

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA



Number 34

Produced by the Victorian Control Line Advisory Committee

## June 2000 INSIDE THIS ISSUE

Contest Calendars  
Contest Results  
Nowra Nationals results, reports and pictures  
Control Line World Championships team selection  
News from W.A.  
For Sale  
Wanted  
Around the Clubs

### Copy Deadline for next issue is: Wednesday 21st June 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.

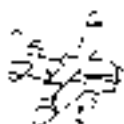
Telephone (03) 9543 2259.

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		
JUNE 4	BALLOON BURST, LIMBO	SMAC
JUNE 11	FAI T/R, GOODYEAR, MINI GOODYEAR, 1/2A T/R	CLAMF
JUNE 17-18	WESTERN DISTRICT CHAMPIONSHIPS	WMAA
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

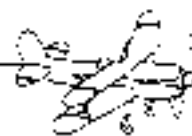
**WMAA** Horsham. Contact :- V. Cresp (03) 5382 4065

**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.



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
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
Jun 11th	CLASII Rat, FAI Combat, Slow Combat, Mouse
Jul 9th	CLASII Rat, Class 2, Bendix, "Scale Fly In"

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

Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

The Editor and Committee of Clubs accept no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.



## TARMAC Notes for April and May

Here is some gossip for the racers out there. If you don't like gossip, please skip this bit. It is hard to believe, but the Queensland association (MAAQ) has done it again. The 'it' in question is to tell Mark McDermott yet again that his win in their Vintage 'A' State Championships has been disallowed. For those of you that don't know the sequence of events, here they are: Immediately after the race Mark was disqualified following a protest that his engine was not legal because it had been modified. After much head scratching and an Australia wide clarification of the rules that clearly defined that the engine in question was legal (totally unnecessary as far as I was concerned), he was told that the protest was null and void. He was the official winner of the year 2000 Queensland Vintage 'A' state championships. Now, just as he was getting used to the idea that it was all settled, yet again, he has been told that he isn't. I am not sure how this particular Vintage 'A' team race debacle is going to end up, but I am worried that while these tortured minds in the top right hand corner of the country dither about, the class is being hurt. Certainly it is being hurt in Queensland and this issue should be resolved as quickly as possible. It should be pointed out that since this latest decision, an identical engine has been used to win the Victorian State champs and others have been raced (without protest) at the Nationals.

What Mark has done, is to act just like all real racers do, no matter what side of the country they inhabit. That is to go searching for the winner's edge; which is that little extra that it takes to go the distance faster than everyone else. The only feasible way to do this is to find, build for your self, or have built, an engine that has a bit more power than all the opposition. I need hardly add that I know of no serious racing or speed class in which this is forbidden - in fact it can be half the fun. Now some guys are just natural engine men, and others (as they say in the classics) ain't. If you need a bit more grunt, range, or ease of starting from your current engine and can't work out how to get it yourself, the practice for some time has been to contract an expert to do it for you. There is no shame in that. You do have to pay for this service, and it can be expensive, but then you have to pay for the engines in the first place and even straight out of the box some will go better than others. Most aspiring racers don't have a problem with this policy. Also, they seem to be able to find an expert if they need one without too much trouble, as they are scattered (albeit thinly) across Australia and around the globe. Mark chose to have his Oliver Tiger diesel modified by the American engine wizard Tim Gillotte. As have several other Aussie racers.

From the relative safety of Western Australia, where I can't be accused of being too close to the spot, or of having a vested interest in the result, I have assessed the situation as follows: The problem seems to be that the initial protest (which I believe should have been immediately dismissed as frivolous) was upheld. I think that was an error of judgment that simply reading the rules should have

resolved on the spot. However some of the subsequent rule reading has led to more doubts because of the sentence that says that modifications which are allowed, should be in 'the spirit of the event'. I don't know what the authorities over there think that means, but it is obviously different to my interpretation. What I am sure that this means (and the intent is confirmed by one of the writers of those Vintage A rules) is that 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. What I think needs to be done now is to change the rules by deleting the part of the sentence that says 'But must be in the spirit of the event'. Replace it with a specific list of modifications that are prohibited. There should be as few of those as possible. That gets rid of any uncertainty or vagueness about that bit of the rules and with it the potential for variations in understanding of the meaning. After all, if it was legal to drill holes in parts of your engine in 1956, it should still be legal now (and it is). What we can do about people that get so serious about playing with toy aeroplanes that they trigger off these great dramas is another matter and completely beyond my ability to handle while remaining polite.

Just the other day, I was chatting to the National Vintage Stunt Champion (doesn't that sound important?). That significant person is none other than honorary TARMAC member Dennis Percival, who has finally swept to the top of the Vintage heap using his Anderson Spitfire spark ignition powered Yates 'Dragon'. Dennis has been enjoying playing host to the American stunt icon Bob Palmer who visited the Nationals this year and also the Kuringai club sponsored Palmer/Aldrich stunt event that was held shortly after. I think that encouraging visits to Australia by some of the most famous people in Aeromodelling is a very good idea that should be promoted to coincide with every Nationals. It might serve to bolster Nats attendances, though I suspect that to encourage the masses from the East all the way to WA we would need someone like Jim Walker as a draw card (regrettably unavailable at present). Other Nationals stunt news that has already been circling the world on the Internet is that Expert level stunt was won by a very skillful Mark Batty using a 40 year old design, the 'Coy Lady' powered by a 50 year old design of engine, the classic FOX .35. This was in direct competition with the latest designs of model and all the newest platinum plated and fire breathing, piped engines. Well done Mark.

Having already mentioned the Nats, although there will doubtless be multitudes of eyewitness reports soon to give full details, I have a few snippets of news based on reports from Bob Fry and Jim Stivey. It must be said that the WA contingent weren't as all conquering as had been hoped, but they put on a good show nevertheless. The show started off with the 'Burford' Vintage A race for models powered with Taipan engines. There were 15 entries in this event. We had high hopes for Fred Adler's racer as it had shown lots of promise during testing in the hands of Letchford/Stivey. Unfortunately this finely balanced outfit was upset (unbalanced?) when processing was carried out immediately before the race. This entailed removal of the tank for capacity measurement and in the process, the needle valve had to be unscrewed. When it was replaced, the needle assembly was obviously not as tight as it needed to be and (of course, thanks to Murphy) it came

The full on version of Vintage A was very well supported with 21 entries, which meant a full and enjoyable days racing with some ancient diesel engines. No West Aussies made the final and even John Hallowell, who was very fast but just short on range, two stopped a heat of 3:31 and missed out by 7/100ths of a second. The racing was well managed, fair and everyone was very friendly and helpful. My spies tell me that there were two levels of performance to be seen, most of the entries were merely fast, while a select few were incredibly fast. All the finalists were very fast, and the event was won by the team of Potter/Kerr. Andy Kerr, a very skilled engine builder, had his model going well enough to be able to win the class at a new Australian final record time of 6:58.81. I understand that it was not only fast, but economical enough to give a 60+ lap range, which means that the final can be completed with 2 pit stops rather than the usual 3. An automatic saving of around 15 seconds. In second place was Justic/Duggan and third was Kamps/Pilgrim.

Goodyear became a WA benefit with Fry/Taylor taking first place. Second went to the father and son team of Simon/Simon and third to Stivey/Letchford. I believe that all three places in Goodyear were won using the West Australian manufactured Supercool (Sherlock) high performance propellers. Jim Stivey also took third place in Day Power Scramble and Trevor Letchford brought home third in A2 Sailplane, so they made some inroads into the Free Flight arena as well.

One thing that was demonstrated by the West Aussie boys

Dennis Percival often sends me useful bits of information. Like when he told me recently that its hard to make a comeback when you haven't been anywhere. I needed to know that.

## The Control Line World Championships

The Australian team for the World Championships to be held in France will be:-

**The best of Australian luck to each and every one of you.**



## It's on again **KMAC ANNUAL AUCTION**

### **Control line Modelling's NIGHT OF NIGHTS**

Combat, Stunt, Speed, Team race, Collectors,  
Sport, Vintage, The lot

- \* Bring all your bits and pieces
- \* Take home a bargain
- \* Turn engines and planes into cash
- \* Start digging out your gear now!

The Clubs Auction will be held at Scoresby Uniting Church Hall,  
Ferntree Gully Road, Scoresby (Melway 72 7H)

Time :- After the club AGM Approx 9.00pm

Date:- Thursday 20th July *All are welcome*

*Enquiries to Derek Pickard 9889 1149*



# CONTEST RESULTS



## Combined Speed Frankston 09/04/00

Pos.	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 1	NovaRossi 11	14.90	15.33		14.90	241.61	99.66%
2	N Wake	Class 1	OS CZ11 PS	15.52	15.56		15.52	231.96	95.68%
3	C Agnew	.21	NovaRossi 21	15.03	14.70	14.40	14.67	245.40	95.32%
4	V Marquette	Vint Proto	McCoy	58.96	57.50	57.50	100.76		

## FAI

1	R Hiern	FAI	Profi	13.74	-	-	13.74	262.10	
2	N Wake	FAI	Irvine 15R	14.57	15.17	14.70	14.57	247.08	
3	C Agnew	FAI	Marz .15	14.90	-	-	14.90	241.61	

## Midge

1	K Hunting	Midge	Taipan	10.75	10.36	10.36		139.81	
2	J Hunting	Midge	PAW	11.54	11.02	11.02		131.43	



The engine pictured on the left was designed and manufactured by Robin Hiern.

Development of this 2cc Speed engine is well advanced and has had considerable success at club contests. Robin's ultimate goal is to break the 2cc speed record with his own engine.

His hopes of achieving this quest at the recent Nationals were dashed two weeks prior to the event when a crankcase casting broke at a mounting lug during a bench testing session. Robin is now considering a different aluminium casting alloy

## TRIATHLON - ARTMIL TROPHY

		Stunt score	Pts	Ratrace	Pts	Combat	Pts	Total points
1.	Mark Ellins	135	6	71Laps	4	540 W	5	15.0
2=.	Andrew Nugent	123	4.5	78	5	257 L	2	11.5
2=.	Graeme Wilson	123	4.5	69	3	513 W	4	11.5
4.	Harry Bailey	87	3	57	2	274 W	3	8.0
5.	Ken Hunting	37	1	68	1	162 L	1	3.0
6.	Murray Wilson	62	2	0	0	0 -	0	2.0

The competition that requires the model/motor combination to be flown in three events to decide the eventual winner, was flown at Frankston on Sunday 21st May. All but one model went home in a flyable condition at the end of the day. Ken Hunting was the man that needed the cyno! A fun day was had by all and Mark Ellins gets the opportunity to engrave his name on the trophy once more. Entries were down compared to the days when Artmil used to provide balsa wood as prizes and I am sure entry numbers would increase again if a new sponsor could be found (Any Offers?)

Thanks to Jim and Glenis Ray who did not fly but turned up to do the stunt judging.

**FAI and Combined speed at Frankston 21/5/00**

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Speed in KP/H	%
1	R Heirn	Vintage,52	ED Racer glo	9.10	8.43	NT	8.43	171.82	102.612
2	R Heirn	Vintage,FAI	Super Tigre G20	17.82	23.75	22.97	17.82	202.02	91.02
3	C Agnew	1	OSCZ11PS	16.35	NT	NT	16.35	220.18	90.83
4	P Roberts	1	CS11	16.97	16.81	16.62	16.62	216.61	89.35
5	N Wake	FAI	Irvine 15R	NT	NT	14.29	14.29	251.92	88.87
6	R Hiern	FAI	Rossi 15FI	16.01	NT	NT	16.01	224.86	79.33
7	N Wake	Vintage, FAI	Super Tigre G20	24.60	NT	NT	24.60	146.34	65.93

**Midge speed at Frankton 21/5/00**

1	J Hunting	Midge	PAW	10.5	NT	NT	10.5	137.94	84.29
2	K Hunting	Midge	PAW	11.27	13.0	NT	11.27	128.52	78.53

<b>53rd Australian Model Aircraft National Championships. At Nowra, NSW.</b>
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FAI F2A SPEED	State	rd 1	rd 2	rd 3	km/h
1. John Walker	N	12.78	N/T	-	281.76
2. Robin Hiern	V	13.01	13.07	13.10	276.72
3. Robert Milwain	N	13.37	N/T		14.98 269.33
4. Graham Burgess	N	N/T	13.72	N/T	262.36
5. Richard Justic	N	13.98	14.07	-	257.58
6. Noel Wake	V	14.07	14.11	14.77	255.82
7. Callum Agnew	V	16.59	14.38	N/T	250.41
8. Grant Lucas	W	N/T	N/T	-	0

**FAI F2B AEROBATICS - EXPERT**

	State	score
1. Mark Batty	N	2047.16
2. Murray Howell	N	2032.49
3. Paul Turner	N	2012.49
4. Brian Gardiner	N	2010.33
5. Peter White	V	1995.33
6. Reg Towell	N	1980.16
7. Brian Eather	N	1968.66
8. Dallas Hanna	N	1937.32
9. Peter J. Rowland	V	1879.83
10. Doug Grinham	V	1820.33
11. Tim Gee	N	1808.16
12. Kerry Ewart	Q	1766.83
13. Bruce Hoffman	N	1729.33
14. Peter R. Smith	A	1517.66
15. Frank Battam	N	819.66

**FAI F2B AEROBATICS - ADVANCED**

	State	score
1. Paul Lagan	NZ	1753.99
2. Gary Tansley	N	1752.82
3. Tony Bonello	N	1744.16
4. Stephen Bakac	N	1733.99
5. John McIntyre	N	1720.99
6. John Elias	N	1680.82
7. James Batty *	N	1670.32
8. David Simons	N	1668.49
9. Dennis Percival	N	1627.66
10. Peter Anderson *	N	1516.66
11. Ian Smith	N	1428.00
12. Peter L. Rowland	V	1238.16
13. John Anderson	N	1221.33
14. Paul Kenny	N	728.83
15. Ken Taylor	V	613.50

\* = Junior

## 1/2A TEAMRACE

	State	heat	final
1. R. Fitzgerald/R. Owen	S/N	3:31.64	6:50.78
2. K. Hunting/J. Hunting	V	4:28.6	10:21.12
3. C. Ray/J. Ray	V	DNF 50	11:13.65

## FAI F2C TEAMRACE

	State	rd 1	rd 2	rd 3	final
1. R. Fitzgerald/P. Cameron	S	3:31.10	3:33.64	6:10.27	7:21.67
2. G. Potter/D. Prior	N/Q	3:33.65	3:30.64	DNS	7:22.85
3. G. P. Potter/R. Harvey	N/A	4:07.98	3:40.71	DNF 96	DNF 145
4. G. Wilson/M. Ellins	V	5:10.58	4:04.36	3:45.45	
5. C. Ray/K. Baddock	V	4:03.90	3:56.11	4:03.14	
6. K. Hunting/J. Hunting	V	4:35.50	4:32.18	DNF 60	

## FAI F2D COMBAT

	State	1	2	3	4	5	6	pts
1. Graeme Wilson	V	W	L	W	W	W	W	4
2. Grant Potter	N	W	W	W	W	L	L	2
3. Robert Owen	N	W	L	W	L			0
4=. Keith Baddock	V	L	W	L				-1
4=. Michael Comiskey *	N	L	W	L				-1
4=. Michael Comiskey	N	W	L	L				-1
4=. John Major	Q	L	W	B	L			-1
8. Rod Smith	Q	L	L					-2

\* = junior

*F2D Combat top three. Left to right:-  
Grant Potter, Graeme Wilson, Robert  
Owen.*

## JUNIOR 2.5cc RATRACE

	State	rd 1	rd 2	final
1. Murray Wilson/G. Wilson	V	105	92	211
2. Eric Dyer/S. Dyer	V	95	116	197
3. Hugh Simons/D. Simons	N	4	121	127
4. Peter Anderson/J. Nolan	N	1	97	
5. Michael Comiskey/M. Comiskey	N	0	43	

## JUNIOR 2.5cc COMBAT

	State	1	2	3	4	pts
1. Murray Wilson	V	L	W	W	W	2
2. Peter Anderson	N	W	L	W	L	0
3. Michael Comiskey	N	L	W	L	W	-1
4. Lachlan Fairall	N	W	L	L	L	-1



## CLASS A TEAMRACE

	State	rd 1	rd 2	final
1. G. Potter/A. Kerr	N	3:33.44	3:26.58	6:58.76
2. R. Justic/J. Duggan	N/Q	3:31.69	3:30.50	7:15.19
3. P. Camps/S. Pilgrim	N	3:52.8	3:30.92	7:23.60
4. J. Hallowell/K. Baddock	V	3:31.75	3:45.85	
5. H. Simons/D. Simons *	N	4:05.07	3:38.28	
6. E. Dyer/S. Dyer *	V	3:48.75	3:42.74	
7. G. Wilson/M. Ellins	V	3:44.57	DNF 6	
8. C. Ray/J. Ray	V	3:49.19	3:52.46	
9. R. Fitzgerald/B. Hoggan	S/A	3:50.43	DNF 46	
10. T. Bonello/I. Gapps	N	3:50.54	DNF	
11. G. P. Potter/R. Harvey	N/A	3:50.90	4:21.52	
12. D. Bonello/G. Patterson	N	4:18.53	3:53.12	
13. J. Stivey/T. Letchford	W	3:55.56	3:55.88	
14. R. Milwain/J. Nolan	N	4:05.32	3:55.75	
15. K. Hunting/J. Hunting	V	3:57.35	3:56.06	
16. S. Rothwell/D. Hines	N	5:19.57	4:05.31	
17. G. Knight/J. Walker	N	4:50.28	4:11.97	
18. M. Wilson/P. van Meurs *	V	4:15.13	4:13.68	
19. R. Fry/A. Taylor	W	4:48.00	DNF 48	

\* = junior pilot's



## CLASS A TEAMRACE

		State	rd 1	rd 2	final
1.	G.Potter/A.Kerr	N	3:33.44	3:26.58	6:58.76
2.	R.Justic/J.Duggan	N/Q	3:31.69	3:30.50	7:15.19
3.	P.Camps/S.Pilgrim	N	3:52.8	3:30.92	7:23.60
4.	J.Hallowell/K.Baddock	V	3:31.75	3:45.85	
5.	H.Simons/D.Simons *	N	4:05.07	3:38.28	
6.	E.Dyer/S.Dyer *	V	3:48.75	3:42.74	
7.	G.Wilson/M.Ellins	V	3:44.57	DNF 6	
8.	C.Ray/J.Ray	V	3:49.19	3:52.46	
9.	R.Fitzgerald/B.Hoggan	S/A	3:50.43	DNF 46	
10.	T.Bonello/I.Gapps	N	3:50.54	DNF	
11.	G.P.Potter/R.Harvey	N/A	3:50.90	4:21.52	
12.	D.Bonello/G.Patterson	N	4:18.53	3:53.12	
13.	J.Stivey/T.Letchford	W	3:55.56	3:55.88	
14.	R.Milwain/J.Nolan	N	4:05.32	3:55.75	
15.	K.Hunting/J.Hunting	V	3:57.35	3:56.06	
16.	S.Rothwell/D.Hines	N	5:19.57	4:05.31	
17.	G.Knight/J.Walker	N	4:50.28	4:11.97	
18.	M.Wilson/P.van Meurs *	V	4:15.13	4:13.68	
19.	R.Fry/A.Taylor	W	4:48.00	DNF 48	

\* = junior pilot's

## BENDIX

		State	rd 1	rd 2	final
1.	D.Bonello/I.Gapps	N	3:46.35	DNF 40	7:57.94
2.	J.Hallowell/K.Baddock	V	3:39.6	3:34.31	8:02.11
3.	R.Fry/A.Taylor	W	3:45.69	3:32.58	8:19.01
4.	C.Ray/J.Ray	V	4:04.02	3:49.99	
5.	T.Bonello/S.Pilgrim	N	3:52.69	DNF 47	
6.	W.Shurmer/J.Taylor	Q	3:55.22	6:44.09	
7.	S.Blake/J.Thomas	N	DNF 49	5:14.10	
8.	R.Justic/P.van Meurs	V	5:52.50	5:19.16	

## OPEN COMBAT

		State	1	2	3	4	pts
1.	Robert Owen	N	W	W	W	W	4
2.	Michael Comiskey	N	W	W	L	L	0
3.	Rod Smith	Q	L	L	W		-2
4.	John Major	Q	L	L	L		-2



## VINTAGE B TEAMRACE

		State	rd 1	rd 2	final
1.	R.Justic/J.Duggan	N/Q	3:47.67	DNS	_____
2.	J.Hunting/K.Hunting	V	4:19.95	4:09.32	_____
3.	G.Knight/G.Potter	N	4:10.56	5:38.15	_____
4.	H.Bailey/K.Baddock	V	4:39.79	4:14.90	
5.	C.Ray/J.Ray/G.Ray	V	5:06.11	4:20.75	
6.	W.Shurmer/J.Taylor	Q	4:42.64	4:44.48	
7.	S.Blake/J.Thomas	N	DNF 1	DNF ?	

*Bendix racers. From left to right:-  
Hallowell/Baddock's, Bonello/Gapps,  
Fry/Taylor*

## COMBINED SPEED

		State	cl	rd 1	rd 2	rd 3	km/h	%
1.	Robin Hiern	V	P	24.86	24.41	-	237.4	109.87 **
2.	Robin Hiern	V	1	14.48	14.59	-	248.68	102.55
3.	Noel Wake	V	1	15.86	15.82	15.20	236.90	97.6
4.	Robert Fry	W	J	10.66	10.32	11.82	280.11	96.89
5.	Grant Lucas	W	4	11.39	9.99	N/T	290.04	95.59
6.	Hugh Simons *	N	1	17.33	16.85	16.23	221.87	91.49
7.	Callum Agnew	V	1	16.91	16.51	16.40	219.57	90.54
8.	Callum Agnew	V	2	11.85	11.58	11.88	250.22	86.35
9.	Robert Fry	W	4	11.32	-	-	255.96	84.36
10.	David Axon	V	J	15.00	N/T	13.42	215.40	74.51
11=.	Grant Lucas	W	J	N/T	N/T	-	0	0
11=.	Alasdair Taylor	W	J	N/T	N/T	-	0	0
11=.	Noel Wake	V	4	N/T	-	-	0	0
14.	Peter van Meurs	V	P	ATT	-	crashed	0	0

\* = junior    \*\* = New Australian Record

## 2.5cc SLOW COMBAT

	State	1	2	3	4	5	pts
1. Graeme Wilson	V	W	W	W	B	W	4
2. Murray Wilson *	V	W	W	L	W	L	1
3. Michael Comiskey	N	W	L	W	L		0
4. Rod Smith	Q	L	W	L			-1
6=. Michael Comiskey *	N	L	L				-2
6=. John Major	Q	L	L				-2

\* = junior

*Tight lines. Rob Fitzgerald, Geoff Potter and Grant Potter (Hidden) hard at work in the centre circle during F.A.I. team race.*



## CLASSIC AEROBATICS

	State	score
1. Peter White	V	863.25
2. Peter J. Rowland	V	852.50
3. Mark Batty	N	849.25
4. Reg Towell	N	835.75
5. Doug Grinham	V	833.25
6. Dallas Hanna	N	818.75
7. Paul Lagan	NZ	793.00
8. David Simons	N	766.00
9. James Batty *	N	745.50
10. Dennis Percival	N	745.00
11. Robin Hiern	V	697.00
12. Ian Smith	N	651.00
13. Keith Foley	V	626.50

\* = junior

## 2.5cc RATRACE

	State	rd 1	rd 2	final
1. C.Ray/J.Ray	V	247	DNS	493
2. G.Knight/J.Walker	N	231	DNS	430
3. R.Milwain/J.Nolan	N	206	241	415
4. J.Hunting/K.Hunting	V	205	230	

## CLASS 2 TEAMRACE

	State	rd 1	rd 2	final
1. H.Bailey/M.Ellins	V	2:59.34	DNS	5:53.4 **
2. J.Hallowell/K.Baddock	V	3:03.77	3:09.16	6:48.8
3. W.Shurmer/J.Taylor	Q	3:16.14	DNF 41	7:21.5
4. C.Ray/J.Ray	V	3:44.52	3:32.20	
5. R.Justic/G.Potter	N	4:11.00	4:31.66	

\*\* New Australian Record

### Below. A family affair.

*From L to R:- Father and son teams Simons/Simons, Wilson/Wilson, Dyer/Dyer line up after the junior rat race final. Hugh and Dave Simons went on to use the same model to gain second place in Goodyear.*

## VINTAGE STUNT

	State	score
1. Dennis Percival	N	310.0
2. Doug Grinham	V	288.25
3. Peter White	V	280.0
4. John Elias	N	274.5
5. Robin Hiern	V	263.0
6. Max Newcombe	S	258.0
7. John McIntyre	N	256.0
8. Peter J. Rowland	N	240.5
9. Ray Ogle	N	234.75
10. Ian Smith	N	193.75

## GOODYEAR

	State	rd 1	rd 2	final
1.R.Fry/A.Taylor	W	7:53.08	4:22.34	8:40.41
2.H.Simons/D.Simons	N	4:26.95	DNS	8:58.20
3.J.Stivey/T.Letchford	W	DNF 62	4:35.19	10:47.92
4.G.Knight/J.Walker	N	5:02.90	4:37.02	
5.J.Hunting/K.Hunting	V	4:42.66	4:58.75	
6.G.Wilson/M.Ellins	V	5:26.81	4:48.09	
7.R.Milwain/J.Nolan	N	5:00.60	DNF 0	
8.C.Ray/J.Ray	V	5:34.03	5:37.28	



## MINI GOODYEAR

		State	rd 1	rd 2	final
1.	G.Wilson/M.Ellins	V	3:50.56	DNS	7:32.45
2.	R.Milwain/K.Baddock	N/V	4:02.96	DNF	8:44.00
3.	C.Ray/J.Ray	V	3:56.20	4:04.76	9:03.21
4.	J.Hunting/K.Hunting	V	4:56.75	4:56.09	
5.	E.Dyer/S.Dyer	V	5:22.96	5:46.75	
6.	H.Bailey/C.Agnew	V	DNF 61	5:28.75	

# Nationals Reports

The following reports are from Graeme Wilson and the editor. Apologies for not covering all the events! Any reports on the missing events will be gratefully received and published next month.

## FAI F2D COMBAT

Fifteen bouts of combat were required to decide the winner at the 53rd Nats held at Nowra. Most bouts were of high standard with many cuts taken to keep the judges on their toes. Grant Potter and Robert Owen got some World Champs practice with Grant making the final but with a few things going wrong lost the last 2 bouts to Graeme Wilson. Thanks to John Walker (cd), Ray Harvey, Gavin Knight (cut judges) and Robert Milwain (centre marshall).

## JUNIOR 2.5cc COMBAT

Four Juniors took part in combat at the 53rd Nats and many close bouts were flown and after 8 bouts Murray Wilson came out on top with Peter Anderson not far behind. Michael Comiskey (jnr) fought hard and managed to gain 3rd place just ahead of Lachlan Fairall. Junior combat is a great introduction to combat and a lot of fun can be had with the rules limited to 4 models and plain bearing engines to be used. We need to try and promote our hobby more to get more Juniors flying, they are our future.

## OPEN COMBAT

Four Open Combat fliers took 7 bouts to decide the winner at the 53rd Nats and after all the foam had landed and debris removed from the circle Robert Owen emerged the winner. You had to be there to see it but was there some big prangs in this event, in between the prangs cuts were taken but it was a spectacular show for those who watched. Michael Comiskey came 2nd with not many models left with Rod Smith 3rd. John Major was the other flyer but never really got good motor runs to have much of a chance.

## 2.5cc SLOW COMBAT

Six entries took 13 bouts to decide the winner of slow combat at the 53rd Nats with the eventual winner being Graeme Wilson who had to fly Murray Wilson in the final who flew well to push Graeme all the way. During the other rounds Murray had to beat Michael Comiskey (jnr), John Major & Michael Comiskey to reach the final. In round 3 between Rod Smith & Michael Comiskey (jnr) it took 3 bouts to decide the winner with Rod managing to get 2 cuts to get the win but was put out in the next round by Michael Comiskey (snr) who got 3rd place. Thanks to R.Owen (cd), N.Wake & F.Wilson (cut judges)

## JUNIOR 2.5cc RATRACE

Five entries flew 5 heats to decide who would fly in the final and it was Hugh Simons (Nelson SE), Eric Dyer (Uchtam) & Murray Wilson (OS FP 15) who were to fight out the 10 minute final and after the dust had settled Murray Wilson had come 1st, 211 laps, Eric Dyer 2nd, 197 laps and Hugh Simons 3rd, 127 laps. Of the other entrants who flew we had Peter Anderson (Profi) and Michael Comiskey (V&V) who tried hard but little problems let them down which cost them time in the air, a bit more practice and they will be pressing for a place in the final next time.

## CLASS 2 TEAM RACE

Only five teams came under the starters call. A mix up over correct line diameters left the Fry/Taylor team with no choice other than to withdraw. Peter Van Muers had crashed his model earlier in the week when racing in Proto speed. There are two trains of thought in this class. (1.) Use the maximum .29 size motors and go for grunt and maximum speed or (2.) Use a smaller sized .21 motor, save on weight and take advantage of the smaller line diameter line size which was introduced into the rules some years ago. Geoff Potter likes to use a .29 and Taylor/Shurmer had a Nelson .29 up front of their entry. The Victorians were all using the smaller sized engines.

During practice, Queenslanders Shurmer/Taylor were having difficulties due to using a not fully run in engine. The exhaust shroud was also causing overheating. Hallowell/Baddock had speed and range from the Nova Rossi .21. Last years National Champions, Bailey/Ellins were also using a Nova Rossi .21 which was sounding very sweet and was giving quick lap times. In the first heat Bailey/Ellins assisted by battery boy and engine guru Robin Heirn put in a scintillating time of less than three minutes for the 70 laps on 60 feet radius lines. Happy with that time they decided not to race a second heat and left it up to the rest to decide who would make it to the final.

All three finalists had quick models capable of setting a new Class 2 record. As it turned out the Shurmer/Taylor team had continuing problems and Hallowell/Baddock team had the engine shutdown on take off a couple of times. Bailey/Ellins had a dream run with slick pitting, quick starts, good airspeed and enough range for a two stop final 140 laps. The final time was almost exactly twice their heat time and resulted in a new Australian record.



*Junior combat flyers Left to Right*

*Peter Anderson*

*Murray Wilson*

*Michael Comiskey*



*Vintage B Team Racers*

*Left to Right:-*

*G Knight/G Potter*

*R Justic/J Duggan*

*J Hunting/K Hunting*



*Gordon Burford Class A Team Race finalist.*

*Left to right:-*

*A Kerr/G Potter*

*G Wilson/M Ellins*

*D Bonello/ G Patterson*



## ***From the Nationals***

*Left:- Harvey/Potter, Cameron / Fitzgerald and Potter/Prior the F.A.I. T/R finalist*

*Below left:- Denis Prior at work in the pits.*

*Below Right:- Robert Owen, Michael Comiskey and Rod Smith in a happy frame of mind after competing in open combat.*



*Peter Roberts turned up at the recent Knox meeting with this stunner.*

*The model/motor combination has been hanging on Peters garage wall since it was last flown 25 years ago. Peter decided not to fly on the day and risk damaging the model "For sentimental reasons."*



## CONTROL LINE AEROMODELLERS OF GIPPSLAND.

Our gathering at the Knox Field on Sunday 7th was a well attended affair with nineteen flyers present, including three beginners and four others who had rushed back from the Nats to be there. No sign of post nationals depression amongst that lot.

The day started out with threatening dark clouds hanging about, but by mid morning, these had all but cleared and the remainder of the day was pleasant enough with the infamous Knox winds giving us a welcome break.

Shae Haefele from Traralgon made his first flights assisted by Andrew Beevor and Graham Keen and was able to keep things straight and level within a few flights. Bennett MacArthur, under dad Rob's tuition, put in two or three flights with his OS 15 trainer.

Alan Roger also made his first attempts at control line flying assisted by the Traralgon/ GlenGarry crew. Apparently Alan had begun flying R/C but decided to step up in the world to take on C/L- let's hope that he, along with Shae and Bennett keep at it.

Others who appeared on the day were Bob MacArthur ( Spectre, Enya 19), Reeve Marsh ( Calamity Jane, Merco 35), Mark Ellins ( Gieseke Nobler, Fox 35), Steve Mitchell ( IT, ST46), Vic Mitchell (Ibis, ST46), Derek Pickard ( Singing Sixty, Stalker 60), Andrew Beevor ( Tuffnut, Enya 09, Fancy Pants, Enya 29 and Stunt Trainer, Enya 35), Graham Keen ( Delta, Enya 35), Graham Vibert ( Viper, Enya 35), Peter Roberts, ( Classic, Enya 45, Peacemaker, OS 15, AND A Ironmonger, Taipan 2.5), Robbie Hiern ( All Australian, Sparey 5cc diesel, Skylark, Fox 35, Midge Ame049 and a 1950's Gook, ED Racer on glow), Paul Richardson ( Stuntmaster, Fox 25), Doug Grinham ( Nobler, O.S 35s), Dave Lacey ( Venus, Fox 35 and All American, Frog 500) and yours truly ( Peter White) with a Nobler, Fox 35.

Dave Lacey had the misfortune to sweep the bottom of an outside loop about an inch and a half too low, removing the fin and filling the frog with mud. Peter Robert's Peacemaker suffered some structural damage not long after the elevator horn broke away from its mounting.

Steve Mitchell decided not to fly, or had the decision made for him, after he saw some wing sheeting split and was lifting away from the core.

For some time, probably well over two years, Mark Ellins has been battling with under runs on his good flying Nobler, often missing out on completing overhead eight's and clover leafs. At the State Champs, he discovered that the tank was quite loose which almost certainly was causing fuel foaming and early motor cuts. After fixing the

tank securely, Mark was able to put in patterns with time to spare, something that he repeated on each flight at the Knox flying day. Problem solved.

Robin Hiern's Sparey diesel mentioned earlier is one of his own manufactures. As we have come to expect of Robbie's work, the accuracy and finish are top class both externally and internally, obviously, as the motor starts and runs very well with more than enough power to haul the all Australian around.

A couple of months ago, Andrew Beevor turned up with an Enya muffler in a metallic green. Upon inquiring, I was told that it had been sprayed with a heat-cured paint as used on car engines and manifolds etc.. that is available in pressure cans at auto accessory shops.

I tried this with an aluminium spinner, spraying it white and baking it for 20-25 minutes in a fairly hot oven, but the paint yellowed somewhat. Thinking that I may have burnt the roast, I scuffed the paint surface with some 1000 grit, re-sprayed it again and baked it again in a warm oven for about an hour. This time it ended up a white glossy finish. The only downside so far is that the paint is brittle but as the experiment was brief and not too thorough, this may not be the case in real life.

Maybe better results would be had by scuffing the aluminium finish and cleaning thoroughly before painting and experimenting with baking time and temperatures. As well as mufflers and spinners, engine heads could be spruced up in the same manner, if that sort of thing is your scene.

On a recent visit to family in Perth, I found my way out to the field at High Wycome that is used by Charlie Stone ( of "Tarmac Notes" fame or infamy) and his flying buddies and spent an interesting couple of hours with the boys. The field with room for three or four circles, is wedged between a golf course and a sealed road. To add to the scene, their field lies directly under the flight path on incoming planes to the Perth Airport.

Charlie told me that turbulence from low approaches can result in some interesting effects, A.K.A. havoc, on models flying at the time. The "Bird Whistle" sounds of the tip vortices after the planes had passed over was something I'd never experienced. From Charlie's Tarmac Notes and from what I saw, the boys appear to be very active and enthusiastic.

We hope to see a good roll up on June 4th at the Warragul Showgrounds. July's gathering will be at Moe's Racecourse on Sunday 2nd and mark September 3rd on your calendar for the Warragul competition day. Hoping for a day as successful as last years, with events including Aerobatics, Vintage and Classic, Simple Combat, Simple Rat Race, Team Race (Australian A and B). Details on racing events can be obtained from Graeme Wilson.

Any other inquiries regarding these days can be directed to Paul Richardson on 51 47 23 74, mobile 0402 066 753 or Peter White 56 23 5120.



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