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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 40



Produced by the Victorian Control Line Advisory Committee

December 2000  
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**Copy Deadline for next issue is:  
Wednesday 17th January 2001  
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me 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**

Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor.

Harry Bailey

37 Thompson Street. Clayton VIC. 3168.

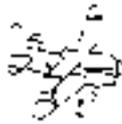
Telephone (03) 9543 2259.

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# COMING EVENTS



## CONTROL LINE CONTEST CALENDER 2000/2001

DEC 10	Aust "A" Team race, Aust "B" Team race, Bendix.	SMAC
DEC 17	<b>FAI Team race</b> , 2.5cc Open Combat, <b>1/2 A Team race.</b>	CLAMF
DEC 17	F2B Stunt	KMAC
<b>2001</b>		
JAN 21	<b>FAI &amp; Combined Speed, Mini Goodyear.</b>	CLAMF
JAN 28	FAI (Hearns), Novice & Jnr Aerobatics, Vintage "A" Team race, Aust "B" Team race.	KMAC
FEB 4	Simple Rat race, Simple Goodyear.	SMAC
FEB 18	<b>FAI &amp; Combined Speed, 1/2 A Combat, Mini Goodyear.</b>	CLAMF
FEB 25	Classic Stunt, Vintage Stunt, Class 2 Team race.	KMAC
MAR 11	Hand Launched Glider.	SMAC
MAR 18	<b>FAI Team race, Goodyear,</b> Simple Rat race.	CLAMF
MAR 25	FAI, Novice & Jnr Aerobatics, Vintage "A" Team race, Aust "B" Team race.	KMAC
APR 8	Simple Combat.	SMAC
APR 13,14, 15,16	Victorian Control Line State Championships.	KMAC/CLAMF
APR 21 - 27	54 <sup>th</sup> Australian National Championships. Busselton, W.A.	
APR 29	FAI (Yeoman), Novice & Jnr Aerobatics, Vintage Stunt.	KMAC
MAY 6	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 20	<b>FAI &amp; Combined Speed,</b> Triathlon (Artmil Trophy), <b>1/2 A Team race.</b>	CLAMF
MAY 27	FAI, Novice & Jnr Aerobatics, Classic Stunt, Simple Rat race.	KMAC
JUNE 10	Balloon Burst, Limbo.	SMAC
JUNE 17	<b>FAI Team race, Goodyear,</b> 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUNE 24	FAI, Novice & Jnr Aerobatics, Combined Speed, Vintage "A" Team race.	KMAC
JULY 8	Simple Rat race (whipping permitted)	SMAC
JULY 15	<b>FAI &amp; Combined Speed, Jnr 2.5cc Combat, Mini Goodyear,</b> Jnr 2.5cc Rat race.	CLAMF
JULY 22	FAI, Novice & Jnr Aerobatics, Class 2 Team race, Vintage Stunt.	KMAC
AUG 12	Simple Combat.	SMAC
AUG 19	<b>FAI Team race, 2.5cc Rat race, 1/2 A Combat, Combined Speed.</b>	CLAMF
AUG 26	FAI (Stuntmasters), Novice & Jnr Aerobatics,	

SEPT 2	Vintage "A" Team race, Aust "B" Team race.	KMAC
SEPT 9	Classic Stunt, Vintage Stunt, Aust "A" Team race, Aust "B" Team race, Simple Combat.	Warragul
SEPT 16	Vintage "A" Team race, Aust "A" Team race.	SMAC
SEPT 23	<b>FAI &amp; Combined Speed,</b> Simple Rat race, <b>1/2 A Team race.</b>	CLAMF
NOTE -	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	KMAC
	All SMAC events to be held at KMAC flying field. All events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members.	

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

**SUBSCRIPTION APPLICATION**  
**ARE YOU BORROWING?**

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

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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
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 Calendar

DATE	FIELD
Dec 10	CLASII Rat Final, Trophy presentations & Christmas BBQ breakup. CLASII
Year 2001	
Jan 14	"Come n Try" Fun Fly CLASII Rat Demo CLASII
Jan 26-27 (28th Stand by date if needed)	QUEENSLAND STATE CHAMPIONSHIP. C/L SCALE F4B, Qld. Stand off Scale, Fun Scale CLASII
Feb	Round 1 CLASII Rat Yearly Competition FAI Combat, 36 Slow Combat CLASII
March	Round 2 CLASII Rat Classic B T/R Mouse T/R 2.5cc Combat CLASII



### ANNOUNCEMENT

KMAC announces an addition to the printed flying calendar.

There will be an F2B stunt competition on Sunday 17th December at the KMAC field at Knox.

So please make a note in your diary and come along. All welcome.

Enquiries to Derek Pickard (03 ) 9889 1149.

## Queensland News

### From John Taylor

Seems as if the drought in S.E. Queensland has broken at last so with a bag of fertiliser and the rain we've had recently, the CLAS Ipswich field as coming back to tip top shape for the Queensland State Scale Championships on 26-27<sup>th</sup> January 2001.

Details and entry form enclosed in this issue.

There are a few "Classic B" planes being built for the first competition at CLASII field in March 2001.

I understand that the Queensland C/L State Championships will be held over the long weekend in May at ALC field Logan Lea.

Queenslands new C/L administrator is John Duggan.

Merry Christmas, happy New Year to all from sunny Queensland.

*The following advert was taken from the newsletter LINECHECK of The Three Kings Aeromodellers in London. A Team Race newsletter intended for beginners and non-F2C flyers.*

### SUPPLIES AND SERVICES

#### Model Research Labs

A free flight supplier with a large range of glass, carbon and Kevlar products - Kevlar thread, E-glass and S-glass cloth, tissue, pultruded CF rod, Carbon tow in 6000 and 12000 strands plus boron filament and cutting shears. Apart from their products, I love their motto -

**"The only difference between genius and stupidity is that genius has its limits"**

Model Research Labs  
25108 Marguerite #160,  
Mission Viejo, CA 92692



## JAZZER TOPS AGAIN

Doug Grinham's run of top F2B form continued in October when he flew his latest model to yet another win. Called the Jazzer 2 and powered by a traditional ST46, the 60-size plane is modelled around Doug's own fuselage with a Bill Werwage slightly thin wing.

Initially, the Jazzer 2 was designed to be powered by a full 60 but when the model was finished and it came out so light that fitting a 60 would have meant an overly nose-heavy problem. The solution was as simple as fitting a Tigre 46 and letting it cope with the favourable weight.



Since its first appearance in the KMAC winds a couple of months ago, Jazzer 2 is unbeaten. Jazzer 2 tops the Knox monthly club F2B competitions in everything from favourable to windy going. A very impressive plane.

Well, that was what happened at the October F2B event where Doug was followed home by Peter White who chose to fly a classic plane powered by yet another ST46.

The only other points of interest during the F2B competition was the way PJ Rowlands only flew his problematic plane before abandoning the day and Ken Taylor having fun with his unusual flying wing.

And lastly, Mike Hawkey joined the stunt competition scene with his newly finished profile model that is powered by an equally new Fox 35. Both went well on the day in the Novice pattern and will run in F2B for the future.

(Isn't that right Mike.)

Thanks go to the judges: Vic and Steve Mitchell.

### RESULTS

Doug Grinham	(Jazzer 2/ST46)	4221
Peter White	(Skylark/ST46)	4151
Mark Ellins	(Manito/ST46)	3784
Derek Pickard	(Singing 60/Stalker 61)	3268
Ken Taylor	(Slappy 1/Moki 51)	1733
PJ Rowlands	(Slappy 2/Moki 51)	1672
Mike Hawkey	(Big Tiger/Fox 35)	1281

Photo below

*Both looking pleased with their day's flying - Doug Grinham and Mike Hawkey.*



2-24 Appaloosa Court,  
GREENBANK Q. 4125

Editor, ACLN,  
Sir,

*Like most of your subscribers around the country I recently received the next batch of proposed control line rule changes.*

*Whilst I also intend replying through our club and hence the State rules committee, I believe that a couple of points would not suffer from being aired in your august publications. I'm most concerned with proposed change 12(d) which will*

require lead out line position to comply exactly with the plan. I admit an interest in this matter as I am developing a product for this class based on the outline (+/- 5%) of the long defunct Aero Flyte "Rambler".

It is/was intended to offer the model to newcomers and those who had building time constraints in a substantially finished modular state complemented with various engine, wiring, cutout and tank solutions. The type of construction has been completely changed and refined including built-in swept forward leadouts.

As all Vintage classes have been bastardized since the word "go" admittedly mostly with good reason, both present and potential participants need to resolve once and for all each event's underlying philosophy. Are they "Vintage" or "Racing"? If the former they must conform to plan without any exception, becoming virtually a 1:1 Scale class. If the latter, then exceptions to improve the breed can be permitted.

Having been involved in the Ballarat single elevator protest and more recently but less directly in the Timmy Tiger debate in "A" class, I question if anyone can unequivocally claim every Rambler was built according to plan. Whilst built-in load outs offer some theoretical performance advantage, swept forward ones merely unload the pull at the handle.

If 12(d) is included as is then perhaps we should require more period fixtures and fittings such as cloth hinges, semi-rigid neoprene fuel-tubing etc. In any case 12(1) will remain redundant, as the "Racers" will only choose models that offer performance advantage.

The second issue is the need to adopt a more scientific approach to line pull testing. Firstly the Instruments used must be regularly calibrated for accuracy otherwise everything else is pointless and may also unnecessarily damage models tested. Secondly we should consider testing each line individually to avoid a flyaway if only one line fails in flight. Finally the level of each test should be set scientifically rather than intuitively eg. The formula for Acceleration due to Rotation is

*Velocity squared divided by radius*

Therefore the initial rate of (sorry about the Imperial Units) 1lb (453gm) model @ 100mph (162kph) on 60' (18.3m) is:

150 feet/second (45m/sec.) squared / 60 feet (18.3m) =>  
22500 feet/sec sq / 60 feet => 375 feet sq

Now the initial rate of gravity is 32 feet/sec. (ca 10m/sec) therefore the "G" force generated is 375/32 => 11.7 G

In this instance a Pull Test of 12lb would be adequate and Not unnecessarily stress model, lines, connectors, etc

This equation also illustrates that the Velocity of the model is even more critical than its weight (mass) as with each incremental speed increase, the strain on the lines increases with the square of that increment! Obviously events such as combat should have a scientifically calculated loading added to cater for models coming loose on the lines before tightening up again.

Regards,

Brian Burke  
26th October 2000



TARMAC Notes for October and November

It is no secret that the vast majority of model aircraft that we operate rely on internal combustion engines for their motive power. Or that lots of folks (not all of them aeromodellers) are very interested in these miniature power plants. Some just use (or misuse) them for their intended purpose, others collect them, and scattered thinly across the country, are quite a few people that make them. Very few practitioners of this black art produce their masterpieces in commercial quantities, Gordon Burford being the best known and most prolific of Australian manufacturers with his Sabre, Glo-chief and Taipan series. But there are other Australians, like David Owen who manufactures his own engines as well as marketing a wide range of imported engines. Mostly replicas of classic and rare types.

David is also famous for having designed the 'Mate' diesel for would be engine builders. He used to produce kits of parts and very detailed instructions for the beginner to make his own working first engine. More recently he has collaborated with a number of model engine experts around the world to produce a book containing the plans for some unusual, historic and interesting engines. It includes the 'Mate' diesel. There is enough information in the book and drawings to make these engines for yourself if that is your desire. Even if you are not an engine builder, it is still very interesting and well worth some study. The book is called 'The Motor Boys International, Model Engine Plan Book' and all profits from this book are given to the AMA's Junior Program to encourage youth into aeromodelling.

The Motor Boys who did all this work are: G e o r g e Aldrich (USA), Gordon Burford (Aus), Ron Chernich (Aus - he prepared all the CAD drawings), Ken Croft (Eng), Tim Dannels (USA), Don McClusky (USA), David Owen (Aus), Stan Pilgrim (Aus), Roger Schroeder (USA), Bert Striegler (USA).

To order this book, contact the Academy of Model Aeronautics at 5151 East Memorial Drive, Muncie, Indiana 47302 USA. It costs US\$29.95 plus US\$9.95 for postage. If you need to contact David to get yourself a replica Dooling .61 or Taplin Twin or many other interesting engines write to: Owen Delta Miniature Engines, P.O. Box 264, Fairy Meadow, NSW 2519, Australia.

While I am talking of engines I must mention a publication that caters exclusively to the builders of MICE (Miniature Internal Combustion Engines). This is a magazine called 'Strictly I.C.' that has an international contributor list and is located in the USA. The designs described range from the most simple of single cylinder engines to vastly complicated multi-cylinder types. The latest issue has a description and wonderful photos of an engine being built by Barry Hares of England. This follow up to his successful 1/5th scale working model of a 12 cylinder Rolls Royce Merlin is even more involved. It is a 1/5th

scale Rolls Royce Eagle 22. This is a 24 cylinder, H pattern, supercharged, sleeve valve engine. No castings here, this is being cut from solid blocks of aluminium. Vastly complicated, it is very similar in layout to my favourite engine, the earlier and much maligned Napier Sabre that powered my other favourite, the Hawker Tempest V fighter. If you are interested in subscribing to Strictly I.C. write to: Plough books, P.O. Box 14, Belmont, Victoria 3216, Australia who are the local agents.

On the subject of Hawker Tempest V fighters (and it doesn't take a lot to get me on to that subject), those of you that cruise the net of an evening might like to check out the web page at <http://www.bianchiaviation.com/> to see a reference to the Tempest restoration that PPS is doing for the Kermit Weeks flying museum. On a related subject, I saw a message only recently that indicated that Pierre Clostermann, a one time Tempest pilot and author of one of the best fighter pilots autobiographies ever written is still alive and kicking in France. He is about 87 years old. If you have never read 'The Big Show', then you should; it has my seal of approval.

On the West Australian scene, I have had a look at Grant Lucas' new toy. It is a Profi speed motor of the type used by Luis Parramon to win the last couple of world championships. Complete with spares and matching props. I expect that he will be busy with the dynamometer soon to get it up to speed for the coming WA nationals. This is a man with a mission. By the way, I hear that his big .60 powered monster is repaired and ready for action again.



## **Kestrel**

While on the subject of engines, close by you should find a photo of a home built engine that has fallen into my clutches. It is an Edgar Westbury designed .29 called the Kestrel. This particular example was made about 55 or 60 years ago by a friend of mine who used it in a tethered hydroplane.

News from overseas is that ex World F2B (Stunt) Champion, Bob Hunt has just become the editor of Model

Aviation magazine. Bob is a knowledgeable Control Line flyer, and former editor of Flying Models magazine where he kept a significant Control Line content in spite of the preponderance of RC in our hobby. He returns to the print media after a spell with his Robin's View video business. We will have to wait and see if that continues as well. In the meantime, expect Model Aviation magazine to continue to support control line activity.

The local WA scene has just been enlivened by the running of State Stunt, and for a change the sun shone. And shone. I went home half cooked. Overhead it was a glider pilots day, with cumulus clouds popping (forming) and drifting slowly away with the breeze. The weather bureau said it wasn't all that hot, but it sure felt like it to me, and to most of the engines as well judging by the rash of engine setting problems that beset most of the entrants. Another feature of the day was the turbulent, shifting winds that made havoc out of quite a few patterns. There were six entries and early on the scene was Hans Bertina, who had performed miracles of resuscitation on his ST .60 powered KA10 that had been comprehensively crashed only the week before. How he reassembled the pile of balsa chips into a working stunter in so little time is a mystery to me.

Hans went on to place a creditable third on the day. In second place was a surprise entrant, Peter Smith. He seems to be making a regular thing of arriving from his normal habitat of Canberra just in time for our State Championship events. This time he brought his very cleverly designed take apart stunter powered by St .46. The winner, (and it was not really a surprise to me) was Phil Trueman. Using his very business like GEO XL powered by a piped, PA .61 he put in 3 very good flights. It is very nearly an invincible combination at present, as the hardware is well sorted and Phil, as well as being naturally talented, is in regular practice. Congratulations to all the place getters and thanks to Jim Stivey who sat uncomplaining in the sun to judge. Also thanks to those bystanders who kept dragging him out of the shade of the trees and putting him back out in the sun where he belonged.

While here, Peter Smith mentioned the flexing 'active' hinge as described a couple of issues back. He gave me the news that an absolutely unbreakable material that can be used for these hinges is strips of Kevlar sailcloth. It takes glue well and will never fatigue. I noted that down for future attention, but as I said earlier, I have had no problems with the nylon or satin hair ribbon.

News on the club front is that Adrian Dyson will be taking over the operation of the club shop. So for any of those odd bits and pieces that you might need for Control Line or Free Flight, give Adrian a call. He could have just what you need.

The upcoming 'Turf Racing' day will be run under new rules designed by Jim Stivey to emphasise consistency and give all comers an even chance. This day will feature Bendix, Plain bearing rat, and Vintage A races using predicted/nominated times to find a winner, rather than allowing the race to go to the fastest (which is how races usually work I think). Plain bearing rat racing has been singled out for special attention, since it usually is the team

with the most laps completed in five minutes that wins. This version will call for a race over 90 laps with one mandatory pit stop. This adjustment allows all three classes of racing to compete for the same trophy on the day.

A rose by any other name they say, would smell as sweet. So it is with words. From time to time, our far sighted management team at work falls under the spell of yet another motor mouthed guru who says that he can show us the way forward. Cut costs, make the staff calm, happy and more productive, lift the share price and bring peace to the Middle East. There have been a few of these, who have spread their gospel, taken the money, and left us largely unchanged. A testament to the gullibility of our anointed leaders. The only examples of the breed that I have personally been subjected to, have either come from North America or use accents that imply that they have, but maybe other nations also spawn these enthusiastic opportunists.

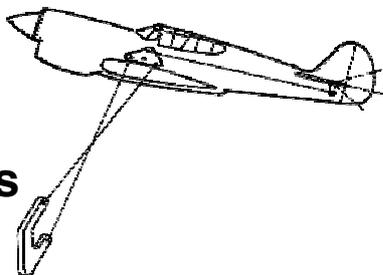
One of the features of their teachings is that your thoughts should at all times be 'positive'. To reinforce that point, you should never use the word 'Problem'. It can be replaced by 'Challenge' or you should think of the situation as a 'Development opportunity'. In the environment that I have worked for many years there are lots of situations that we consider problems and our job has been eliminating or circumventing them. It has occurred to me that they don't practice what they preach here, when they are at home in the States. If they did, we would never have heard that famous transmission from the Apollo 13 astronauts while they watched their precious oxygen vent into space. 'Houston, we've had a problem here' would have been 'Houston, we have a development opportunity here'.

Charlie Stone                      VH4706  
Email<cestone@bigpond.com>



Werrington Park Model Aero Club (NSW) -  
Control Line section.

## Control Lines



By Stephen Yeatman

Most of you are probably aware now that Tom Barry has moved to sunny Queensland, we thank him for all his hard work and wish him all the best.

On the 29th October, we held a Control Line section meeting and voted Don Keyssecker our new Control Line Section Leader, and Max Haines our Safety Officer.

We have also voted on a Club Control Line Model which

we are hoping to have in the air shortly. We intend to organise a Club Control Line contest in the New Year along the lines of a "Triathlon" - simple stunt pattern, team race, & combat. The model is a Brian Burke design.

If anyone is interested in the above, please let me know and I can organise the foam cores and plans for the model.

Recently the Duke Fox Memorial Vintage Stunt Competition was held at Remac.

Placings were as follows:

1st - John Macyntyre,

2nd - Peter Barclay,

3rd Don Keyssecker.

Don tells me the contest went well considering it was a very windy day!

Also, at the recent State Championships, Neil Alleyn placed 3rd in Advanced, stay tuned for his report.

On the contest front, we will be running a F2B Stunt Competition on the 3rd December. There will be a working bee the Sunday before and we are hoping for a good turnout for both days. Please let Don know if you can help on the Comp day.

At our recent meeting, we decided that next year we would hold just one competition day (proposed date: 20 May 2001). We will run both F2B and Classic Stunt. Date to be officially confirmed.

On the local front, I would like to thank Yvonne (Chris' copilot) for feeding the "hungry masses" with a wonderful curry chicken lunch recently, it was much appreciated!

Chris has his "plank stunter" working well with a new Thunder Tiger 25, and now is starting to try some inverted flight.

Lenny claims that he is leading the "crash and burn" pointscore at the moment - his flying is improving with some nice shapes, he reckons even his crashes have more style!

Max, Lenny, Don & myself have had some "friendly" combat with plenty of cuts and not too much model damage.

Til next time, CYA in the circle.

Steve.



*This is a letter from Steve Helmick in the U.S. He represents a small group of dedicated control line racers determined to see Aussie style 10cc team racing revived. The group is looking for assistance. Can any readers of Australian Control Line News help?*

*John Hallowell*

I have tried several sources to get more data on the 10cc TR's y'all used to fly. A small group of local guys around Seattle are planning a revival of our own. We have never seen a drawing, or photo of a genuine article, except Ross Filshe's Mac .60 brute. For powerplants, we have 3 HB .61's, one with PDP, a ST G.61 (with PDP), a McCoy

.60, a Webra .60 and a ST.60 (stunt donk). I don't think any of them cost over \$80 and some were NIB. We are scaling up vintage B T/R's to make sure they look about right, and they will be all painted, no clear wood finishes.

I have CNC'd some alloy engine plates (crutches to us), and another machinist in the group made some shutoffs big enough. Right now, I have a bunch of the engines and crutches to mount the shutoffs on. It's kind of a co-op. Tom Knoppi (ex US F2C team member) is making fuel tanks, he says. I would appreciate any info you can get.

I got a set of the original rules from about '56 from Len Brown. I would like to get some specs on weights and speeds of the old models, and any pictures, color schemes, etc. We are all agreed that we want the models to look like 1950's Ozzie models, not fancy graphic schemes from the PAMPA guys. If you could put me in touch with Ken Taylor or Ross Filshie then that would be great. Also, if you happen to know any of my Ozzie buddies, Peter Lloyd, Paul Straney, Merv Buckmaster, Dave Simons, Dave Anderson and many others, say "Howdy"! I will email your team race partner Keith Baddock to see if we can invite him to a Skyraider's meeting or at least out for a brew. I long to hear a good Ozzie accent! I chased for the Aussie team at the '79 and '93 World FF Champs in California, and visited Oz in '83 for the WFFC. The '93 team sent me some bogus naturalization papers, stating that I am a certifiable Ozzie, tho I don't think that is all good! I loved Australia, and look forward to another visit when (if) I manage to retire. My knees are too shot now to fly free flights much, but stunt, B and C T/R will keep me busy enough. As for my modeling history...started at age 4, and finally figured out how to quit at about 42, but only for awhile. Now my knees are shot and I'm too old to run much, so it's back to C/L. I flew a lot of combat, speed, and a bit of racing and stunt in the '60's. The OS Max III .35 was my first new big engine, and I got a bad one. The bronze bush was too far forward in the casting and the crank rubbed on the aluminum, shaving it off and sending it through the works. Not good. It did go like the hammers of hell on a combat model "Super Swoop", for a short while. I was 17.

The C's are just to hear them roar...thus we are requiring .49's to .61's, and to eliminate the Rossi .60, we're requiring the front intakes. Of course this makes a lot of old R/C engines very useful, most of which can be picked up used for \$30 to \$75, and they won't lack power when compared to the vintage McCoy and Dooling, either. Pete Soule did some calculations and figured the line pull for 3lb model at 105 mph, I think around 36 lbs. We have some pretty stout race pilots up here, and they are going to be called upon to do the honors when we actually stage a "race" (demonstration). We definitely want to fly 3 up.

We really go for the 10cc stuff and are strongly opposed to the small engines like the OS 35's that were used back then in Australia...if we really were devout racers, we would probably use K&B .40's circa 1970, but we want to feel the pull and hear the thump of the big bore stuff. Just about anybody can build and fly such a model, but we don't want to. It was with some reluctance that we allowed .49's, for those who might find a Merco .49 or ST .51 V series. I've heard of Kyowa .45's, as Ken Taylor remembered was used, and in fact saw one within the last

few years, but sure don't want one.

In this country, no glow racing or speed event uses "open" fuel, so it just doesn't make sense to mess with "range brews" as Len Brown so kindly provided formulae. He says they smell super, but I will have to take his word for that. Most chemical suppliers have at least a \$50 minimum here, and those secret ingredients are not something you want to share with your clubmates, eh?

Thanks for the info on Ross Filshie's Bushfire! BAAAD meaning "great"!) looking model, surely designed to maximize line tension and make the pilot miserable. I must say, tho, that the model is illegal per all T/R rules (and your '56 rules, specifically) as the cylinder head is fully visible. This is sad, because that red cyl head really "makes" the model. There is no doubt that this is one brutal racer.

My own choice is the "Basic Layout" model from the original article on B T/R. Air Trails, I think. It is very beautiful and there are several options shown on the plans. I will build the same design for B T/R, tho our rules have changed again and we don't need to use vintage designs. Because they don't need to be authentic replicas, the nose will be shortened somewhat for balance. My B T/R will have a Magnum XL .28, probably not legal per your rules.

It would be a lot of fun to stage a 10cc TR "Postal". If anybody is interested, count us in. If I have to run it, I will. But like I said, we're all over 50 and don't build too fast anymore. Anyway, I would be most interested in weights, speeds and photos if possible. Color data would be good. I am also interested in color data for the Larakin (Mk.I) stunter of Brian Horrock. I have a B&W pic in Airborne of Brian presenting the replica to Dave Axton (who I met briefly in '83 in Goulburn), but would like to have correct colors for a future project. I expect it's "Green & Gold", but that's a little vague when looking at the color charts.

Can anyone tell me how Gordon Burford is? I hope he is still machining away, making some typically sweet model engine parts. I met him in '79 and '83. Also met Ian Liddicutt in '79, and was very sorry to hear of his untimely death in his Renault.



I'm attaching a photo of a Boeing 7?? taken after an encounter last December, and a photo of Paul Walker's B-17 STUNTER as flown to 9th in the last WC. I did the cowl pattern, spinner nuts and venturii, all from alum. Howard Rush did the carbon work. The molded cowls weighed 10 grams each without the clips and stuff. One actually blew away while working on the model at the field, but it was found several hundred yards away. After bouncing across all that asphalt, it was unscuffed, due to the light weight. The model is impressive enough, plus it does an excellent pattern!

My snail address is: Steve Helmick, 2104 Aberdeen Pl. SE, Renton, WA 98055 USA. Phone is: 1-425-255-1887 and email; sbasser@yahoo.com Thanks a ton for responding!

Cheers, Steve Helmick

Here are the rules we will fly to;

Addendum, Ozzie Rules, Renton, Washington, USA..... October 1999

**Engine Restrictions:** Besides original racing engines such as McCoy, Dooling, Hornet, and such from the '40's and '50's, modern baffled piston, front intake engines will be allowed. These MUST be front intake configurations. The engine's displacement must be from a nominal .49 to .61 cu. in. NO DIESELS, NO SCHNEURLE PORTED ENGINES

**Engine Shutoffs:** Required.

**Line sizes:** .018 braided 70' length from CL handle to CL model.

**Handles:** Good solid handles will be essential...no EZ Just Hotrocks!

**Fuel Capacity:** 60cc's, including fuel lines to NV

**Refueling:** Squeeze Bulb or Bottle, no valves, no pressure refueling systems.

**Fuel Specified:** 10% nitro, 20% oil, 70% methanol alcohol

**Pull Test:** Per AMA racing rules, 25g pull test

**Props:** No nylon props allowed, although fiber-reinforced props are allowed, as are wood, CFRP and GFRP props.

**Starting/Pitting:** Electric starters are REQUIRED! Two man pit crews are allowed. "Hot Glove" or "Hot Rings" etc. are mandatory! We do not allow: Kwik Klips, Phone Jacks, or Hot Shot types of glowplug power.

**Scale Pilot:** Required in cockpit

**Wing Area:** Minimum wing area EXPOSED/EFFECTIVE is 230 sq. in.

**Fuselage Cross Section:** 4.75" high x 2.50" width "at the

cockpit or cabin, from the floor to the top of the pilot's head, and at the pilot's shoulders". (This copied from the original Aussie '56/'57 rulesbook, I read it to mean that this is the cross section at the cockpit, NOT per the Williamson "General Layout" B T/R drawing.)

**Engine Cowling:** Per the original rules, the engine must be completely enclosed, with the headfins covered, only a hole for glowplug allowed, and of course NV allowed to protrude from cowl. Per the original rules, the model of Ross Filshie is technically illegal due to this rule...do we need to enforce it????

**Maximum Weight:** 4 lbs, per Rat Race rules. No minimum weight.

**Finish:** No clear finishes allowed. Traditional paint schemes and color are desired, typical of models from the 1950's and '60's.

**Construction:** Traditional construction methods are desired, molded composite parts are not considered typical and are officially frowned upon, although a layer of carbon mat or fiberglass cloth over wood is very acceptable.

**Landing Gear:** Two wheel gear is required, the wheel sizes are not specified, but should be in the 2" to 2.5" range. The wheel track should be at least 8". Retractable wheels are allowed, but they must extend for all landings.

**Appearance/Appearance Points:** It is not our desire to mess with appearance points, however, we would like to see pretty, colorful, and realistic models, well finished, and attention-getters. Solid, safe construction is absolutely essential.

**Heat Races & Finals:** 60 lap heats, 120 lap finals. All races will be 3-up IF POSSIBLE.

As you can see by our O.R. Addendum, we have made some changes to suit our AMA safety regs and adopt standard fuel as it is very difficult to buy small quantities of chemicals here due to the (illegal) drug manufacturers.





# Prop Doctors mixed bag.

Well at last some things have happened in my life worth reporting. Hospital beds are not so good, especially the ones with a plastic layer under the sheet. Also my visitors are really stingy, but I guess you shouldn't give chocolates to a heart patient!

Main news is we have the injection moulder running. Grant Lucas is an ace with machinery, but I sometimes think he is a bit free with the hammer! Also had some help from Alasdair Taylor, who tracked down the source of nylon beads and also is expert on pneumatic cylinders.

The moulder will squirt up to 27g of nylon, which is enough to do some 7" propellers. 7" seems to be the limit for size, due to the way the machine is built, but that should be enough to put APC out of the vintage team race monoply it holds.

Still, there is a lot of work to be done yet. The mould will need to split along the leading and trailing edges, quite different from my carbon/epoxy moulds. Also will need to do some stress analysis to determine the safe RPM for the glass-filled nylon.

If anybody out there has some suggestions for product from this machine, we would be most interested. Just remember we need to make money out of this, otherwise both Grant and myself go hungry.

Speaking of Grant, he now has a Profi for F2A. I had never seen one before, and I find my F2A props don't fit the spinner slot; so there is yet another project for the list. He is also working on moulded carbon wings and tail for .60 speed, using machined aluminium moulds. The quality will be extraordinary, as he is using racing bike technology.

Have also been out testing props and motors for stunt. Some kind soul in times past gave me a plastic bag filled with Enya 45 6002 parts, and I am rude enough to have forgotten who it was. If it was you, please give me a call as I want to thank you. The motor cleaned up very nicely, and runs very sweetly. Seems to run identically to my Enya 45 6001. I flew both motors consecutively, using my 11X5 and 5% nitro with 1/4" venturis and my super quiet muffler.

By the way, it took me 6 hours to tap the exhaust lugs to take my muffler! Thinking I would do a professional job, I set the case up in the CNC mill. This gave nice accurate holes for the power tapping using a brand new spiral flute 1/8" BSW tap. I carefully ran the tapping program, even putting it thru a test piece of aluminium to make sure the feed rate matched the required pitch.

Then with a good dash of Tapmatic fluid, I fired the tap down into my lovely crankcase, only to see it get torn to bits when 80% down into the drill hole. CNC machines don't stop just because a tool breaks, and it

carried on down grinding the remains of the tap to powder. No way I was going to get that mess cleaned up, the crankcase was ruined.

Luckily, I had seen an Enya 45 6002 case down at ABC hobbies in Midland. What it was doing on the shelf there, 25 years after it was manufactured, I do not know. However I raced off and got for only \$40, and this time I hand tapped it. It then became clear why the original tap broke. Whatever Enya made that case out of I do not know, but it is tough!!

Now, back to the flight tests.

This gave 6 seconds per lap, which was too slow to do aerobatics as there was no needle margin. Will need bigger venturi's or more nitro. There will be a delay, as I flew the model too close to a tree and lost the outer wing tip to the Tree God. Its repairable.

The model is an Eather-built Firecracker, so I got to see some of his construction methods. Talk about light! No spar, except acting as a shearweb; no ribs, just a fishbone-type with capstrips. No wonder the tree took it off so cleanly! Sorry Brian, your beautiful model has been taking a pounding as my test bench.

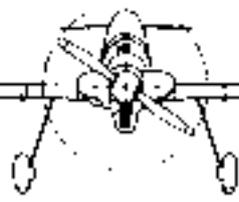
My Club, the Mercurians, has seen a boost in membership recently. one guy showed up with a twin pulse-jet R/C canard delta and a video of it flying! You know, so cool; like it wasn't fast enough with one jet, so you bung on another!!

Finally, I figure you can only have fun while you are alive, so I bought some VA miniature engines off David Owen at Owen Delta engines. So far I have a Mills .4 (.75 replica), Mills .55 (1.3 replica) and an ED Racer in .5cc!! What jewels! So far I have flown only the Mills .4, and its marvellous in my profile scale FW190-D9. David tells me the Mills .25 (no longer available) is a little more tricky to handle, so if you have one you want to sell, then I'm interested.

Next month I may have more news on Doppler, so ruck out and renew your subs to ACLN right now, and a merry Xmas to all!

**SUPERCOOL RACING PROPELLERS**

42 Hopburn Way, Balga 6061 W.A. Australia Tel/Fax: 81 8 9347 2481  
Email: propco@gnicenet.au http://www.60606060.com/propco

★ RACE

★ PROVEN ★

*Stuart I  
Sberlock*

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

K1141 26

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	



# RULE CHANGES “SPEED”

There seems to be some misconception on the reason for changing class 1 speed to 2.2cc. It is because the O.S.CZ11PS motor which most people use is no longer available.

By going to 2.2cc we open it up to a host of good motors, around 5 brands, plus all Nova-Rossi made but badged otherwise. It will not be a one-engine class as has been stated.

It will also “NOT” cost anything like the cost to convert these car engines, that has been quoted \$500-\$800. The best engine available, with fins machined & venturi & needle valve, would be around \$346 ready to fly.

Also these engines fit existing O.S. bolt pattern etc. So existing models will be used, if people want to update etc.

These motors will always be around as the 2.2cc car class is booming worldwide and other manufactures will make motors as well.

These motors are not that much more powerful than the O.S. not as much as manufactures claims would suggest. The weight in aircraft form is only about 8 grams heavier than the O.S. Pylon Special.

Suggestions that it's not a novice event are wrong; it is an easier event than any other speed class. Believe me the other classes are harder, especially FAI, yet people jump into FAI speed before they are experienced. Technical data is freely given to get people going fast in Class 1, it's just a matter of testing and developing them. There are many motors out there that are capable of winning.

Some people have suggested we change class 1 to 2.5cc that was not proposed vote.

Opening it up to 2.5cc will allow all sorts of expensive 2.5 motors faster than the combat motors suggested ie: Gillot Rossi, Zalp, 8 port Nova Rossi, Cyclon etc.

Class 1 used to be open 2.5cc, and it was dead for years, that is why when people wanted 2cc we changed class 1 to 2cc, instead of making another class.

People with 2cc motors can and still will still use them, it is the maximum size only that has been raised to 2.2cc, some think you must use 2.2cc. Not so!

Statements that by introducing a new 3.5cc class would be one more class in a field that is too big already, but as all classes are flown all together as one contest, it does not matter how many we have. It also gives more variety.

Some of the bigger classes are dead and motors are getting very heavy these days and at high speeds are hard to hold on to and safety becomes an issue.

Maybe we should drop a couple, but I can imagine the outcry from some fliers now!

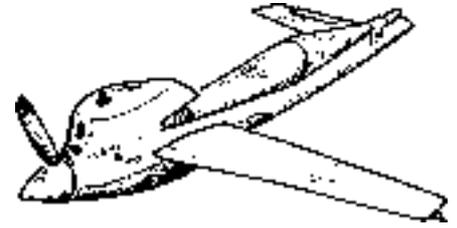
We will never have enough models to fly each class individually as we used to have way back 30 years ago. So all classes in together makes no difference, just another model and I thought the idea was to fly and have fun!!

We have to change with the trends in the way engines are going in other fields, as control line is so small a concern for modern production output requirement.

If people want to encourage novices in speed, first of all put events on the calendar and then the experts should get out there and help with real technical advice.

Both of these rule changes look likely to be passed by the way. It is just that I wanted to counter any misinformation that has been circulated.

Robin Hiern



## Control line Aeromodellers of Gippsland

By Peter White.

The October meeting at the Maffra Sports Complex was eventually held on the 15th being moved from the first Sunday because of bad weather. However it was a case of “Out of the frying pan, into the embers” as the 15th was only marginally more pleasant (or was that “less unpleasant”) than the day we cancelled.

Half a dozen brave souls took to the air- Andrew Beevor with a Stunt Runt/ Norvel 061, Wildcat/ O.S.15, Graham Vibert with his all American/ Fox 35, Paul Richardson with a Tony Cincotta Longmaker (Stretched Peacemaker)/ O.S.15, Robbie Hiern with a Marvin/ Elfin 1.49, which broke its one and only prop on its first takeoff, Graham Keen with his Enya 35 powered delta and a Wildcat/ O.S.15 and Peter Roberts with his Peacemaker/ O.S.15, Iron Monger/ Taipan 2.5 BR, and his new Frisky Powered with with a Blue Head Taipan 2.5.

Also present were Greg Beevor pitting for Andrew and taking on BBQ duties, Shae Haefale who wisely chose to not fly and yours truly who wimped out, not seeing any need to risk a new, untested All American Junior.

Over all, the day passed with no major mishaps with the surface of the oval in excellent shape.

Three weeks later, November 5th found us at the Knox Field with a good roll up of approximately 20 fliers and another 3-4 helpers all making good use of the 5 circles available.

Again, yet again, there was a persistent South Westerly breeze which tended to be a little tricky as it rolled over the trees bordering the field.

Those who showed up with models were- Graham Vibert, Viper/ Enya 35, Geoff Ingram, Wombat/ Fox 35, Alan Harrison, Gieseke Nobler/ OS 35S, Mk 1 T'Bird/ Merco 35, Blue Pants/ Taipan 2.5, Demon/ Merco 29, Doug Grinham, Cutlass (Combat wing)/ Sabre 35, Ramrod/ Fox 35, Mark Ellins, Manito/ ST46, no name combat wing/ Enya CX40, Albert Sammut, Freebird/ Paw 51, Peter Roberts, Frisky/ Taipan 25, Iron Monger/ Taipan 2.5BR, Tony Cincotta, Gladiator/ Fox 35, Nobler/ Fox 35

with a new Plasma liner and Piston which Tony is developing to Retrofit Foxes, Ian Triffit, Tarbaby/ Ed 2.46 MK3, Andrew Beevor, Viper/ OS 46 LA, Enlarged Stunt Runt/ O.S.15, Tamerlane/ OS FP 20, Graham Keen, Viper/ OS 46 LA, Shae Haefale, Ossie Mossie/ Norvel 061, Robbie Hiern, Ambassador/ AM 35, Marvin/ Elfin 1.49, Noel Wake, Profile Nobler/ OS FP 20, Peacemaker/ OS FP 15, John Boys, O/D Advancer/ Frog 500, Mark Usher, Phoenician/ Enya 40, Stunt Master/ McCoy 35, Colin Holmes, Russian 1/2 A, Russian 049 (Combat Wings), New South Welshman Robert Owen, Believe (Russian Combat)/ Cyclon 2.5, Derek Pickard, Winglet/ Webra 3.5 GLO and yours truly with an El Diablo/ Fox 35 and an all American Junior/ Torpedo 19.

Two new juniors with the Brimbank Falcons, Shane and Luke Rhue, went solo under Alan Harrison's tuition and received Falcons Club caps for their efforts- Congratulations guys. If I remember correctly, these boys were the winners of the motor and kit that the Brimbank Falcons raffled last Christmas.

Shane unfortunately found himself in trouble with the wind at one stage and ended up removing the nose from Alan's old Demon.

Not to be outdone by a junior, yours truly buried the nose of the Little All American in the mud, filling the Torpedo with debris and breaking the prop. It appears that a lead out wire snagged when the lead out guide tube popped out of place- at least that's my story.

Dave Gregory, John Summerton Greg Beevor and John Hallowell (for a while) spent the day spectating, assisting and generally socializing.

Derek Pickard provided an interesting diversion, running in a Saito 56 four stroke at the field. This is a nicely made piece of machinery that is destined to finish up in one of Derek's stunts in the near future.

Conspicuous by his absence, the first since we began these gatherings, was Paul Richardson who stayed home to give wife Wendy moral support while she went for her motor bike licence (successfully).

A total unfound rumour has it, as rumours often do, that Wendy is looking to buy a scruffy red wig and beard to wear under her matte black helmet. Maybe that has something to do with why Paul always refers to Wendy as an ANGEL.

Our next day will be at Warragul on December 3rd but please note the change of venue. Our usual field is unavailable so flying will be at the Regional Collage (up-market term for high school) in Burke St. with entry opposite the caravan park. Burke St. is to the left immediately after you leave the freeway near the show grounds.

As regulars to the Gippsland flying days know, BBQ facilities are available as long as you bring your own raw materials and drinks. Graham Keen, on behalf of the club, offers cans of soft drink for sale at these days.

If you need any further Information regarding these days, Contact

Paul Richardson on 5147-2374, mobile 0402-006-753 or Peter White on 5623-5120, mobile 0401-496-265.

## A.C.L.N. ADVERTISING

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

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



Seasons greetings to all our readers and columnists.

Apologies for last months double insertion of the letter to the editor from Kieth Baddock. This was due to an editorial oversight in a rush to complete the edition in time for printing.

I received an early Christmas present last night in the form of a computer virus which came tagged on to an Email message. My VET Anti Virus Programme has highlighted the fact that my computer has got the infection but I now have to find out how to disinfect the system. This is my first ever virus in my seven years of owning a computer and it leads me to the opinion that people who have nothing better to do in their lives than sit down for hours on end and create such destructive time wasting nuisances should get themselves a worthwhile hobby. I could suggest a few to try, but we don't want their types involved in aeromodelling.

The announcement of the successful bidder for the next Nationals to be held in Victoria was due to be made by the VMAA on November 16th

The three applicants are Horsham, Ballarat and Albury/Wodonga. The lack of availability of a suitable hard surface for Control Line at all three sites has delayed the announcement until some time in the future.

The proposed date is over the Christmas - New year period 2001/2

Don't forget that ACLN does not publish an issue in January, so your next copy will arrive at the beginning of February.

If you have not read an article on your favourite topic in this newsletter in recent times send one in yourself!

Till next year, a Happy Christmas and New year holiday to you all from the Victorian Control Line Advisory Committee.

Well Harry, here it is, hope that it's not too late for your next edition. We will hold unofficial events if there is interest.

ie Greg's open rat, so if people are keen on other events not listed then speak up!

**South Australian Control Line State Championships**  
**To be held at Monarto S.A. (nr. Murray Bridge)**  
**Hosted by Adelaide Model Aerosport**  
**26 – 28 January 2001**

**Bulletin 1**

***Program of Events:***

**Friday 26<sup>th</sup>**

Open Practice  
Hard & Grass Surface

**Saturday 27<sup>th</sup>**

F2B  
F2A – Combined Speed  
F2C – Round 1 & 2  
Vintage A T/R  
F2D

**Sunday 28<sup>th</sup>**

F2B  
F2A – Combined Speed  
F2C – Round 3, Finals  
1/2A Combat  
Goodyear

Catering for competitors and the public will be available at the site all through the day on competition days. A Championship dinner will be arranged for Saturday evening.

***Conditions:***

1. All entrants to be current MAAA members and Licences will need to be produced at the event.
2. Programmed events will be run as per current MAAA rule book.
3. Events will be run on hard surface or prepared grass surface.
4. Junior competitors as per specified MAAA age requirements.

***Accommodation:***

Accommodation for the weekend can be booked locally in the area, Murray Bridge and Hahndorf have a number of hotels, motels and caravan parks offering a range of facilities.

***For more information contact:***

Rob Fitzgerald  
¼ Craig Street, Greenacres, 5086  
Ph: (08) 8261 7241  
Email: [fitzgerr@cssp.com.au](mailto:fitzgerr@cssp.com.au)

**Model Aerosport South Australia Inc.  
SA Control Line State Championships 2001  
Entry Form**

***Entrant:***

Surname: \_\_\_\_\_ Given Name: \_\_\_\_\_  
FAI Number: \_\_\_\_\_ Address: \_\_\_\_\_  
Phone: (    ) \_\_\_\_\_  
Email: \_\_\_\_\_

***Team Member:***

Surname: \_\_\_\_\_ Given Name: \_\_\_\_\_  
FAI Number: \_\_\_\_\_ Address: \_\_\_\_\_  
Phone: (    ) \_\_\_\_\_

---

***Events:***

F2A	SPEED	COMBINED SPEED
F2B	AEROBATICS	GOODYEAR
F2C	TEAM RACE	VINTAGE A TEAM RACE
F2D	COMBAT	1/2A COMBAT

---

***Fees:***

Nomination	\$10.00	per Competitor
Senior	\$10.00	per Team Member per event
Junior	\$ 5.00	per Team Member per event

***Total Payable:*** \$ \_\_\_\_\_

Cheques payable to: Adelaide Model Aerosport Inc.

Signed: \_\_\_\_\_

***Post to:*** Rob Fitzgerald  
1/4 Craig Street, Greenacres,  
South Australia. 5086

# WANTED

A couple of pairs of "Artil" Streamline wheels, aluminium centres - 1 3/4" and 2"

Phone Peter White on 03 5623 5120

→ → → → → → → → → → → → →

Crankshaft's to suit Picco .21 Engines

1 To suit silver case Picco P5 21

1 To suit black case P S

Phone Alan Lumsden on 03 9874 2824

→ → → → → → → → → → → → →

Crankcase for ETA .29 Mk 3 or Mk 4

Main barrel section only needed.

This is to get my ETA flying again and not for a collection.

Contact Robin Hiern on 03 59 960339

→ → → → → → → → → → → → →

Wanted

Travelling companion to W.A. Nationals April 2001

Share expenses. Car with trailer. Departing Melbourne 17th April or Adelaide 18th.

Arriving Bussleton 21st. One way? or return?

For further details please contact:-

John Taylor Ph (07) 33927679 Fax (07) 33927529

Email [annmt@primus.com.au](mailto:annmt@primus.com.au)

# For Sale

Two top stunt engines: Merco 35 red head in excellent condition and converted to run an air filter \$70

Super Tigre 60 stunt in excellent condition complete with muffler, set up by Brian Eather.

Bargain at \$160.

Derek Pickard (03) 9889 1149.

→ → → → → → → → → → →

Sig Super Chipmunk C/L stunt. 53 1/2" span.

Suit .29-.40 motors. \$120

Phone Ron on (03) 9579 1143

→ → → → → → → → → →

Royal 46 reworked for stunt by Randy Smith

(Only run in test stand) \$150

Merco 61 Stunt

(Little use, as new) \$150

Magnum 40, reworked by Tom Dixon

(Had little use) \$80

Phone Paul Allen on (02) 65 72 4436

## CONTEST RESULTS

A low entry day at Frankston due to the interest caused by the Bathurst 1000 motor race.

Mini Goodyear 19/11/00

	Heat 1	Heat 2
Bailey / Hiern / K Hunting	5.03.88	4.13:06
Ellins / Hiern	4.13:41	4.50:16
Hunting / Hunting	DNF 67	4.31:03

## SPRINGVALE CONTEST RESULTS

12/11/2000

### TRIATHLON

Entrant	Stunt	Pts	Racing	Pts	Combat	Result	Pts	Total
G.Wilson	127	5	73	5	338	Win	6	16
C.Holmes	85	3	76	6	251	Win	5	14
M.Ellins	134 5	6	71	3	320	Loss	3	12
M.Wilson	62	2	72	4	91	Loss	1	7
L.Follett	111	4	58*	1	130	Loss	2	7
R.Marsh	58	1	58	2	142	Win	4	7

- no pitstop.

An enjoyable contest was had by all who turned up to compete at the Springvale Triathlon. Everyone managed to do well in at least 1 category which made for an even contest. Everyone used an OS 15 of some description, FP's came 2<sup>nd</sup>, 3<sup>rd</sup> & 4<sup>th</sup> with Max III's 5<sup>th</sup> & 6<sup>th</sup> and a Max 15 1<sup>st</sup>. The Terminator model came 1<sup>st</sup>, 2<sup>nd</sup> & 4<sup>th</sup>. It's a pity more people don't compete in triathlon, it's a lot of fun and improves your overall flying skills.

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