One day, only one plane will go home in one piece.

#### TIPS OF THE MONTH

# Before opening a new tin of paint, mark a line on the lid to the side of the tin and every time you replace the lid, align these marks. You will be suprised how much better the lid seals.

#Keep your brushes in top condition by rubbing hair conditioner through the bristles after use.

Paul Richardson



# Letters to the Editor

Dear Editor,

Charlie Stone was correct in saying "Old beautiful one day forbidden the next." The C/L administrator disqualified me at the State Champs because I had a modified engine. This protest was not handled correctly and I was disqualified without a hearing. In this country we call that a Kangaroo court.

How can an engine be disqualified at a State Championship when no tanks were checked, no lines measured, any pull tests done. This in itself is a tragedy for safety reasons.

I have played a lot of sport at top level and am a believer in what goes around comes around. It is a pity that because of this frivolous protest that was mismanaged, Vintage A. T/R in Queensland has died. My good mate David McNamee won't pit or even fly any more because of the way it has been handled.

The question asked by the M.A.A.A. of the State delegates regarding engine modifications was for clarification of an existing rule and not a rule change.

I would like to thank David McNamee, John Taylor, Warren Shurmer, John Hollowell, Stan Pilgrim, Andy Kerr, Charlie Stone and Derek Pickard, Max Newman and last but not least Brian Burke the combat guru and others who fly Vintage A for all their help and advice during this controversy. Surely these people from within Australia and Tim Gillot can't all be wrong! David Finch from England said there is nothing wrong with the engine as someone ran a ported engine similar to mine at the Pommie Nats.

Yours,  
Mark McDermott

Right:-  
The Vintage A combination that was first over the line at the Queensland C/L State Championships. Mark McDermott with his "Voodoo" powered by "The Timmy Tigre"



## SUBSCRIPTION APPLICATION ARE YOU BORROWING?

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The Vic State Championships were completed on schedule and all events on the entry form were flown with the exception of Junior rat race and Junior combat.

Entries were down on last years numbers but the closeness of the Nationals was probably a contributing factor.

Some modellers were being cautious not to break models so close to the Nationals. Victorians will be happier when the Nationals return to their traditional Christmas timetable.

It is too much of a tight schedule to have all the National results in this edition so you will have to wait for next months copy for a full round up and photographs. I can however tell you that all events were completed and other than a very wet speed day (in which FAI was flown but combined was postponed) the weather was a mixture of warm to hot changing to overcast and damp at the later end of the week. The good news was that it wasn't windy.

New records were reached in Proto Speed and 2cc Speed and Class 2 T/R also had a record time established.

The control line Champion of Champions was non other than our regular provider of articles Peter White and he deserves to be well pleased with his State title and National results. Junior Champion of Champions was Murray Wilson.

It is only nine weeks away from the C/L World Championships in France and on behalf of all our readers I would like to wish good fortune to the Australian team representatives who will be taking part.

# CONTEST RESULTS



## Combined Speed held at Knox 26/3/00

Pos.	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Proto	Novarossi 21	-	-	26.35	26.35	219.87	101.78%
2	H Bailey	Proto	Novarossi 21	-	33.65	31.21	31.21	185.63	85.93%
3	N Wake	4	OPS	12.12	12.01	-	12.01	241.20	79.48%
4	N Wake	2	Picco	13.90	12.61	12.62	12.61	229.72	79.30%

## Midge

1	K Hunting	Midge	Taipan	10.68			10.68	135.62Km/h
2	J Hunting	Midge	PAW	10.98	10.82		10.82	133.86Km/h

The two speed events were followed by the second Victorian running of Class 2 T/R over grass. The grass had been clipped short so landings and take offs were not a problem. The initial entry of four teams was reduced to three when the Dream Team (John and Ken Hunting) could not motivate a reluctant O.S.25FP to burst into full song. John Hunting stepped in to pilot Peter Robert's ancient "B" racer with a growling ST G21-29 FI ABC up front. John Hollowell and Kieth Baddock were using a Nova Rossi .21 in an own design model and Mark Ellins was on hand to do super flick duties on Harry Bailey's O.S.25FP.

One heat and a final were run.

In the 70 Lap heat Hunting / Roberts did a respectable time but Hollowell / Baddock were having shutoff problems on take off and a loose electrical contact made a re-start in the pit stop a non affair for Bailey / Ellins.

A little bit of tweaking on the DNF models and all teams were ready for the final 140 laps.

All models were away quickly at the start. The Bailey /Ellins model sounded on tune but was noticeably down on airspeed on the other two models. Piloting and pitting was of a high standard but unfortunately for Hunting /Roberts the final pit stop (ten laps remaining) brought misfortune when Peter grabbed the wing of the landing model and the inertia pulled the handle out of John's hand. All racers know this means an immediate D/Q and Peter let the model rest for about ten seconds before deciding to re start the engine and complete the remaining ten laps. His time of 6-23.92 under the circumstances was enough to let others know that Peter has not lost his racing skills.

Hollowell/Baddock went on to win with Bailey/Ellins a distant but enjoyable second.

## Results

	Heat 1	Final
1. Hollowell/Baddock	DNF	7-42.28
2. Bailey/Ellins	DNF	8-22.94
3. Hunting/Roberts	3-02.42	Disq

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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	

SMAC 2nd April 2000

## Simple Rat Race

Place	Team	Heat 1	Heat 2	Final
1	G.Wilson/Ellins	109 Laps	-----	219
2	Bailey/Bailey	93	93	175
3	Marsh/Reeve	94	98	162
4	M.Wilson/G.Wilson	89	91	
5	Baddock/Follet	80 N.P.S	-----	
6	Hunting/Hunting	D.N.S.	D.N.S.	



# Vintage A T/R Engine update

A recent edition of this newsletter reported briefly on the developments that took place during and after the Queensland State Championships. The Editor and the Victorian Control Line Advisory Committee decided not to publish any comment on what was going on in Vintage A because what needed to be decided on a matter of rules interpretation was a technical matter and any published information or dis-information relating to the matter could have made the task of the elected representatives with the responsibility of making a ruling more difficult than it already was.

ACLN has been informed that the State delegates to the MAAA C/L sub committee have voted on the legality of the engine that was the subject of a conflict of opinions.

Their decision was enforced at the Victorian State Champs and the Nowra Nationals.

The engine at the centre of this inflamed debate is an Oliver Tigre replica that has been expertly tuned by Tim Gillot. In fairness to both sides of the legality debate it was considered that to publish nothing on the matter was better than taking the chance of favouring one side or the other of the argument. Now that a ruling on the matter has been made, the publication of quotations from both sides of the debate have been placed below so that readers can be better informed.

## The objections against this engine

“Re. Piston Ported 360 degree engines:

Everyone who has been involved in Class A teamrace, or who has the Aeromodeller Tests on Oliver, ETA teamrace diesels knows that piston ported engines were not used up to 1958. in 360 degree Diesels !!!

As we all know, there were two types of portings mainly used in teamrace engines in the 50's these were LOOP SCAVENGED used for GLOWPLUG ENGINES & 360 degree Transfer \ exhaust ported engines, used in DIESELS!

The ONLY loop scavenged diesel I can think of was the O.S.Max 15D and this engine was 1958, so to late for Current class “A”.

TWO TOTALLY different approaches.

There was NEVER A 360 PISTON PORTED ENGINE IN THAT ERA USED IN TEAMRACE....

and there is certainly no documentation to prove this mod was used on a teamrace diesel, until now.

There is NO argument that piston ports were used on the other configuration (loop scavenged engines)

Mc Coy used holes in pistons in the late 40,s .

At 19000 RPM on a 7 x 6 APC this engine is as good as a Nelson steel engine & better that a MVVS rear schnurle and far better than a PAW Goodyear diesel (16600 rpm on 7x6) a current T/R Goodyear engine.

(John Duggan)

## In support of this engine

“A few years ago when I was first contacted about the possibility of building a Vintage A T/R motor the first thing I asked was ‘What are the rules?’ I was given a passage from the MAAA rule book which stated that modifications are allowed for any engine, (Those deemed legal for Vintage A T/R with the knowledge that AAC, ABC and schnuerle porting was not permitted. That was it as far as motors were concerned. Therefore a responsible person would infer that anything else would be legal as it has not been specifically prohibited. Thus I was careful to make sure I followed both the letter and the spirit of the rules in the work I have done.”

(Tim Gillot)

Our current rules specifically allow “engine modifications” there is no mention of which modifications (to the original engine) you can and cannot do.

To me, the “technology of the era” means staying with the original annular ported steel cylinders and not utilising Schneurle porting or a modern ABC, AAC setup.

The following comments are specifically addressed at the Oliver Tiger engines currently being prepared by Tim Gillott for A Class Team Racing here in Australia. Although I have not seen Tim’s work, I have had the part that is in contention described to me as; A beautifully machined lightweight piston with a flat top and four inclined slots cut into its skirt to line up with the transfer ports in the cylinder.

I personally consider the Tim Gillott piston as described to be LEGAL AND WITHIN THE CONFINES OF THE CURRENT RULES.

We do not know what each competitor was up to back in the early days so it is dangerous now to say that something DID NOT HAPPEN.

It was a common practice by engine modifiers to remove a portion of the piston skirt that masked the transfer passage when the piston was at bottom dead centre. I carried that practice over to the Frog 249 Diesel I raced in Class A in 1956 and filed 4 slots in the piston skirt right up to the gudgeon boss.

The piston/cylinder fit is the heart of a good team race engine and I would suspect that Tim Gillott has got that part right. You don’t go fast just by cutting holes in pistons. (Stan Pilgrim. VH 2014.)

WESTERN DISTRICT  
CHAMPIONSHIPS 17-18/06/2000

Horsham

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.



1



2



3



4



5



6



7

## Pics from the Vic State Champs

1. Gregg Pretty's FAI combat model after a head on collision.
2. G. Wilson, R. Owen & G. Pretty the FAI combat top 3.
3. N. Wake, R. Hiern & Callum Agnew FAI speed top 3
4. FAI T/R finalist.
5. C.D. John Hunting pull tests for FAI combat.
6. Welcome FAI T/R flyers from Singapore Satiah/Wee
7. Top three 1/2A combat flyers G.Pretty, H.Bailey and C.Holmes



Above pictures from the Vic State Champs stunt circle

**Hearn's Trophy  
won by Peter  
White,  
2nd P.J.Rowland,  
3rd Doug Grinham**



Below;- Mini Goodyear finalists at the Nationals  
1st Wilson /Ellins  
2nd Millwain/ Baddock  
3rd Ray/Ray



Below;- Junior Rat Race flyers at the Nationals pose with their senior pit men.







VINTAGE STUNT	<u>static</u>	<u>flight</u>	<u>total</u>
1. P.White	124	164	288
2. R.Hiern	108	157	265
3. S.Power	108	156	264
4. T.Matthews	100	105	205
5. K.Taylor	112	56	168
6. R.Marsh	89	33	122
7. P.J.Rowland	63	41	104
8. D.Grinham	122	0	0

MINI GOODYEAR	<u>rd 1</u>	<u>rd 2</u>	<u>final</u>
1. C.Ray/J.Ray	3:58.15	3:44.24	7:41.80
2. J.Hallowell/K.Baddock	4:00.64	3:50.78	8:55.85
3. H.Bailey/P.Roberts	4:08.55	3:50.34	dnf 184
4. G.Wilson/M.Ellins	3:53.09	4:11.40	
5. R.Justic/R.Owen	4:03.00	4:11.19	
6. R.Fitzgerald/P.van Meurs	6:16.88	4:48.28	
7. J.Hunting/K.Hunting	dnf 68	5:15.53	

GOODYEAR	<u>rd 1</u>	<u>rd 2</u>	<u>final</u>
1. R.Fitzgerald/G.Pretty	DISQ	3:21.25	8:45.91
2. G.Wilson/M.Ellins	4:47.38	5:17.09	13:15.95
3. R.Justic/R.Owen	5:16.15	4:06.32	dnf 180
4. J.Hunting/K.Hunting	5:36.78	4:48.37	

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Taipan 1.5cc Glow in good or excellent cond.

Ron Varnas (03) 9579 1143

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Copy of Plan for Hearn's Hobbies "Frisky"

Greg Ardill

Phone: (02) 9628 1670

email: Greg.Ardill@uts.edu.au



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Robert Owen 0417 411 774

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