

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 43



Produced by the Victorian Control Line Advisory Committee

April 2001

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**Copy Deadline for next issue is:
Wednesday 18th April 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.

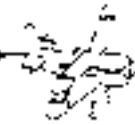
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COMING EVENTS



COMING EVENTS



CONTROL LINE CONTEST CALENDER 2001

APR 8	Simple Combat.	SMAC
APR 8	Birthday Celebrations	Brimbank
APR 13, 14, 15, 16	Victorian Control Line State Championships.	KMAC/CLAMF
APR 21 - 27	54 th 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	FAI & Combined Speed, Triathlon (Artil Trophy), 1/2 A Team race.	CLAMF
MAY 27	FAI, Novice & Jnr Aerobatics, Classic Stunt, Simple Rat race.	KMAC
JUNE 2-3	Vintage A, Classic B, Simple Rat, Simple Goodyear, 1/2A Combat	WMAA
JUNE 10	Balloon Burst, Limbo.	SMAC
JUNE 17	FAI Team race, Goodyear, 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	FAI & Combined Speed, Jnr 2.5cc Combat, Mini Goodyear, 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	FAI Team race, 2.5cc Rat race, 1/2 A Combat, Combined Speed.	CLAMF
AUG 26	FAI (Stuntmasters), Novice & Jnr Aerobatics, Vintage "A" Team race, Classic "B" Team race.	KMAC
SEPT 2	Classic Stunt, Vintage Stunt, Aust "A" Team race, Classic "B" Team race, Simple Combat.	Warragul
SEPT 9	Vintage "A" Team race, Aust "A" Team race.	SMAC
SEPT 16	FAI & Combined Speed, Simple Rat race, 1/2 A Team race.	CLAMF
SEPT 23	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	KMAC
OCT 21	Friend and Fly Day	Brimbank
NOTE -	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)

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.

NARROMINE: CONTACT STEVE BAKAC 02 68 89 2501

CLAS CONTACT MIKE COMISKY 02 9605 2062

CLAS Contest Calendar 2001

Sun 1 April	KMFC	Classic/Vintage Stunt, Simple Rat Race, Bring /Buy & Swap Meet
Fri 13-Mon 16 April		Victorian State Championships
Sun 6 May	KMFC	Palmer/Aldrich Classic Stunt + Vintage
Sun 27 May	S.A.T.	F2B Aerobatics
Sat 9 Jun -		
Mon 11 Jun		Queensland State Championships
Sun 24th June	SSME	F2B Aerobatics
Sun 15 Jul	KMFC	AGM + 2.5 Stunt, Slow Combat, F2CN [Simple FAI]
Sat 21 July	REMAC	All American [de Bolt] Vintage Stunt
Sat 28 July	SSME	Vintage 1/2A & B T/R . Goodyear. Com. Speed
Sun 29 July	SSME	Phantom & Vintage A T/R + Bendix
Sun 12 Aug	KMFC	F2B Aerobatics
Sun 9 Sept	KMFC	Classic Stunt + Vintage Stunt
Sun 16 Sept	Illawara	F2B Aerobatics
Sat 29 Sept-		NSW
Sun 30 Sept		State
Mon 1 Oct		Championships
Sat 13 Oct	REMAC	Duke Fox Memorial Vintage Stunt
Sun 18 Nov	SAT	F2B Aerobatics
Sun 18 Nov	KMFC	Vintage 1/2A & A & B Team Race
Sun 25 Nov	SSME	F2B Aerobatics
Sun 9 Dec	KMFC	Christmas Party & Fun Fly

Dates and events subject to change.

For further information contact CLAS Secretary:

Guy Bevan: 2 Kamilaroi Road Bayview NSW 2104

Fax/phone 9979 9595 Mobile 0412 465 802

Email: guybevan@hotmail.com

For regular updates and contest news get your name on the CLAS email list

Send address to guybevan@hotmail.com

Queensland Control Line Events Calendar

DATE	Year 2001	FIELD
April 8	Round 3 CLASII Rat Bendix T/R Mini Goodyear T/R Aerobatics	CLASII
May 13	Round 4 CLASII Rat Scale Fly In	CLASII
June 9 -11	Qld State Championships	ALC



Firstly may I congratulate the organisers Fitzgerald, Pretty, Cameron, Dislers and others and also The Adelaide Model Aerospport Inc. for the use of their venue at the recent South Australia C/L State Championships. The field and facilities were excellent and the members of the R/C side of the club must also be thanked for their time and effort in running the very successful champs.

From all flyers that attended go our thanks for a job well done.

During the course of events you get to converse with fellow members who take part in the same interests, namely aeromodelling.

One of many that I spoke to was Andy Kerr and one particular subject of discussion was the direction that aeromodelling is headed in regard to members, rules and innovations of our exciting hobby/sport. Both of us and many others regard fostering new members into aeromodelling to be of paramount importance for the long-term future goal toward our hobby/sport.

We discussed dwindling membership of flyers in speed and team race, and of those who have models and feel that they can no longer compete at "A" grade level.

There are many that wish to compete but possibly the lack of funds, or expertise deters them. Maybe they would be just happy to compete with what they have. Due to the structure in place at present they have limited opportunity.

We discussed present club events. Picture the scenario - A novice team in Vintage "A" team race doing 28 seconds for ten laps flying against two "A" graders at 20 secs for ten.

The rotational speed difference sees them struggling against the fast teams to keep up with their model. Consequently they loose sight of their model and have to aspire towards becoming a marathon runner. Just trying to keep up with the model could result in utter chaos.

The take home message is that they loose interest and we as a whole loose by discouraging new and novice potential modellers.

I whole-heartedly agree with Andy's comments in A.C.L.N. March 2000 "My thoughts on team racing"

Lets all act on this before the writings on the wall.

*Yours truly,
John Hunting*

PETER WINS AND DOUG CRASHES

From Derek Pickard

February's KMAC monthly stunt competition was a Classic & Vintage affair that proved well attended. The winds were okay and the sun was good. Nice flying.

The Classic line-up had no less seven entries and was well contested as all of them flying the two rounds. With Noblers and Foxes out in front in popularity, the only really modern engines were Ken Taylor's favourite Moki 51 in his newly finished (and fast turning Shark 45) and Derek Pickard debuting an ex-Ken Taylor Aldrich Magnum with an ST60 in the nose.

Peter White's very nice Lark flew well in both rounds and when all the points were tallied, he came out on top.

Results

Peter White	(Lark/ST46) 4100
Doug Grinham	(Nobler/Fox 35) 3940
Mark Ellins	(Nobler/Fox 35) 3680
Derek Pickard	(Aldrich Magnum/ ST60) 3460
Robyn Hiern	(Skylark/Fox 35) 2960
Peter Rowland	(Nobler/Fox 35) 2300
Ken Taylor	(Shark 45/Moki 51) 2060

Judges: Bill Cecil, Steve Mitchell, Vic Mitchell

The Vintage event was an four-up affair apart from one - Doug Grinham's immaculate All American. It looked superb going through static judging and as the other competitors all forgot to bring their documentation, it became obvious Doug's plane would very likely win. What came as a surprise was the way the plane suddenly had control failure in the second round, hit the ground and broke into dozens of pieces. But Doug still won and Ken used his very nice big Shark to get second.

Results:

Doug Grinham	(All American/Fox 35) 269
Ken Taylor	(Shark 45/Moki 51) 236
Peter White	(El Diablo/Fox 35) 229
Robyn Hiern	(Merc Marvin/Elfin 149) 225

Judge: Peter Roberts and Derek Pickard

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Letters to the Editor

Gentlemen,

Thanks for printing my letter of 26th October, Jim Trevaskis has relieved me of two of my Scrambler kits and so will be assisting with their final development.

Contrary to my recent whinges, I wonder whether any fellow subscribers would like to consider contributing some of their more printable aeromodelling reminiscences. I was prompted is this by a photo a couple or so editions back of Paul Stein's pitwork.

The caption argued that Paul is this country's best pitman. Now I can't recall seeing Paul at work but I can remember other blokes efforts on occasion - so let's celebrate the forgotten heroes, the pit crew.

The most impressive stop I've ever seen was I think just before the 1995 TT up here. It was a Saturday and we had just finished mowing (I've often suggested that ALC should change its name to the Logan City Ride on Mowing and Occasional Aeromodelling Club!) and Kerry Ewart and Chris Bradley were preparing for F2C.

The model was really stoking and when Kerry cut the engine it looked far too fast for Chris to catch so Kerry leaned on the lines to go around again. WHACK! and before we could verbally ejaculate in three or more likely four-letter words, Chris had pitted and released the model!

Kerry had got half a turn or so past the pit position and was turning back to see what had happened. The look on his face as he found the model going the other way was really something! As an ex-Kiwi Chris' sub-2 second stop probably doesn't count but it certainly was something unique to behold!

Other memories are of the "body English" of pitcrew such as Fitzgerald Senior, Peter Van Meurs and to a marginally lesser extent because he doesn't seem as tall and dominating, Rob Owen. I probably would rank Mellins as my favourite because of his consistency over a wide variety of differing events and because I've put props on back to front too! In combat the never say die efforts of Mick Comiskey, Rick Justic, Andrew Heath and others are as good as you can get.

Pitcrew can also get quite involved when watching a bout and forget their Jobs (albeit momentarily). Some years ago I drew Andrew Heath in a slow combat bout at the Hunter Valley Champs. Now we had been friends since the early to mid 80s when John Duggan's Thunder Tiger team of Barnes, Barnes, Hansen and Heath was very successful. However we had never before flown each other and neither was prepared to lose!

(* In response Angie and Ray Chappel formed the "Kitty Killers" and wore overalls each with a picture of Garfield beneath a circle and no-go bar on their backs! No "Team Colour" in those days)

Well shades of the Turna/Rothwell F2D grudge bout at the 83/84 Windsor Nats, when those spectating couldn't decide whether to watch the pilots rather than the models, saw Andrew and I belting each other around the pilots circle with elbow hip and shoulder. After a couple of minutes I was a cut up (Streamer cut not lacerations) before we mid-aired and both models crashed.

I turned to my pitman who was on the other side of the circle to see him rooted to the spot with his jaw around his knees! However after a bit of yelling he came out of it and got me airborne again for a win. As a result Andrew had to call me Mister Burke for 12 months after. (The joke is that he always did anyway)

Just in case the prima donna pilots are feeling left out I'll mention a Bendix heat at the Bundaberg Nats that I was timing / lapcounting. The fastest was the team of Bob Fry and Tim Lane (?) flying against Team Geriatric of Warren Shurmer and Peter Morandini. (I can't remember the third and slowest team, sorry).

Well all teams were away together with Tim having speed to burn. He overtook Warren and then went to pass the third model ... and finished up behind Warren again! This went on time after time up until the pitstops with Tim literally scratching his head trying to figure it out.

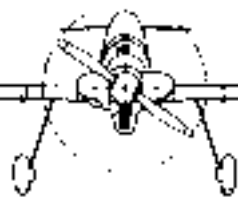
What was happening looked quite funny to those watching. After Tim passed him, Warren would use Tim's overtaking of the third model to slingshot his re-passing of Tim's model. He would then finish with his trademark pivot (whip?) to end up in front again and use his size to keep Tim behind as long as possible. None of this was apparently obvious to the Contest Director. Rob and Tim still qualified with around 4 minutes dead and then won the event.

So come on all you great storytellers. Just because some of us might have heard your tales (many times) before, others might not have had and you could even raise a chuckle or two.

Brian Burke

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

GALAXIE CLASSIC B

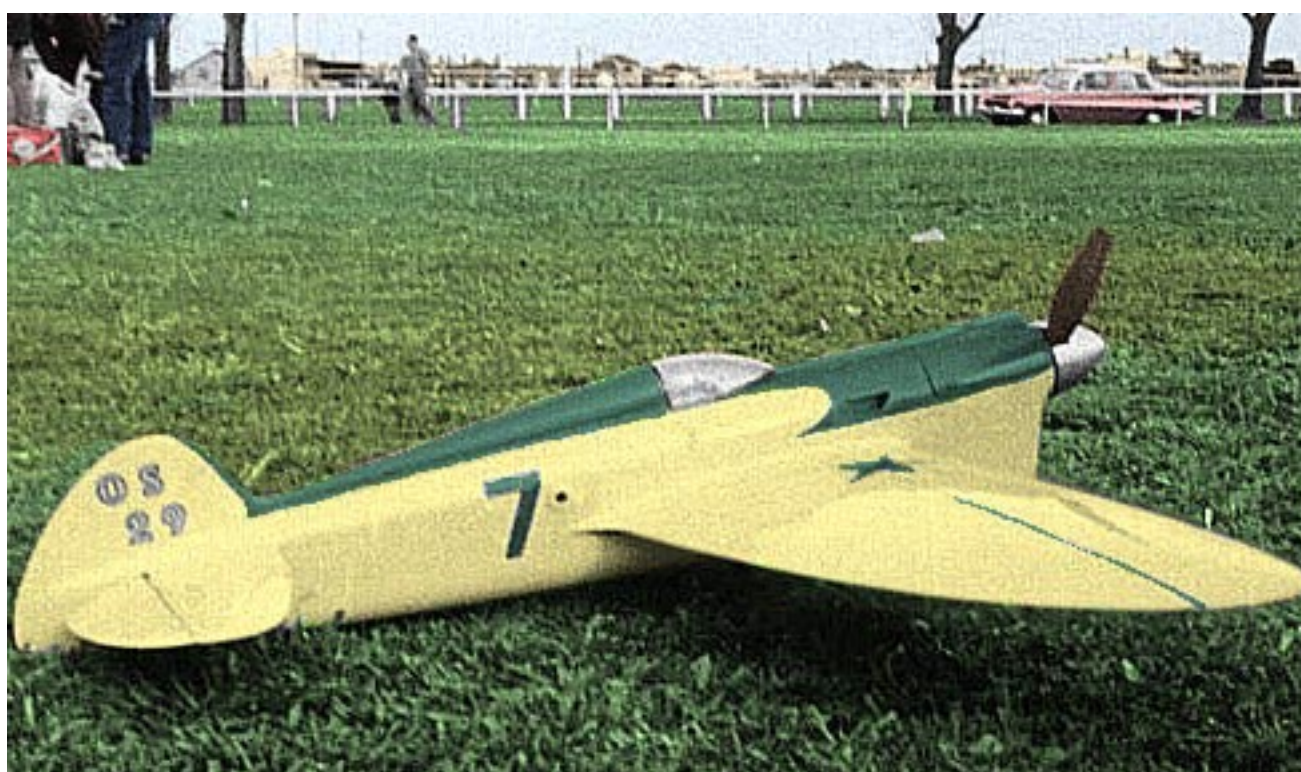
Probably the best known Class B team racer of the early sixties was David Kidd's Galaxie. It was a real beauty, with great looks and sizzling performance. Pictures of this superb elliptical winged model can also be viewed at the Control Line Model Aircraft in Australia web site. <http://www.dkd.net/clmodels/>

The good news is that plans are now available! At his suggestion, David has kindly redrawn a full size plan of his Joker with all the Galaxie modifications. With lots of Classic B competitions coming up soon, including the Albury Nationals in December / January, there has never been a better time to start building a Galaxie. It's a model with a superb racing pedigree and winning Aussie traditions. Just imagine the proud feeling rolling out the set of sixties for that first flight...

The original Galaxie was powered by an OS Max 111 29 which was rated at .6 horsepower. My model will have an OS FP 25, which also has .6 horsepower on the specifications sheet. Most models in those early days had modified motors and today my FP's are 'breathed on' by Robin Heirn at Model Racing Services. Today, all Vintage motors can be used in Classic B, as well as any modern plain bearing motors. If what I saw at the Nowra Nats was any guide, both classes exhibit very similar airspeed.

If you would like to build this classy, classic racer, then send \$5 to me at P.O. Box 181, North Melbourne, Victoria, 3051, and I will be happy to forward a full size plan by return mail.

John Hallowell, VH 1984.



To all C/L Competition modellers,

The rule change proposals have been again sent out to the State reps on the MAAA C/L Sub committee for distribution to all C/L clubs so if you want the chance to comment on any changes make sure your club has a copy so your comments can be returned to your State rep. The replies have to be back in by the 14th of August to me for postal vote submission.

Graeme Wilson. MAAA C/L Sub Committee Chairman.

More Foolishness.

From Joe Supercool

Last months ACLN carried my epistle "Fools Rush In". I was delighted to receive a letter from Bob Allan, also a visitor to Centennial Park in the early 60's. Bob has a number of New-In-Box Enya 45's to die for, not to mention a very nice lawn mower (Honda powered, not Enya!).

Also I should have named the young gentlemen in the photo: that's Reg Towell with the "Chizler" (hate to think what engine), and Ian Mooney with the "Angelique", sometime about 1969.

But now, down to this months troubles. Last time I mentioned tank troubles, which is something of an understatement. My Eather "Firecracker" had this horrible characteristic, that the motor would run leaner and leaner through the flight until it seized, with a horrible "click" as the piston groove smacked into the locked-up ring.

At first I blamed tight chroming as the cause, so I had Robin Hiern hone it some. No good. So I dropped in my ST46. No better, exactly the same story. OK, so in with my second Enya 45. You guessed it, just as bad as ever.

I began to suspect the tank. But this was an Eather tank, I just couldn't believe Brian would make a dud tank, the man is a perfectionist. As it happened, this tank was easily removed, being held in place with a single screw thru the centre of the tank. As Brian originally flew this model with an OS40 on pipe, there was plenty of access via the pipe channel to get at the tank, which was in fact exposed under the pipe.

So I built a new uniflow tank to the formula given me by Paul Turner all those years ago. This tank always worked well, basically a Bob Palmer tank operating on the Mariotte bottle principle.

So I popped this tank in and off to the field for testing. Sure enough, none of my problems went away!!!

OK, so 3 engines and 2 tanks kind of eliminates a few variables. So where to next? I recall helping Brian test props on this model, at the SAT field near the army base. I recall Brian did have problems, also with the piped Schneurle motor going lean and not breaking back to rich. I was under the impression this was a characteristic of Schneurle ported engines, with the pipe hopefully overcoming this problem.

Well, Brian still had problems. He went to extreme lengths to ensure there were no leaks in the pipe/mainfold system, convinced that the slightest pin-hole would cause the problem to recur. Now this is exactly the same airplane in which I was cooking up my valuable, irreplaceable cross-flow Enyas .45's !.

What the devil was wrong? By now my confidence was taking quite a hammering. The news had just arrived that Paul Turner was coming to the Mandurah Nationals! At last, my chance to beat him! And me with a model I couldn't even loop, and the comp just 6 weeks away!

In desperation, I refuelled, said a prayer and flew again. Prayer wasn't answered. On landing I walked over to the model, stood it on its tail and watched the smoke curling off my blackened .45.

Purely on impulse, I put my finger on the tank. It was hot. Very hot. Starve the Lizards! Stone the Crows!

So it was the heat from the engine causing the problem all along. Like, I mean for the last 10 years.

I enclosed the tank, flew again. Problem gone, motor rich from launch to landing.

Next Month: How I won the Mandurah Nats and beat Paul Turner. I wish!!

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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Photo below

Phil Trueman's Geo XL stunter powered by PA .51 and finished in butyrate dope.



Jim Stivey has been very busy lately, having just acquired a new digital camera that I expect will be producing lots of interesting aeromodelling images. Some of them have already begun to trickle through to decorate these pages (See the photos of Phil Trueman's new Geo XL stunter), and some will be gracing the screens of anyone that logs in to the TARMAC club web page that Jim has just begun assembling at <http://members.iinet.net.au/~stivej/TARMAC/Default.htm>. If he tackles this job with his usual enthusiasm, it won't be too long before the club has a Web page to be proud of.

Speaking of Phil's new PA .51 powered Geo XL stunter, I saw the plane at the 7/8 finished stage and it was looking very good. However subsequent phone discussions with Phil who has been experimenting for the first time with a Butyrate dope finish made me wonder how the finished product would look. Phil was modestly downplaying the finish and his description was of a finish resembling a builders plank dipped in tar and rolled in sawdust. He lied. Just check the photos for yourself. His first attempt at a butyrate dope finish has turned out very well. It is a great pity that this finishing product is not more widely available here in Australia. Phil has done a great deal of research on this finishing process (with the assistance of Jim Trevaskis in far away NSW) and predicts that the 'Next one' will be lots better. I can't wait.



Phil Trueman with Geo XL stunter

I read with interest the recent comments of Len Surtees and his disciple Derek Pickard in Australian Control Line News. It is true that the Western Australian Nationals are generally a local benefit. It could hardly be otherwise since there is usually a notable shortage of entries from the mystic East. When you consider the number of WA modelers that typically attend Eastern States nationals a strange anomaly appears. Just considering the Control Line side of the competitions alone, for the last couple of Nationals, there were 2 WA C/L fliers competing at Toowoomba and 5 at Nowra. There were, of course other WA control line people there in the role of helper and interested spectator as well.

Since WA has about 10% of the nation's population, and over the last two years, it has fielded an average of 3.5 modelers per year prepared to travel to the other side of the country to compete in the East, it might be reasonable to expect, (assuming the same level of interest) that the other 90% should be able to find (9×3.5) 31.5 (That is 30 thin ones and a very fat one) that would be likely to reciprocate when the competition is at the West end of the island. Imagine that chaps. 31 keen control line fliers from the East coast all here at the same time to battle for the top honours. (I was going to say the champion of champions trophy, but that has now been discontinued.) Obviously this is not the case, and it might be partly explained by the fact that whenever the Nationals moves away from the centre of population those near that centre are tempted to turn to alternative, more local competitions.

Oddly enough despite the reluctance of a reasonable proportion of Australian modelers to visit WA, we are drawing one team for F2C (FAI Team Racing) who are prepared to travel all the way from England to a WA Nationals. Dave Campbell and Bernie Langworth, (active British team race competitors), will be attending with (I imagine) the intention of blowing us all into the weeds. I suspect that they may be well equipped to do just that. I hear that they will also compete in the Victorian State Championships, something that Hans Bertina tells me that he is considering too.

To return briefly to the subject of a permanent centralized (East coast) location for the Nationals. It is true that the Yanks have done it and if Australian modelers follow the trend set by Australian corporations, it is not only possible, but virtually mandatory that we do likewise. However the points made by Derek Pickard are very valid. It will load a single club or group of enthusiasts who may soon grow weary of the workload gifted to them by those other chaps who also live near the centre of population, but not quite as close as the host club.

Hans Bertina doesn't just build pretty aeroplanes and create clever ideas. He also has an amazing ability to find lots of interesting aeromodelling accessories that he gathers up in his travels. Quite often he produces a new wonder of technology, or just an unusual artifact for our education or amusement. Sometimes it is High technology, sometimes low. From purpose built stunt engines to carved wooden control handles with Kevlar lead out cables. Just nearby, you should find a couple of Photos of another of his finds. A purpose built, metal spar carry through assembly. This is something that he picked up from some Russian source that manufactures these for models with removable wings. I think that they are made from Magnesium. Many of the current European stunters are being built with removable wings to ease transport in those countries where space is at a premium in houses, vehicles and aircraft. Examination of the photos will show one with the assembly fitted as a unit, and another with one of the wing panel spar fittings removed. Hans tells me that these are fitted to the wing panel by binding plywood pieces to the top and bottom of the metal fitting with Kevlar strands. The plywood is then glued inside the balsa spars.

Wing carry through assembly of Russian origin (I think) for removable wings (for use by Hans Bertina in an upcoming project).



Hans has been very busy at the building board too. He has several new stunters built and ready for finishing. Two of them will be appearing at the flying field before very long. The one that I have been waiting to see is his 334G. This 1956 British Gold trophy winning model designed by Peter Russell was very popular here in the late 1950s when we saw lots being flown. The vast majority of them were built as profiles, (I even have one of those myself), but Hans' will be exactly as shown on the plans and powered by the mighty ED 2.46 Racer as it should be. His most recent creation though is an example of the State of the art designs by Frenchman Gilbert Beringer. It is a four stroke powered Gee Bee stunter and will enable all of us to get a good idea of the comparative performance of these new style stunters and the more traditional ST .60 powered types that he usually flies.

Bob Fry, who is not only an active aeromodeler, but a very keen racer as well, has come up with another idea for the promotion of Control Line racing. He proposes a form of grass racing that uses identical model and engine setups that can be shared between teams, this means that folks that otherwise may never try the sport of Control Line racing can have a go with minimal outlay or trouble. Bob has taken the trouble to write an explanation for insertion into these notes. Bob writes:

Some time ago I was given 3 old clapped out Taipan Gold head 15 engines from a guy at work who had just dabbled in

aeromodelling then given it away. It turned out these engines had gone through a few hands. They had come to him via Steve Walton and they originally belonged to Kim Parks, both members of our local club the Mercurians!

It seemed a waste to have 3 matching engines and not to use them. Some modellers talk about how most racing events tend to drive people away with complicated rules and other people get really serious spending loads of money to blow the opposition away. I thought of developing a "Formula" class event using only one type of engine and model to overcome some of these problems and encourage both sport and competition modellers to compete on grass. The plan to get things off the ground was to build three identical models fitted with stock (rebuilt) engines using the same fuel, plugs, props etc. These models would be supplied free of charge on the day for everyone to use and teams would randomly draw a model for each heat. Thus the "Gold Racer" is born.

Some years ago the Australian Control Line News published plans by Alan Lumsden for a "Learner Rat" model for grass. The design looked like it would be able to handle a bit of rough treatment easy to build and is a proven performer.

One "Simple Rat" model was built as a prototype to see how the engine and model combination would work together.

The weight came in at 480 grams which is light for my style of building (I like a bit of strengthening to make things last).

The model was a little nose heavy and sluggish on the elevator control but 15 grams of lead on the tail greatly improved the model's response. The next couple of models will have a slightly larger and heavier elevator which should do away



Bob Fry's
'Gold racer'

for the need for tail weight. The plan shows a large engine cheek cowl which I have found is critical to absorb some of the engine vibration into the wing. The cheek cowl on this first model is considerably smaller and some vibration can be noticed in the model and lines. The tank design (suction) works well and has ample range for use in Rat Race.

The 3 engines were stripped down and the casings glass beaded by Alasdair Taylor, Darryl Mills got the job of honing the liners and manufacturing new pistons with a good nip for hot restarts. The heads had to be modified to take a button insert to fit snugly in the honed liners. New bearings were acquired (free!) and KK needle valves fitted to replace to original NVA's. The engines are now refurbished but still stock standard. They re-start and run well.

The models can be used as Grass Rat Racers or as Grass Goodyear with the normal rules being applied for either class. The Rat Race rules might use a 7 minute heat with one mandatory stop and a 15 minute final with 2 or possibly 3 pit stops. Goodyear races would be the normal 100 lap with 2 stops and 200 lap final with 5 stops. The model speed is around 24 sec for 10 laps which feels fast enough without being difficult to control in traffic. By keeping the rules simple with only one engine type, no hotting up and one model design, everyone will be on an even footing and racers will have to use their team work and flying skill to come out in front.

Copies of the plans have been passed around our club (The Mercurians) as some members prefer to build their own models and use that old Taipan Gold head engine kicking around in the bottom drawer in the workshop. Hopefully once a few events have been run we might see a few more models regularly appear on Saturday afternoons.

The intention is not to introduce a new class of racing event or to get too serious. We have a number of regular sport fliers coming to the field each Saturday afternoon and this is the perfect step towards introducing them to the joys of competition flying for free. We sometimes need to get back to basics and have some fun. (A bit like Holden HQ racing!) If you remember the movie "Field of Dreams" a voice kept saying "If you built it they will come". (I hope so!) Rob Fry A U S 11924

My recent reference to long ago free flight activities brought a couple of cruel comments that I am just out of shape. Naturally I must hotly deny these allegations; I am in shape. Round is a shape.

Charlie Stone

VH4706

Email<cestone@bigpond.com>

Turn the page for the Learner Rat plan used by Bob Fry as a basis for his 'Gold racer'

These two world records are now ratified by the FAI.

Claim number 6639 :

Sub-class F2C (Aeroplane (Team racing), piston motor)

F2: Control line circular flight Category

Type of record : N°57: Speed (100 laps)

Course/location : 2000 World Aeromodelling Championship

Control Line, Landres

Performance : 3 min 12.2 sec

Pilot : Jean MARET (France)

Crew : Jean-Paul PERRET

Date : 16.07.2000

Previous record:3mn 14,1s (26.08.98-Sergei ANDREEV, Russia)

Claim number 6640 :

Sub-class F2C (Aeroplane (Team racing), piston motor)

F2: Control line circular flight Category

Type of record : N°58: Speed (200 laps)

Course/location : 2000 World Aeromodelling Championship

Control Line, Landres

Performance : 6 min. 28.9 sec

Pilot : Jean MARET (France)

Crew : Jean-Paul PERRET

Date : 18.07.2000

Previous record:6mn 37,5s (27.08.98-Sergei ANDREEV, Russia)

Learner
Rat plan
page

CONTEST RESULTS

Frankston 18/2/01

Mini Goodyear

Team	Heat 1	Heat 2	Final
Ray / Ray	4:19.85	4:04.81	8:31.00
Wilson / Ellins	4:19.56	4:10.35	8:32.87
Bailey / Roberts	4:42.50	5:18.06	Disq
Hallowell / Ellins		3:54.75	DNF
Hunting/Hunting	DNF		

KMAC 25/2/01

Classic Team Race

		Engine	Model
Hallowell / Bailey	3:29.13	O.S.25FP	(D.Dice)
Ray / Ray	4:17.91	O.S29Max2	(Accelerator)

Frankston 18/3/01

Simple Rat Race

Team	Heat	Final	Eng
Ray / Ray	100 laps	202 laps	OS15FP
M. Wilson / G.Wilson	98	202	OS15FP
Bailey / Stein	104	192	OS15FP
Wilson / Ellins	108		OS15FP
Hunting / Hunting	95		OS.Max15

FAI Team Race (F2C)

Team	Heat 1	Heat2	Heat3
Wilson / Stein	3:45.1	DNS	3:29.75
Nugent / Ellins	DNS	4:00.63	3:43.97
Ray / Baddock	3:49.34	3:59.34	3.52.10
Hunting / Hunting	DNF(79)	DNF(99)	

Our club is having two special event days this year at our home field at **BRIMBANK PARK**, 200mtrs from the entrance gate on the left. Brimbank Park entrance is off Keilor Park Drive , Keilor.

SUNDAY 8th APRIL 2001, 2nd BIRTHDAY CELEBRATIONS, free BBQ provided, all members welcome, control line models only.

and

SUNDAY 21st OCTOBER 2001, "FRIEND AND FLY DAY", bring a friend and fly a control line model, Instruction available.

Being aware April this year is a full calander with State & National Championships, nevertheless our Club has decided, somewhat late, to continue with our Birthday Celebrations on Sunday 8th April. We would be pleased to see any of the members there to join in a relaxed fun fly day. Thanks

Alan Matthieson-Harrison , SEC. B.F.C.L.M.A.C.

Queensland News.

From Mark McDermott

A few members from CLASII went up to Thunderbirds to compete in their Mouse Race that they have once a month. It was a very hot day. John Taylor and I teamed up; Peter Morandini teamed up with Barry Fellshaw.

The final was a good race but unfortunately Barry's lines snapped and he looped it into the grass. That saw John and I come in second while Robertson and his pitman came first.

Afterwards they lit up the barbecue and we all had a lovely lunch. Thunderbirds must be congratulated on their efforts for putting on a good day. The grass circle was cut and marked before we arrived.

Congratulations must go to Andy Kerr for his record breaking Vintage "A" final time. I bet nobody winged and groaned about his home made engine!

It's about eight weeks to go before the Queensland C/L State Championships and rumor has it that if I use my Timmy Tigre engine in Vintage "A" I will be disqualified. This engine has been ruled as being legal under the MAAA rules and as such it should be legal Australia wide, including Queensland.

CLASII Calendar

The whole program from March 11th was postponed due to rain and will now be held on July 22nd. Hope the Thunderbirds can come.



Control Line Aeromodellers of Gippsland.

From Peter White

The CLAG fliers met at Maffra Sporting Complex on March 4th to fly in good conditions although the wind became rough as the day wore on.

Numbers were down to eight with the Mitchell brothers otherwise engaged and Rob Hiern and Peter Roberts attending a competition.

We had two circles in action giving everyone ample opportunity to put in plenty of flights.

In circle one we had Greg and Andrew Beevor with their OS40 FP powered Viper and a Stunt Runt fitted with an OS15 FP. This sheet winged Stunt Runt is a scale up of a smaller .061 version shown in "Stunt News" some time ago and is a stepping stone to a larger .40/.46 sized one which is in the pipeline. There have been some starry-eyed, vague mutterings about a .60 sized version in the Beevor/Keen camp. Andrew demonstrated that the little biplane despite its sheet wings is capable of loops, horizontal eights and inverted flight.

Graham Keen also flew an OS15FP Stunt Runt along with his Ossie Mossie/Cox .049, downsized Stingray/Cox .049 and his OS46 LA powered Viper. During the afternoon, a father and son spectating showed interest in learning to fly so Graham gave the lad some tuition on (from memory) the Stingray.

Graham Vibert has spent some time, along with Graham K and Greg and Andrew, A.K.A. the Wednesday night builders, on building an enlarged Viper which they have named the Anaconda. The big wing has a Stalker .55 for noseweight and features adjustable leadouts and elevator throw. It flew very well with a little trimming and a lot of experimentation with various props in various sizes, the single speed run and the motor size being a departure from his Fox 35's and OS 35's.

It just occurred to me that if these guys built an even bigger version and called it a "Boa" would they be known as the Boa Constructors? (Pathetic isn't it?)

On circle two the action continued unabated with Geoff Ingram's Little Midge/PAW149 making good speed with it's stuck controls now unstuck, and his dancing wombat up to it's old tricks with tail dragging touch and goes, prop hanging, etc., with the aid of a reliable old Taipan 19 glow. Geoff also flew an oft-repaired Aeroflyte Spitfire which came to grief late in the day when a nasty patch of breeze claimed it.

The Peacemaker of Ron Jones handled the conditions well with its smooth running OS15 FP providing the urge.

Ron put in a couple of flights practicing wingovers and inside loops before he decided to call it a day.

Paul Richardson's Doctor wasn't causing much happy flying with its lazy, unco-operative OS40 FP until he fitted Graham Keens LA46. The change of motor sparked up both model and Paul. The little increase and greater consistency in power made a big difference to the models handling, enabling it to fight the breeze and keep better line tension above 45 degrees.

Yours truly flew a ST46 powered Manito which has not done a lot of work since it was built in late '97. A couple of near misses flying downwind into the sun were cause for short-term concern.

On Sunday Feb 16th five CLAG members, Ron Jones, Graham Vibert, Geoff Ingram, Paul Richardson and myself ventured across to Alberton, near Yarram, for a day's flying with Stephen Bland who is on a farm in that area.

C/L'ers are scarce around Yarram so Stephen flies mostly R/C. However, he had two C/L stunters ready to go. A few of the locals got wind of the goings on and dropped by for a look.

We were very pleased to have Brian Gardner with us for the day. Brian, who was down at Lysaghts in Hastings on a work related trip, had rung early Sunday morning to see where the flying was taking place and decided that the two hour drive down the South Gippsland Highway was no obstacle to being with some fliers.

The other four C.L.A.G. members who hadn't met Brian but had spoken to him over the phone when ordering model gear were happy to talk and exchange ideas with him.

Our thanks to Stephen for hosting us for the day and allowing us to drag him away from his farm duties. I'm sure we'll make it over there before the year is done.

Our May flying day will be at Warragul, hopefully at the showgrounds, on the first Sunday which is the 6th. Again BBQ's are provided - bring your own raw materials and refreshments.

Here's a flying tip (which may or may not be of some help) that I found in an old "Model Aviation" magazine. ——— There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.



Our Future and newcomers.

Graeme Wilson, his son Murry and myself recently took part in a flying display that was organised by the VMAA at the Avalon Airshow. The radio guys had their turbine and ducted fan jets, helicopters, scale and sports models. We mainly flew profile type combat models and engaged in some tame streamer cutting and aerobatic manoeuvres. We also gave some junior spectators the opportunity to have a fly. As per usual at these types of displays the inquisitive types asked the usual questions.

How do you make the models?

How much do they cost?

Where can I get a kit from?

What else do I need?

In answer to the third question I gave the answer that most of the models on display were made from plans. This is not very helpful to a complete novice. The other option would be to try your local hobby shop for a kit but from experience I have found that if the model is not for R/C the sales man will not want to know you, or sell you something completely unsuitable as a trainer. (I believe that Aeroflyte used to make a starter kit of model, engine, battery and leads, lines, handle and propeller. Of course these are no longer in production.)

These thoughts made me think that I should try in some way to improve the situation.

To counter this lack of information I would like to publish an article in ACLN on availability and price of suitable trainer models and equipment. I have spoken to Tony Farnan of Model Engines and he informs me that he does not have any C/L kits but is looking into the possibility of developing and importing some ARF kits (Almost ready to fly) for control line. I have also spoken to Tony Cincotta at Saturn Hobbies and Brian Burke has sent me information on his kits.

I would like to ask our readers to think about this subject because if potential newcomers can not make an informed start in Control Line then how are we to attract them to our flying fields.

My thoughts are to publish an easy guide to getting started in control line in next months edition so if any of you readers can supply some input of information then please send it to me for inclusion.

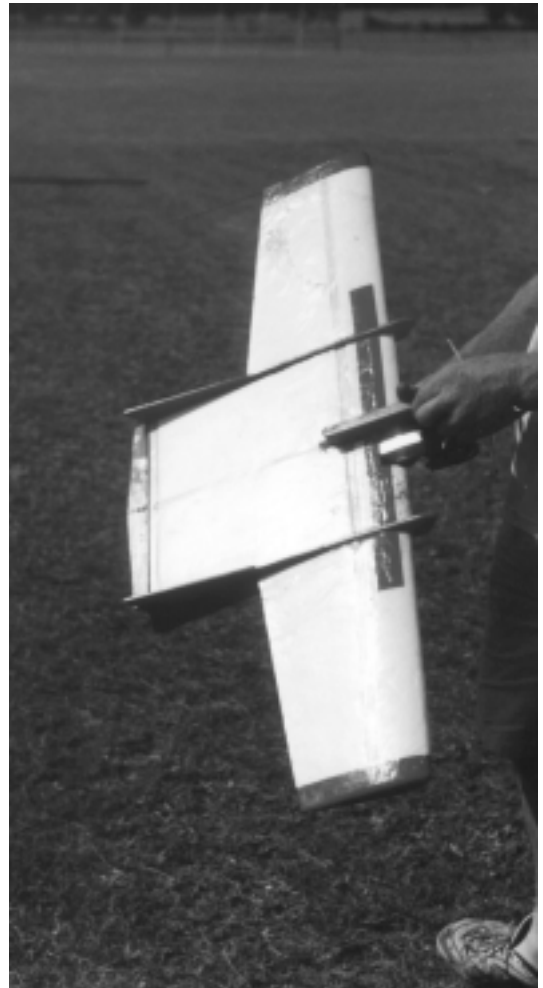
The two tier membership proposal that was to be put to the MAAA rules conference was withdrawn before hand. To those of our readers that informed the MAAA of their opposition to the move, your efforts were not in vain!

To those of you that will be travelling to the Busselton Nationals and the Vic State Champs we wish you good luck in your competitions and safe journeys.

Have a happy Easter.

Ed.





I've included a few photos from the Hunter Valley Champs to which I've been going since 1994 with three misses. Even Johnny Hunting showed up this year!

The first shows the two Michael Comiskeys having some family fun in slow combat with the younger losing out to dad for 4th place after beating him with three superb cuts in an earlier heat. The second is fairly topical as it shows the older awaiting the "off" and the "Mako 15" trainer he uses. The third shows Michael Jnr's brand new "Machete" after its mid-air with I think eventual winner Rod Smith. The starboard outer wing was epoxied back and a good look at the Port one will show what Rod's prop did. It went on for another three bouts and then went home in one piece.

Photos by son Geoff who flew Goodyear at the HVC in 1985 when he was 11 years old.

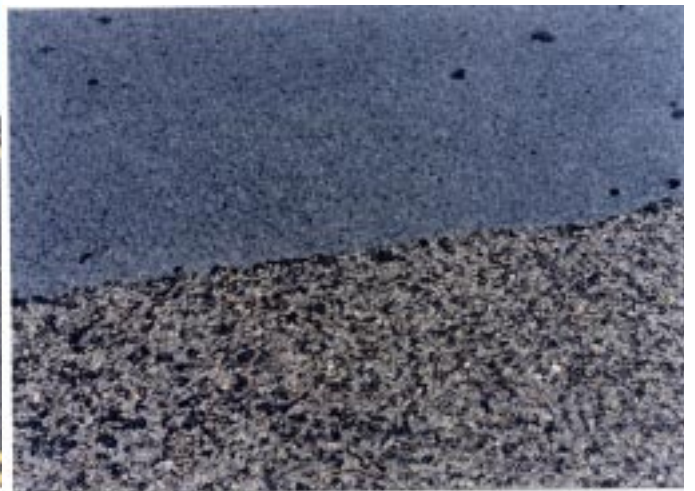
Brian Burke

Photo above is of a Mako 35 sport in flight. These models are used by the Werrington Park Club as trainers. More information on these and other models produced by Brian Burke will feature in an article in next months ACLN on how to get started in Control Line (See Editorial)

Busselton Nationals



Alasdair Taylor and Bob Fry at the TARMAC flying field in W.A. holding a "Super Splinter" 1970 Vintage combat model powered by a Super Tigre G20/25 diesel. Vintage combat will be one of the well patronised events at the Busselton Nationals in April.



The tarmac surface at the airport is not as smooth as some might like but better than we normally use for our local comps. Some of the surface has a protective coating sprayed on it and is slightly smoother surface. (approx 2/3 of each flight circle) If the attached photo shows up in black and white the texture of both surfaces can be seen.

For Sale

I have a new in box O.S.15FP with remote NVA which I'd be happy to swap for a new Fox 35, Enya 29, stunt kit or whatever.

Make an offer to Bob Allen on (02) 6342 4413

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bob.fry@wpcorp.com.au

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VMAA 2001 VICTORIAN CONTROL LINE STATE CHAMPIONSHIPS DETAILS

To be held at :- KMAC Field on Friday 13th of April
CLAMF - Frankston Field on Saturday 14th of April
KMAC Field on Sunday 15th of April
CLAMF - Frankston Field on Monday 16th of April

Events to be run, in the order below, for each day at nominated time below. See * for first event.

FRIDAY 13th* (12.00pm)	SATURDAY 14th* (9.00am)	SUNDAY 15th* (9.00am)	MONDAY 16th(9.00am)
*Junior 2.5cc Rat Race	*FAI Speed	*Jnr, FAI & Novice Aerobatics	*1/2 A Teamrace
Junior 2.5cc Combat	Midge Speed	*Combined Speed (grass)	Mini Goodyear
Simple Rat Race	FAI Team race	*FAI Combat	Goodyear
Aust B Teamrace	Combined Speed (hard)	Class A Team race	
	1/2 A Combat	Vintage Stunt	

Rules for events shall be found in Aeromodels Official Rules and Instructions and 1997 Sporting Code and Amendments to 31/12/2000. Local events in Victorian Rule Book.

Entry forms available from Graeme Wilson PO BOX 298 Seaford 3198. Send SSAE.

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