

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 44



Produced by the Victorian Control Line Advisory Committee

May 2001

## INSIDE THIS ISSUE

Contest Calendars

Contest Results

Around the Clubs

Tacho's Corner

Victorian State Championships results, reports and pictures

Where do I begin in Control Line Flying?

Bulletin 1. Queensland State Championships

For Sale

Wanted

### Copy Deadline for next issue is: Wednesday 16th May 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.

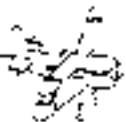
Telephone (03) 9543 2259.

Fax is also available on (03) 9511 0171 but please notify before sending to ensure fax is active.

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



## COMING EVENTS



### CONTROL LINE CONTEST CALENDER 2001

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 2-3	Vintage A, Classic B, Simple Rat, Simple Goodyear, 1/2A Combat	WMAA
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,</b> Jnr 2.5cc Combat, <b>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,</b> 1/2 A Combat, <b>Combined Speed.</b>	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	<b>FAI &amp; Combined Speed,</b> Simple Rat race, <b>1/2 A Team race.</b>	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) (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

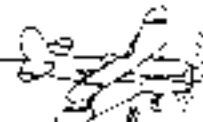
**BRCAC** Bendigo-Newbridge Rd . Marong

Contact :- S. Power 03 54 424 925

Competitors at CLAMF competitions are reminded that events start at 10.30a m



## COMING EVENTS



THE FOLLOWING PROGRAMME IS OPEN TO ALL MEMBERS OF  
THE MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA  
(M.A.A.A.)

### LOCATION OF FLYING FIELDS

(ALL EVENTS START 9 am UNLESS OTHERWISE NOTED)

**TAMWORTH MAC:** CONTACT LEN SURTEES 02 67-61 8508

**R.E.M.A.C.:** PETER BOARD HIGH SCHOOL, WICKS RD.,

**S.S.M.E.:** LUDDENHAM ROAD, LUDDENHAM.

**K.M.F.C.:** ST. IVES SHOWGROUND, MONA VALE ROAD, ST. IVES.

**S.A.T.:** KELSO PARK, HENRY LAWSON DRIVE

**I.M.A.C.:** BIRKLEY ADJACENT TO FREEWAY.

**MUSWELLBROOK M.F.C.:** MITCHELL HILL FIELD, NEW ENGLAND HWY., MUSWELLBROOK.

**NARROMINE:** CONTACT STEVE BAKAC 02 68 89 2501

**CLAS** CONTACT MIKE COMISKY 02 9605 2062

### CLAS Contest Calendar 2001

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](mailto:guybevan@hotmail.com)

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

Send address to [guybevan@hotmail.com](mailto:guybevan@hotmail.com)

## Queensland Control Line Events Calendar

DATE Year 2001 FIELD

May 13 Round 4 CLASII Rat

Scale Fly In CLASII

June 9 -11 Qld State Championships ALC



# A WHITE EASTER

After one of the best day-long stunt competitions ever seen at KMAC's Knox field, Peter White fought off a determined challenge to win this year's Victorian F2B Stunt title.

The event had 14 entrants and played host to flying visitors from NSW and SA as well as a guest judge, Joan McIntyre, from NSW.

Closest battle was that for the lead with PJ Rowlands flying his allnew Vector powered by a Moki 51 and winning the first of the three rounds with a better-than-3000 points tally. But Peter White had the consistency to last all three rounds and in the end took the title by a narrow margin. He flew his proven Moki 51 powered Zodiac.

Third was Herb Hannah from Sydney who brought his take-apart Grondal Nobler (plus 15%) which again was 5 1 powered - this time a MVVS 5 1.

The weather was nothing less than very good with a reasonable breeze all day from the north which allowed everyone to fly away from the sun. And fortunately, no one crashed although PJ had one exceptionally low pull-out with the prop momentarily cutting the grass.

Most interesting flier award (if there was such a thing) had to go to NSW visitor Frank Battam who coped with a bad leg injury by sitting on a stool with a top swivel seat. This proved no real problem as he took 5th in F2B and 1 st in Vintage.

And in Vintage, it was all the way with Battam whose unusual Hotrock looked very impressive on the ground and went like a B Class team racer through the pattern. Frank hung onto his swivel chair in taking the Victorian Vintage title.

Surprise flight came from Robin Hiern who entered a Zilch powered by a sparkie McCoy 49. It was going very well and looked like taking the title but the old McCoy tightened on its slightly lean mixture halfway through the pattern, the problem got worse and despite Robin doing all he could to coax the lessening power through the manoeuvres, it crashed and broke off the tail. But Robin still got third.

## Results

P White	(Zodiac/Moki 51)	6206
PJ Rowland	(Vector/Moki 5 1 )	6127
H Hannah	(Grondal Nobler/MVVS51)	5849
D Grinham	(Cobra 9/ST46)	5650
F Battam	(Nobler/ST46)	5564
D Simons	(Nakke/Merco 35)	5084
M Ellins	(Manito/ST46)	4989
P Richardson	(Doctor/OS40)	4542
D Pickard	(Firecracker/Saito 56)	4387
S Power	(Chief/Enya 29)	3945
G Ingram	(Windy/Enya 35)	3939
P Rowland	(Nobler/OS35)	3442
M Hawkey	(Big Tigre/Fox 35)	3144

(Judges: Steve Mitchell, Vic Mitchell and Joan McIntyre)

## Vintage

F Battam	(Hotrock/Fox 35)	305
P White	(All American/Fox 35)	292
R Hiern	(Zilch/spark McCoy)	248
K Taylor	(Madman/OS35)	236
R Marsh	(Hellcat/Elfin 149)	224
D Grinham	(Big Bouncer/Attwood)	162
S Power	(S Skylark/Frog 500)	147
PJ Rowland	(Kan Doo/ED 2cc)	122
G Ingram	(Peacemaker/OS15)	39

(Judges: Bill Cecil and Peter Roberts)



*Frank Battam was happy to throw away his crutches and use a swivel stool.*



*Victorian F2B winners Peter White, PJ Rowlands and Herb Hannah.*



*Tops in Vintage: Frank Battam, Peter White and Robin Hiern.*

*Below:- Rob Hiern's sparkie gave up little more than half way through the pattern and crashed.*



*Doug Grinham used his good looking Cobra as a test bed for the new Tony Cincotta ST46 plasma liner layout. More later.*





*The most unusual model in Vintage was Grinham's Big Bouncer but the Atwood gave run troubles.*

## CLASSIC B T/R AT THE 2001 VIC. STATE CHAMPS. John Hallowell

It was a beautiful day, fine and sunny with light winds on an Easter Super Sunday afternoon. Six teams rolled out their sets of sixties to contest the State Championships for Classic B Team Race. The perfect flying conditions were complimented by the smooth grass at the Knox flying field.

Models were in the air for practice as soon as the circle was clear. Average speed was around the 105 mph mark, which is about 17/7. That's pretty close to what the best B models were doing around 40 years ago. Some reading this will be fortunate enough to remember the era when those magnificent OS 29 powered Kanga, Grassfire and Galaxie racers dominated the sky at Albert Park. The Grand Prix race track now occupies our old flying site.

A close contest was anticipated with the wild card in the pack being the Mark McDermott OS 25 powered Riveter flown by Richard Justic and pitted by Queensland's John Taylor. It had reportedly been practicing in the high 16's for 7 laps, which is certainly right on the pace. On the day though, it was probably the best part of a second for 10 away from the Mexican entries. John and Richard managed only 4.51.10 for the 70 laps, a long way from the model's sub 3.20 potential.

Since the last club event, Harry Bailey's OS 25 has been down at the M.R.S. workshop where the hot breath of Robin Heirn has given the motor new life with a Nelson

plug installation. Former free flight ace Peter Roberts was the man chosen to belt the APC composite prop. A 4.07.16 was their best heat time. However, the Double Dice still has two problems. The U/C setup makes it land like a kangaroo and, much to the Fireman's apparent delight, it still catches on fire...

Last years winners John Hallowell and Keith Baddock were not going to pass the trophy on without a fight. Their new model, the 'Flying Purple People Eater' was in fine form with good airspeed and laps. However, John and Keith were very wary of the 'Cosmic Rays.' The law of averages was on Jim and Colin's side. In most races during the past year the H/B models had won in a tight finish. Was it time for a change?

The Rays were keen, being the first team in the air for practice. All they needed to do was to check the needle setting of the M.R.S. prepared OS 25LA. The 'Firebrand' looked and sounded impressive. Not that teams needed to do much in the way of practice, as these Classic B models are remarkably easy to start and set, more so than any other class. They won the first heat in a smart 3.18.19, just .72 of a second ahead of John and Keith who were timed at 3.18.91.

Most contestants chose to run 7 x 7 APC propellers on their Robbie Heirn tuned OS 25's. The 30cc of fuel in the tanks consisted on average; 20% oil, (50/50 Coolpower and Castrol M), 15% nitro, 15% IPA, 10% xylene and 40% methanol. This brew is good for over 50 laps. 47 is the critical number of laps for a 2 stop final.

The brothers Hunting of 'Dream Team' fame had a very smart looking own design racer with distinctive green tissue wings. An Enya 29 was up front. John and Ken are improving their Classic B times every time they race and should soon be challenging the established front runners. They made it under 4 minutes with a best heat of 3.59.19.

'Superpilot' Graeme Wilson and 'superflick' Mark Ellins were there to keep the other teams honest. And that they surely did. Come the Albury Nats, any team that can beat them will really deserve their title. They qualified 3rd fastest with 3.20.43.

It was time for the Rays, Hallowell/Baddock and Wilson/Ellins to choose their segments for the final. It was an LA 25 up against two FP 25's. A 'Firebrand' up against a 'Flying Purple People Eater' and an 'Antares'. Graeme, Colin and John have flown together many times, so a fair, clean race was more than likely. At the starter's gun, all three were away in a flash. Airspeed was as near as you could get to equal. Keith had wife Robyn on battery duties, Jim had wife Glenis and Mark was on his Pat Malone. Would he be disadvantaged? Time would tell if precious seconds were worth saving. Classic B is certainly becoming a real family affair!

Wilson/Ellins were doing hot landings and combining them with instant re-starts. They made a determined foray into the lead to get their nose in front with just one stop to go. Chasing yet another title, this extra successful team looked odds on for another. However, a little green

Gremlin must have been sitting on Mark's shoulder directing his actions. Racing on the ragged edge, master pitman Mellins needed in just one click too far and the 'Antares' went slightly lean and slowed just enough for the others to get by in those hectic final moments.

It was neck and neck all the way. A thrilling race, one that was memorable for those taking part and hopefully, the large contingent of onlookers. A barnstorming finish saw Colin use all his skills to pilot the 'Firebrand' home to win by a mere 3/10ths of a second from John and Keith! That's less than a heartbeat...and believe me, hearts were pounding as the finish line loomed. Graeme and Mark were two seconds further back. It was a stunning win to Glenis's boys. They sure made her proud.

A sensational race, certainly the closest of the championships. And with more than a dozen entries expected for Classic B at the Albury Nats, another great contest is on the cards. I'm sure our new bright yellow 'Galaxie' will be up to the high standards demanded by this exciting class.

Results of Classic B at the Victorian State Champs, 2001;

1.Ray/Ray	3.18.19	DNS	6.27.69
2.Hallowell/Baddock	3.18.91	DNS	6.27.39
3.Wilson/Ellins	3.20.43	DNS	6.29.81
4.Hunting/Hunting	4.21.28	3.59.19	
5.Bailey/Roberts	DNF	4.07.16	
6.Justic/Taylor	43laps	4.51.10	

John Hallowell  
VH 1984



*The finalist in Classic B with assistant battery persons Glenis Ray (centre) and Robyn Baddock (left)*



SSME Luddenham

Luddenham's first race day for the year was a success despite the weatherman's correct prediction of rain. With a little drizzle in the morning, proceedings weren't held up for too long, the rest of the day being excellent for racing.

Phantom had 4 teams, and is still a fun event to fly with

its easy going pace; it makes an excellent class for the team-racing beginner. Peter Brady and his son Dave are one such pair, and with a little practice in the pits and in the air will end up being competitive. Peter Camps / Stan Pilgrim's model was experiencing tank feed problems and was off the pace. No matter what settings Stan was dialling in, the tune would alter half way into the flight. Tony Bonello / Ian Gapps took out the event thanks to Ian's coaxing the sad cub to restart in the pit stops.

Vintage A Class had 8 teams competing in this fast paced event. Andy Kerr / Richard Justic led the way in the first round with a time of 3.25.97 Brian Hoggan / Jeff Potter also posted a fantastic time of 3.36.80, not bad considering that's the first time the pair flew together. Peter Camps / Stan Pilgrim had a problem with a pinhole in the fuel tubing which put them out of the first round. In the second round they weren't up to their usual best and finished with a time of 3.42.53, which wasn't good enough to get into the final. It was the first time since the pair have been flying together in A Class that they haven't made it into the finals. Not a bad track record. It was agreed that Dave Simons should be playing in the slips for Australia with the way he catches his model at warp speed. It's a pleasure to watch. The final was taken out by Andy Kerr / Richard Justic in second place was Dave Simons / Huey Simons and third place went to Brian Hoggan / Jeff Potter.

Bendix had a disappointing 3 entries with 2 Sparrowhawks with Thunder Tigers for motivation of Tony Bonello / Andrew Heath and Daniel Bonello / Ian Gapps and a Firecracker with a Stells up front of Colin Blake / Richard Justic. I get a big buzz out of flying these monsters, whether it being the speed, the smell of nitro, the noise or my masochistic tendencies of my arm being ripped from it's socket. It made it even more enjoyable now that the maestro Andrew Heath is back from a 12 months teaching stint in England, great to have him back at the pointy end weaving his magic. Andrew and I were first past the post in a respectable time of 7.24.65.

A meeting was held after the presentation and it was agreed that on the Team Race weekend in July at Luddenham that a "B" Grade Vintage A team race will be tried. For more information please give Andy Kerr a ring on 02 9683 4349.

Many thanks to Michael Gapps for looking after the BBQ, to the time keepers and to the people who helped prepare the field.

Phantom Team Race	Final
1. Tony Bonello / Ian Gapps	10.29.27
2. Peter Camps / Stan Pilgrim	12.00.23
3. John Nolan / Adrian Grew	13.33.26

Vintage A Team Race	Round 1	Round 2	Final
1. A Kerr / R Justic	3.25.97	3.45.27	7.20.98
2. D Simons / H Simons	3.39.64	3.51.00	7.39.27
3. B Hoggan / J Potter	3.36.80	3.45.06	7.41.56
4. P Camps / S Pilgrim	DNS	3.42.53	
5. J Nolan / A Grew	3.52.53	3.50.54	
6. S Rothwell / J potter	4.26.00	4.49.04	
7. G knight / R.Owen	DISQ	4.26.79	
8. P Brady / A Heath	7.02.43	5.36.40	



<b>Bendix Team Race</b>	Final
1. Tony Bonello / Andrew Heath	7.24.65
2. Daniel Bonello / Ian Gapps	8.04.25
3. Colin Blake / Richard Justic	DNS

Tony Bonello. Aus 7187

## Control Line Aeromodellers of Gippsland. By Peter White

The club held their April meeting at the Knox field with a dozen fliers turning up.

Most of the Gippsland mob showed up, these being Graham Vibert, Graham Keen, Graham's son Adrian, Paul Richardson, Geoff Ingram, and yours truly along with Mark Ellins, Tony Cincotta, Peter Roberts, Robin Heirn and Vic and Steve Mitchell.

Making a welcome re-appearance was Craig Hemsworth with a couple of models from his earlier aerobatics days - a Cougar with a Webra Bison .19 and an own design Pirouette powered by an O.S.45FSR. Tank problems grounded the Cougar while the Pirouette was put up for two or three flights.

Craig is into the finishing stages of a Nobler which we hope to see in the air the next time the surf's not up.

Many of the usual models were lined up along with some new or not-so-often-flown jobs. Among them were Robbie's Stiletto 660/ST46, Mark's Manito/ST46, Graham V's Anaconda/Stalker55 (now with regear controls making it much snappier) and Tony's new Coy Lady built from one of the line of kits that he is producing. This was powered by an early model red head Merco 35.

The only casualties for the day were Graham K's Midi Slow which made an unscheduled arrival while he was teaching Adrian to fly and Steve's ST46 powered "It" which was caught in some turbulence during maneuvers causing it to make it's own way across the circle dragging slack lines behind it.

The Midi Slow has since been repaired and is ready to go but I suspect that the "It" will be grounded for some time. So, Ansett, you needn't feel too bad.

Vic had his dramas on the ground when he found that he had fitted a mismatched needle to his Enya 45's spray bar and couldn't run it up to any where near full power.

Overall, despite the numbers being a little lower than expected, the day was successful with the weather behaving itself and many enjoying the BBQ lunch.

Our next gathering will be at the Warragul Showgrounds on May 6th. Following meetings are scheduled for Moe on June 3rd and Tralalgon on July 1st.

With air travel, or the scarcity of it, being in the news of late, you might be interested to know that there now four classes of travel - business, economy, tourist and hostage.

## 200012001 QUEENSLAND CONTROL LINE STATE CHAMPIONSHIPS

### Bulletin No. 1

1. Anyone intending to participate in this competition and seeking clarification or additional information is welcome to direct enquiries to any of the following committee members:-

- (a) Les Winterton (07) 3207 6325
- (b) Neville Lindemeier (07) 3299 7870
- (c) Bruce Clements (07) 3261 4018
- (d) Brian Burke (07) 3200 1308

2. Anyone requiring accommodation should contact any of the above as soon as possible.

3. "Classic Stunt" has replaced "Vintage Stunt" listed for 1999/2000 and inadvertently in entry forms issued at the 2001 Hunter Valley Championships. Rules as used in N.S.W. will be employed. For further information kindly contact Noel Corney on (07) 3341 0457.

4. The closing date for entries is 11th May 2001 and not the date(s) indicated on entry forms issued at the 2001 Hunter Valley Championships.

5. Entrants will be required to provide supporting documentation to establish model/engine eligibility where any particular event entered requires it. For further information please contact M.A.A.Q. Inc. Control Line Co-ordinator John Duggan on (07) 3273 6932.

To offer guidance to intending entrants, a tentative timetable is listed below:-

#### Saturday 9.6.01

BITUMEN	GRASS#1	GRASS#2
F2A/Com Speed	Jnr Combat	F2B/JnrA'batics
Jnr Rat Race	CL "A" T/Race	
CL 2 T/Race		
Bendix T/Race		

#### Sunday 10. 6. 01

F2C T/Race	F2D Combat	Classic stunt
Goodyear T/Race	Vintage "B"	2.5cc Slow
	T/Race	Combat

Mini-Good T/Race

#### Monday 11.6.01

Mouse Racing	Open Combat
35 Slow Combat	CLASSI Rat

A firm timetable will be finalised immediately entries close and will be forwarded to all entrants as soon as practicable.

B Burke (Registrar)

# Where do I begin in Control Line Flying?

If you are considering making your first moves into Control Line model aircraft flying then there are a few things that you might need to know to get you started. If you live near a control line club do not hesitate to ask club members for assistance and information. This will be given free of charge and should set you off in the right direction.

One of the first questions asked by a prospective newcomer is, where do I buy everything I need and how much does it cost? The following information may be of help.

## **Engine Power**

A small engine will only power a small model. A large engine will require a large model. A good starting point is an engine size of 2.5cc (.15 cu inches)

There are two main types of engine. Both of these work on the two stroke principal.

**Diesels** operate without the use of an additional ignition source and use a mixture of kerosene, castor oil and ether as a fuel. Tuning the engine requires the adjustment of the fuel needle and the variable compression screw.

**Glow engines** use methanol and castor oil as a fuel, they do not have a variable compression but require the use of a battery to heat the glow plug coil to start the engine. New engine cost will vary between \$60 for a Mars diesel to around \$130 for an O.S.15LA Glow.

2 volt sealed-lead rechargeable batterys (non spillable X cell) that are suitable for use with glow plugs are available from Battery Specialities (Vic) Pty Ltd, 240 Boundary Road, Breaside, Vic. 3195 Tel (03) 9587 2101. A 5.0 Amp Hour cost \$19. (If using a 1.5volt plug use a resistance in the leads to reduce the risk of burning the glow plug)

## **Models**

A beginner's model should be of a type that will withstand the occasional hard landing without too much damage. It should be built so that the controls are not over sensitive. The kit "Too Up " is a very suitable model for a 2.5cc engine (Not a 1.5cc as it sells) and with only the minimum amount of guidance from an adult or experienced modeller, can be built quite nicely and easily by a newcomer. The kit pieces do fit together easily. Any model shop should be able to obtain kits from "Dynamic Hobby Wholesalers Pty Ltd" Wantirna South Melbourne. Phone (03) 9887 0562. "Balsaworks Australia" are the company that manufactures the kit and they will also supply direct to shops. The retail price is somewhere between \$49 & \$55.

For those who would like to obtain a complete beginner's package they could contact Tony Cincotta's Saturn Hobbies, 1st Floor Ardena Court, East Bentleigh. 3165. Phone (03) 9579 7555. For a cost of \$280 Tony will supply a package comprising of,

Enya .15 Glow engine

Glow Plug

Battery

Fuel

Filler bottle

Propeller

Control lines and handle

Kit (Choice of either a Peacemaker or an Aeroflyte Eagle)

Tony also stocks a large range of control line accessories such as tanks and model coverings.

Another source of good trainer models is Brian Burke Enterprises, 2-24 Appaloosa Court, Munruben 4125 Phone (07) 3200 1308. Brians kits are basically modular or "glue together." His philosophy is to offer a very rugged model large enough to be capable of "mild" aerobatics so that all the skills can be acquired without writing off more fragile models. The fact that the "Maestro" and "Mako" are used in junior 2.5cc Slow Combat vindicates this approach.

A club in NSW ordered some 16 sets of foam wing cores, 4 fuselages and tailplanes/elevators from Brian. Including exorbitant postage charges, the 4 "dry" kits probably worked out at \$40-\$45 each. All clubs groups and even individuals are welcome to the same sort of deal. Although the days of the \$10 kit are well and truly gone, a "core kit" comprising wing cores and A3 size specified drawing will cost from \$15 plus postage.



# Samples of some of Brian Burkes Kits



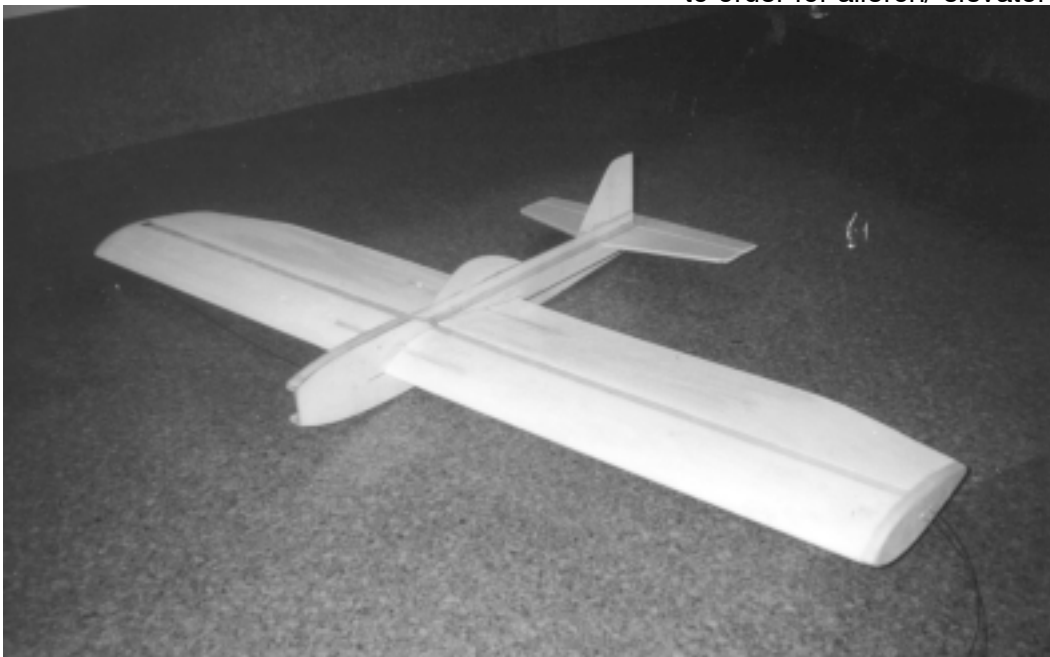
Left:- "Maestro 20" kit components plugged together. Note reinforcing hardwood spar sandwiched wing & full length top bearer enclosed by doublers at intersection



Above:- Maestro 20 with Philtec 1.5cc glow engine.



"Cosmic Wind" 40" span, 350sq inch area - excellent with 6 ounce Fox 35 stunt engine on 60 foot (18.3m) lines. Very agile/nimble. Should also be suitable for 6 ounce Fox 15 BBS on shorter 52 foot (15 m) lines. I have made several to order for aileron/ elevator R/C



"Maverick" Illustrates simple, rugged construction, lightweight and high performance. Supplied as core kit or can provide other parts or balsa wing

# 2001 VMAA CONTROL LINE STATE CHAMPIONSHIP RESULTS.

FAI SPEED		state	RD 1	RD 2	RD 3	km/h
1.	Robin Hiern	V	12.913	12.88	N/T	279.5
2.	Callum Agnew	V	13.213	N/T	N/T	272.53
3.	Frank Sutherland	Q	13.405	13.616	13.666	268.63
4.	Richard Justic	N	14.135	14.23	14.103	255.33
5.	Noel Wake	V	14.485	15.455	14.55	248.60
6.	Hugh Simons	N	14.52	N/T	N/T	248.00

FAI AEROBATICS		state	RD 1	RD 2	RD 3	Best 2
1.	Peter White	V	2988	3003	3217.5	6220.5
2.	P.J. Rowland	V	3058	2942.5	3103	6161.0
3.	Herb Hanna	N	2396	2868	2981	5849.0
4.	Doug Grinham	V	2654.5	2733.5	2916	5649.5
5.	Frank Battam	N	2697	2755.5	2824	5579.5
6.	David Simons	N	2369	2604	2479.5	5083.5
7.	Mark Ellins	V	2476.5	2391.5	2512	4988.5
8.	Paul Richardson	V	2433.5	1872.5	2108	4541.5
9.	Derek Pickard	V	2209.5	2141.5	2177.5	4387.0
10.	Geoff Ingram	V	1998.5	400.5	2120	4118.5
11.	Shaun Power	V	1576	1914	2030.5	3944.5
12.	Peter Rowland	V	1788	1654		3442.0
13.	Mike Hawkey	S	1581	1562.5	46	3143.5

FAI TEAMRACE		state	RD 1	RD 2	RD 3	Final
1.	B.Langworth/D.Campbell	UK	4:17.72	3:30.65	3:40.38	7:03.55
2.	R.Justic/R.Owen	N	4:06.06	3:32.69	3:49.22	7:20.16
3.	R.Fitzgerald/M.Ellins	S/V	dnf 91	dnf 22	3:25.82	Disq
4.	G.Wilson/P.Stein	V	3:36.84	dnf 94	dnf 99	
5.	C.Ray/K.Baddock	V	4:10.93	6:29.75	4:00.13	
6.	G.Potter/G.P.Potter	N	dnf 46	4:57.66	6:29.72	
7.	K.Hunting/J.Hunting	V	dnf 47	dnf 54	4:44.91	
8.	G.Knight/R.Harvey	N/A	5:21.91	dns	dns	

FAI COMBAT		state	1	2	3	4	pts
1.	Byron Harrison	Q	L	W	W	W	2
2.	Keith Baddock	V	W	L	W	L	0
3.	Grant Potter	N	L	W	L		-1
3.	Graeme Wilson	V	W	L	L		-1

*The result of a mid air coming together. This engine belonging to Kieth Baddock is in need of a venturi repair*



MIDGE SPEED	Rd 1	Rd2	Rd3	Best
1. Ken Hunting	10.735	10.47	9.91	9.91
2. Robin Hiern	10.53	11.28	10.20	10.20
3. Colin Ray	10.78	13.37	10.38	10.38
4. Murray Wilson	12.70	11.985	N/T	11.985
5. Geoff Ingram	12.705	13.675	N/T	12.705

*From left to right:- Harry Bailey, Graeme Wilson and Robert Owen with their models after completion of 1/2 A Combat*



1/2A COMBAT	state	1	2	3	4	5	6	7	pts
1. Graeme Wilson	V	W	W	W	B	W	L	W	4
2. Robert Owen	N	W	L	W	W	B	W	L	2
3. Harry Bailey	V	W	W	W	L	L			1
=4. Murray Wilson	V	W	L	L					-1
=4. Shaun Power	V	L	W	L					-1
=4. Reeve Marsh	V	L	W	L					-1
=7. Colin Holmes	V	L	L						-2
=7. David Shackleford	V	L							-2

COMBINED SPEED	state	class	RD 1	RD 2	RD 3	km/h	%
1. Robin Hiern	V	1	15.17	15.10	N/T	238.41	98.34
2. Noel Wake	V	1	15.49	15.45	15.30	235.29	97.06
3. Callum Agnew	V	1	N/T	15.87	15.57	231.21	95.38
4. Hugh Simons	N	1	N/T	15.96	15.68	229.59	94.71
5. Peter Roberts	V	1	16.71	16.27	N/T	221.27	91.27
6. Robin Hiern	V	4	10.82	N/T	N/T	267.73	88.23
7. Robin Hiern	V	2	11.73	11.60	N/T	249.73	86.21
8. Noel Wake	V	4	11.371	1.30	12.07	256.36	84.48
9. Noel Wake	V	2	12.27	12.40	N/T	236.09	81.50
10. Noel Wake	V	3	12.00	12.12	N/T	241.40	80.75
11. Harry Bailey	V	Prot	31.09	31.43	31.54	186.35	78.10
12. Callum Agnew	V	2	N/T	14.13	N/T	205.01	70.77
13. John Hunting	V	1	N/T	N/T	25.83	139.37	57.49
14. Colin Holmes	V	1	N/T	N/T	N/T	0	0
15. David Shackleford	V	2	N/T	N/T	N/T	0	0

VINTAGE A TEAMRACE	state	RD 1	RD 2	Final
1. G.P.Potter/B.Hoggan	N/A	3:47.07	3:42.00	7:51.75
2. H.Simons/D.Simons	N	4:06.78	3:45.81	7:57.50
3. B.Langworth/R.Fitzgerald	UK/S	3:30.50	3:26.10	DNF 43
4. K.Hunting/J.Hunting	V	Disq	3:50.41	
5. H.Bailey/P.Roberts	V	Disq	4:05.87	
6. M.Wilson/P.van Meurs	V	4:17.03	4:06.90	
7. G.Wilson/M.Ellins	V	Disq	4:10.90	
8. G.Knight/R.Harvey	N/A	4:16.88	4:13.12	
9. C.Ray/J.Ray	V	DNS	4:19.60	
10. J.Hallowell/K.Baddock	V	Disq	dnf 78	



*Before the start of Vintage A the contest director, Allan Lumsden briefed the teams and informed them to keep within the rules. Allan has CD'd this event for the previous four years and had never had to disqualify any teams. Unfortunately this was not to be the case this year. The final was a close run affair with the team of Langworth/Fitzgerald setting the early pace with a borrowed John Hallowell model. A run in on take off after a pit stop caused the lines to wrap around the model and put them out to leave the team of Potter/Hoggan to edge out the father and son team of Dave and Hugh Simmons.*

CLASSIC B TEAMRACE	state	RD 1	RD 2	Final
1. C.Ray/J.Ray	V	3:18.19	dns	6:27.39
2. J.Hallowell/K.Baddock	V	3:18.91	dns	6:27.69
3. G.Wilson/M.Ellins	V	3:20.43	dns	6:29.81
4. J.Hunting/K.Hunting	V	4:21.28	3:59.19	
5. H.Bailey/P.Roberts	V	dnf 40	4:07.16	
6. R.Justic/J.Taylor	N/Q	dnf 43	4:51.10	

SIMPLE RAT RACE	state	RD 1	RD 2	Final
1. J.Hunting/K.Hunting	V	107	106	218
2. G.Wilson/M.Ellins	V	108	dns	212
3. C.Ray/J.Ray	V	109	dns	210
4. M.Wilson/R.Fitzgerald	V/S	102	104	
5. H.Bailey/R.Owen	V/N	98	100	
6. D.Shackleford/J.Taylor	V/Q	6	72	

1/2A TEAM RACE	state	Final
1. R.Owen/R.Justic	N	7:33.62
2. C.Ray/J.Ray	V	8:04.00
3. G.Wilson/M.Ellins	V	9:45.68

Only three teams entered this event and only a final was flown.

GOODYEAR	state	RD 1	RD 2	Final
1. G.Wilson/M.Ellins	V	4:11.35	4:03.97	8:34.6
2. R.Owen/R.Justic	N	4:04.28	dns	8:39.9
3. H.Simons/D.Simons	N	3:51.62	dns	10:31.7
4. C.Ray/J.Ray	V	4:27.78	4:17.41	
5. J.Hallowell/J.Taylor	V/Q	4:39.12	5:28.97	
6. J.Hunting/K.Hunting	V	dnf 51	dns	



*Simple Rat Race was the last event to be held at Knox on Sunday. The final was held in semi-darkness with only eight laps separating first to third place*



MINI GOODYEAR	state	RD 1	RD 2	Final
1. G.Wilson/M.Ellins	V	3:35.00	dns	7:22.83
2. C.Ray/J.Ray	V	4:01.47	dns	8:39.3
3. J.Hunting/K.Hunting	V	5:06.75	6:23.18	11:00.42
4. M.Wilson/R.Justic	V/N	5:43.84	6:32.62	
5. R.Owen/J.Taylor	N/Q	5:46.31	disq	
6. H.Bailey/P.Roberts	V	dnf 64	dns	
7. J.Hallowell/K.Baddock	V	dns	dns	

*Mini Goodyear finalist*

This years Victorian State Championships were a great success. The weather was fabulous for the whole weekend and all events were completed with the exception of the junior events, (Lack of entries). There were plenty of interstate competitors and the team of B Langworth and D Campbell came from England to take on and beat

the Australians in FAI Team Race. We were also pleased to welcome Joan McIntyre who came down from NSW to help judge FAI Aerobatics. Our thanks go to everybody who assisted in making the championships the success they were and we hope we can maintain the standard for next year.

*Photos by K Baddock*



*Goodyear finalist.*



*Weird  
chuck  
glider?  
No.  
Graeme  
Wilson  
carries a  
flying  
height  
marker  
from the  
circle.*



*FAI Team Race finalist*



The Vintage A team racer "Gengangerin" that was flown by Bernie Langworth/Rob Fitzgerald.

Werrington  
park



# 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

→ → → → → → → → → → →  
STILETTO 660/XL Pre-sheeted (light weight) foam core wings from Tom Dixon. Current U.S. price \$95 (Wings only)

Sell \$145 Aus

SV - 11 Foam cores and stab from (Randy Smith U.S.) Same wing as Intrepid, Novar, Etc.

U.S. price \$55

Sell \$95 Aus

S.T. 46 Bullring (Ex D. Grinham)

Low run time E.C.

\$95

O.S. 40FP Stunt-RN. Brand new in box. Never run.

\$145

Ron Varnas (03) 9579 1143

FLITE STREAK KIT \$65

FOX 40 ABC E.C. (in box) \$95

IRVINE 20 ABC MK 2- PYLON (NEW) \$90

K&B 35 FAIR CONDITION \$40

PRICES NEGOTIABLE.

WILL PART EXCHANGE FOR FROG 100 MK2 - FROG 150R AM 25 IN GOOD CONDITION.

WENDELL PRINS (03)9801 4110

Email antheap@hotmail.com

# WANTED

Super Tigre G 21/35 (combat) twin ball race crankcase. and a Tiapan 15 Gold head crank shaft.

Bob Fry 08 93626370

bob.fry@wpcorp.com.au

→ → → → → → → → → → →

Torpedo 40 Stunt Motor. Must be complete and good.

Derek Pickard (03) 9889 1149

→ → → → → → → → → → →

Taipan 1.5cc Glow motor (Late 60's - early 70's)

Prefer V.G.C. to E.C. Will pay right \$\$.

Taipan needle valve assembly to suit 2.5cc B.B. diesel (Ser. 11 - 12)

Ron Varnas (03) 9579 1143

# Found

Quality cigarette lighter found in driveway of Frankston Flying Field at the Vic State Champs. Owner can reclaim lighter by giving brief description to editor.



## NORTHERN DISTRICT CHAMPIONSHIPS FOR CONTROL LINE

AUGUST 18 & 19, 2001

Hosted by Bendigo Control Line Flyers

The Bendigo Control Line flyers will conduct the Northern District Championships and the Jnr. Allen Trophy to be held at the Bendigo Radio Control field at Marong

### PROGRAMME

Saturday 18<sup>th</sup> August 2001 - 1:00pm Start

SIMPLE RAT

SIMPLE GOODYEAR

JUNIOR 2.5cc SIMPLE RAT

Sunday 19<sup>th</sup> August 2001 - 8:00am Start

VINTAGE TEAM RACE 'A'

VINTAGE TEAM RACE 'B'

½ A COMBAT

- Practice may be on racing circles up to starting time on Saturday / Sunday. No practice on race circles after 1:00pm Saturday and after 9:00am Sunday
- Practice circles will be available over the weekend
- Points gained in each event will go towards the Champion of Champions trophy
- Full catering service will be available on Sunday
- Please consider this weekend event as we need your support to make it a success

For more information please contact  
Shaun Power (03) 5442 4925

### 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"

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

If undeliverable return to:-

**G. WILSON**  
**P. O. BOX 298**  
**SEAFORD VIC 3198**

**SURFACE  
MAIL**

**POSTAGE  
PAID  
SEAFORD**

## 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.

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

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

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

# MODEL RACING SERVICES



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

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

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

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

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

## COMPONENTS FOR THE COMPETITION & SPORTS MODELLER

Goodyear Shut Offs  
Head Inserts 1/4 x 32 & Nelson  
Wheels 27, 40, 50 & 60mm  
Racing Undercarriage Leg & Box Sets  
Prop Nuts, Prop Drivers & Extensions  
Elevator & Flap Horns  
"Adjustable" Team Race & Stunt Handles  
Tank Valves - Pressure & Suction  
Single Blade Counter Weights  
Mono-Line Handle Units  
Paxalon & Steel Bellcranks

Venturis  
Check Valves  
Stunt Mufflers  
Line Reels  
Piston Rings  
Pan Hold Downs  
Alloy Wings  
Exhaust Extensions  
Mono-Line Torque Units  
Single Strand Lines  
Bobbin Bellcranks

**For Mail Order or for complete price list to :-**  
**Robin Hiern Model Racing**  
**Services**

**P O BOX 976 CRANBOURNE 3977 VIC**  
**Phone 03 59 96 0339 Fax 03 59 96 0307**

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