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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 47



Produced by the Victorian Control Line Advisory Committee

August 2001  
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**Copy Deadline for next issue is:  
Wednesday 22nd August 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.

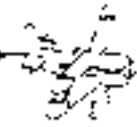
Telephone (03) 9543 2259.

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

AUG 12	Simple Combat.	SMAC
AUG 19	<b>FAI Speed Combined Speed.</b>	CLAMF
AUG 18	Simple Rat Race, Simple Goodyear Junior Simple Rat Race	Bendigo
AUG 19	Vintage A T/Race, Classic B T/Race 1/2A Combat	Bendigo
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. Simple Rat Race	Warragul
SEPT 9	Vintage "A" Team race, Aust "A" Team race.	SMAC
SEPT 16	<b>FAI &amp; Combined Speed, 2.5cc Rat race, FAI Team Race 1/2 A Team race.</b>	CLAMF
SEPT 23	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	KMAC
OCT 21	Friend and Fly Day	Brimbank

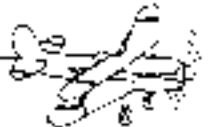
NOTE - All SMAC events to be held at KMAC flying field. All events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members.

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.** and they should be ready to begin at this time.



# 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 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		FIELD
Aug 12th	Round 6 CLASII Rat, Vintage A, FAI Combat, Open Combat.	CLASII
Sept 9th	Round 7 CLASII Rat, FAI and Combined Speed, Interclub Mouse Challenge.	CLASII
Sept 23rd	Stand by day. Events TBA (For postponed club days)	CLASII
Oct 14th	Round 8 CLASII Rat, Goodyear T/R, Classic B T/R, .36 Slow Combat	CLASII
Nov 11th	Round 9 CLASII Rat, Scale Fly In	CLASII
Dec 9th	Final CLASII Rat, Trophy presentations, Christmas BBQ breakup	CLASII

Food and drink will be available on club days



## TARMAC Notes for June and July

Every now and then I have trouble starting off these notes. When that happens I can sometimes spend ages fruitlessly pondering how to begin. Asking for assistance from one of my oldest associates was not a lot of help. (Is it ever?). 'You have to concentrate,' he said 'What is needed is an effort of Brobdignagian proportions'. (Actually that wasn't exactly what he said, but I have been busting for a chance to use that word for ages; and it so rarely comes up in normal conversation.)

Realising that there wasn't much help coming from that direction, I decided to pen a short piece on the first thing that came to mind. Then I realised that the first thing was rather too daring for a genteel publication such as this, and we might also have some trouble getting the illustrations past the censor. Therefore it had to be the second and subsequent things that came to mind. Here they are.

Horror of horrors, the new financial year is upon us and it is now time to pay the annual club fees before you go flying again. This is very important. See the treasurer ASAP with money in hand.

Aeromodeller magazine, after having apparently failed, has risen from the ashes. From the June issue, Aeromodeller will be included as a complete magazine with its own unique identity inside the covers of AVIATION MODELLER INTERNATIONAL. There, they say, it will resume its comprehensive sport and competition coverage of Control Line and Free Flight. Many widely respected former contributors have already pledged their support for the restoration of this famous title. I hope that it doesn't go the way of the excellent 'Model Aircraft' magazine which was 'incorporated' into Aeromodeller in about 1964 and then just withered away to nothing.

Here is some information that could come in very handy for Super Tigre .46 owners. It comes by courtesy of Peter Smith who spent some time searching for a new conrod for his motor prior to the Busselton Nationals. He couldn't locate a genuine ST rod, but found that an OS 46VR-MABC or 46VR-DF (part no 25365007) conrod will fit if about 0.5 mm is taken off both faces of the little end. The big end and little end holes are both the correct size and have the correct distance between centres.

Having been interested in aircraft for nearly as long as I can remember, I have naturally thought about the flow of air over various types of wings. Most wings as we know are attached to Aeroplanes, but about 35 years ago a guy called Jim Hall started fixing them on to his Chaparral racing cars to provide a positive down force on to the tyres. This gave a tremendous improvement in cornering ability and because he used a variable incidence wing, it could also help braking without adding much drag at high speeds. Jim Hall was a very clever chap who knew exactly what he was doing. As everyone knows, the idea

of using aerodynamics to provide down force has continued in use on racing cars since then - albeit in much modified form.

I find it amusing this extra that is so useful to the car racer has become an increasingly bizarre fashion accessory on multitudes of very ordinary street cars. Huge numbers have been fitted with strange bootlid appendages that strongly resemble heated towel rails and I am sure have all the aerodynamic effect of a wooden leg held out the window. What triggered these thoughts was the sight of yet another variation on the theme. A strange little rounded vehicle bearing a stack of angled foils on the back that appeared to be the result of mating a Fokker triplane with an armadillo. NOT a pretty sight. I wonder where it will all end.

Are you interested in electronic systems in C/L models? I have just heard that there is a new book available on the use and advantages of electronic controls for control line models. It is called 'Control Line Scale Modeling' and has been written by Fred Cronenwett, a long time modeler. This comprehensive guide on Control Line Scale model airplanes takes the modeler through all phases required to pick models for CL scale, install electronic controls, assemble documentation, fly and enter scale competitions. The book is softbound; 133 pages, with multitudes of photos and illustrations. Written for beginners or the experienced modeler this book is intended to save you time and money. Fred Cronenwett has over 10 years of experience with CL scale model airplanes, and electronic controls.

The book costs US\$24.95 plus \$ 10.00 postage. Send money and orders to Fred Cronenwett, 18375 Ventura Blvd, number 173, Tarzana, CA 91356, USA.

Those of us that enjoy seeing the big piston engined military aircraft keep flying may wonder from time to time just what it costs. It is of course very expensive but almost never defined in all those beautifully illustrated magazine articles. Here are a few approximate numbers as offered by an American P51 Mustang owner if you are interested (US dollars). For a Mustang costing about \$800,000.00 in the US:

Annual hull insurance approx: \$15,000.00,

Liability insurance approx \$4000.00 ,

Fuel @ 60 gallons per hour x \$2.60/gallon

Hanger cost variable

Maintenance @ from \$30/hour to \$70/hour depending on complexity.

Engines need to be overhauled @ 600 to 800 hours at a cost of \$50,000.00 to \$80,000.00 depending on engine model and engine wear

From the Tarmac archives comes one of Norm Kirton's photos of the winners at Goodyear racing at Gloucester Park. I imagine that this would have been in the early to mid 1980s. Most of them are still active as well. Close study will reveal in the back row younger versions of: L-R Garry Turna, Norm Kirton, Fred Adler and Jim Stivey, and in the front row: L-R Bruce Bellis and Brian Greeves

With all the current interest in B class T/R, there is also a picture of Geoff Barnes holding a very pretty B class built by Hans Bertina back in the dreamtime circa 1963 (powered by Eta .29).



Above:- With all the current interest in B class T/R, here is a picture of Geoff Barnes holding a very pretty B class built by Hans Bertina in 1963 (Eta power).

Left:- Taken some years ago after a Goodyear race at Gloucester Park.

I must finish up on a sad note. By now I suppose that many, if not most modelers will already know that George Aldrich has passed away. There is no need for me to detail all his many modeling achievements that range from Free Flight to his specialty of engine building. They are widely known and will doubtless be chronicled in eulogies from his closest friends. What I would like to add is that I found him to be always helpful, courteous, and generous with good advice whenever it was asked of him. A gentleman.

I think that he will also be remembered as the guy that unflinchingly answered all those tedious questions that were mailed to him from around the world.



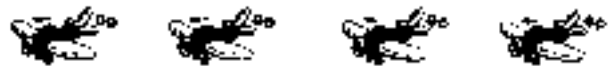
George Aldrich

These sad occasions make me reflect on the ephemeral nature of human existence.

To me it is like looking into a great room dimly lit with scattered candles. Some very bright, some dimmer. Each flickering light representing someone of worth to me. There are friends, relatives and heroes. Warriors and poets. Some I have met and others I have only read about. One by one those candles are going out and the room is getting dimmer because of it. Enjoy the company of the ones that we have left while you may - this is as good as it gets.

Charlie Stone  
Emailcestone@bigpond.com

VH4706



## 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 - 9:00am Start

VINTAGE "A" TEAMRACE

CLASSIC "B" TEAMRACE

1/2 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

## Vivell Precision .09

Earl Vivell was an American hobby shop owner who marketed his own line of engines. The engines were in their heyday during the 1944 - 1952 period.

In 1948 the .09 was added to the Vivell range, it's designer was Jack Keener.

The engine was available in three versions, fixed compression diesel, variable compression diesel and glow plug ignition.



This is probably where this engine's story should start as the engine pictured is not an original but is in fact one of nine almost exact replicas of the variable compression diesel and was built in 1999 by the "Motor Boys International".

The Motor Boys are a small group of engine enthusiasts who communicate via the internet and occasionally build engines as a joint project.

For the above project each member machined his own castings, contra piston and crankshaft and was responsible for the supply of the following parts to others in the group :-

**Bert Streigler** (Texas USA) Fuel tanks, Venturies, Needle assemblies and screw sets.

**David Owen** (NSW Australia) Pistons, cylinders and gudgeon pins.

**Don McClusky** (Texas USA) Heads and compression screws.

**George Aldrich** (Texas USA) Honed cylinders.

**Gordon Burford** (QLD Australia) Disc valves.

**Roger Schroeder** (Kansas USA) Crankcase and front housing castings.

**Ron Chernich** (QLD Australia) CAD Drawings, Prop drivers with collets, prop washers and spinners.

**Stan Pilgrim** (NSW Australia) Conrods.

The finished engines were a little critical on the fuel needle settings but were otherwise a huge success. A tachometer reading of 10400 rpm on a Topflite 8"x3.5" wooden propeller has been recorded. The motor tested was still tight at the time and 11000 rpm was anticipated with more running.

For control line use the 7" x 5.5" Magnum propeller is a good choice.

The engine features disc valve induction with a Cox style diametrically opposed twin transfer and exhaust layout.

It has a square configuration with a bore and stroke of 1/2 inch and weighs in at 135 grams.

Back in it's day the Vivell Diesel was equal to the best that Europe had to offer but probably did not receive the acclaim that it deserved.

I do not recommend the engine as a first time construction project but for those who would like to try their hand at making one the complete casting set is available from Roger Schroeder 4111 West 98 St, Overland Park KS 66207 USA. E-Mail: [rsch01@earthlink.net](mailto:rsch01@earthlink.net).

You will also need the Motorboys Plan Book (has working drawings for 11 different engines plus a brief description of each engine).

The plan book is available at a cost of US\$29.95 plus US\$9.25 shipping for one book to Australia from the Academy of Model Aeronautics 5151 East Memorial Drive Muncie, IN 47302 USA.

Phone number is 0011-1-765-287-1256 and the ordering extension is number 212.

The fax number is 0015-1-765-289-4248.

Payment by Visa or Master Card is accepted.

If you do build the Vivell please do not forget to send pictures and comments to ACLN for others to enjoy.

Engines of Stan Pilgrim  
Next month we will take a look at the Peperell 10 from New Zealand.

## 'STAN'S COMBAT SPECIAL'

I have not made many complete engines myself but have built a lot of specials based on commercially available engines. Have attached a pic of an OS Pet special that I lent to Andrew Heath 15 years ago (still have not got it back so took this picture at the flying field a month ago and thought you might like it).

I have been using Pets since 1958, the first model was dreadful and turned me off the product for a while but I came back to them when I saw the potential of the Pet 11.

It was just what I needed at the time, a super cheap engine with parts readily available. I learnt a lot by modifying them and the one on the pic is where I stopped.



It has been timed at 78 mph in a FAI sized Boomerang Combat model with a 2inch thick section wing. That was 15 years ago on 1/2A lines, swinging a cut down Taipan 7x4 and on pressure. It is still in a similar model and on pressure but Andrew now uses an uncut Russian 15 size glass combat prop.

When I took the attached picture I also took a rpm reading prior to launch - 21000rpm. Not bad for a Pet!

Regards, Stan.



Andrew, Pet and Boomerang



## MVVS 49 STUNT

*Derek Pickard tests the latest Czech motor which is a bargain-priced true stunt power unit.*

If the essential elements of a good stunt engine were simply stated the list has to include:

- Good price and top quality.
- True stunt internals.
- 60-size power but 40-size fuel consumption.
- Front inlet/rear or offside exhaust.

The above delivers what everyone but the best top fliers can demand. Big four strokes and well sorted pipe layouts definitely have benefits but only for more money and weight. There's no doubt the right basic formula delivers all that's needed for 90% of people in this hobby.

While my list of priorities is based on testing dozens of different engines and approaches to providing stunt power, it's interesting to note the first stunt engine test I did was none other than the MVVS 49 of nearly ten years ago. That engine proved very impressive in every department except for the rear inlet which dictated potential tank position problems unless a sidewinder mount was used. As the latter is not popular in stunt, the engine was rarely seen. Additionally, there was the rear exhaust, and while that was a bonus the engine was ahead of its time as stunt fliers were not then ready to accept the benefits of such a layout. Success at selling anything always means have the right product at the right time.

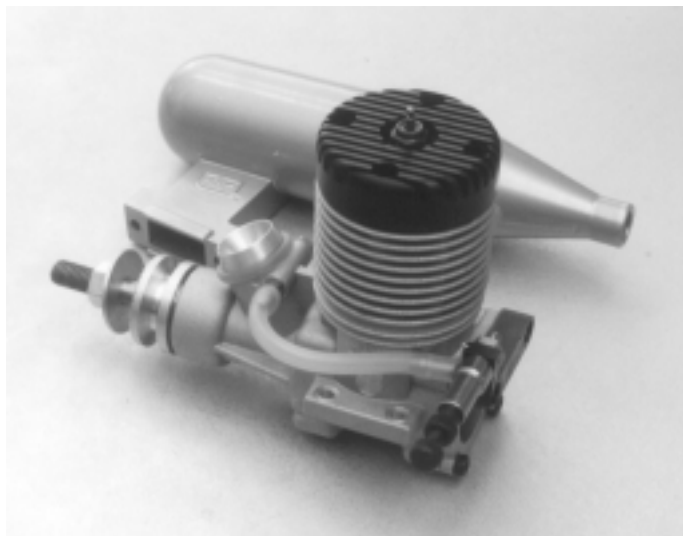
But apart from that one big drawback of the rear inlet, the engine boasted top quality, good power, ease of tuning and a great stunt run. It also used very little fuel in delivering nearly the power of a 60.

And with all the speed of a recently-introduced political upheaval, the Czech maker has reacted to the lack of consumer demand and upgraded its 1990s stunt engine to replace the unpopular rear inlet system with a conventional front layout together with a side exhaust. So on nearly the tenth anniversary of that first MVVS 49 stunt comes the revised version. Top marks for reacting to a market economy but no award for urgency.

Essentially, this second series is much the same as the original except for the major switch to the front inlet. But that one change lifts the motor out of its previous "weird Eastern European" status into a totally acceptable modern western power unit.

The 2001 MVVS 49 stunt meets my list of "musts" for a top stunt engine. This Czech unit is has been properly

developed by the factory for stunt, is made from excellent materials to good quality fits, breaks-in easily, produces near 60-size power at stunt type run behaviour and uses little fuel. And while that praise can be put on the previous design, the new one can boast the optimum front inlet/rear exhaust or side exhaust layout. It's also bargain priced. Great stuff.



*MVVS 49 Stunt as stock with the F1 and rear needle*

The versatility of the exhaust is achieved by the design featuring a joint between the case and the cylinder finning (similar to how motorcycles are made). This allows the cylinder outer fins with the exhaust port to be fitted (together with the liner) in one of three positions as the cutaways for the transfer port bases in the case accept the whole range.

And the choices go further as the maker includes provision for a rear needle position (clipped onto the back of the case like the medium-sized OS engines) for those who like to keep their paws well away from a spinning prop. As stock, the user-friendly layout to the front venturi may be acceptable to some, but MVVS does provide a conventional front NVA which can be easily fitted. For the test, however, MVVS' choice of Super Tigre type off-set NVA was discarded in place of a more traditional stunt venturi layout with the NVA in the centre. That was the conversion which found favour back in the seventies and is still the most preferred today. (I used my favourite Enya NVA and the excellent Enya #3 plug because all my conventional stunt engines use them. And it's always good to compare like with like when assessing an engine's performance characteristics.)

And there was one other modification thought absolutely necessary. Out of the box the engine has a huge compression ratio suited to European type no-nitro fuel. That was reduced by fitting the shims in the box to a ratio more appropriate to a western type fuel with a minimum of 5% nitro.

For numbers lovers, that compression move went from a massive 12:1 to a more suitable 7.6:1 which has to work better with the stunt timing of 138 degrees exhaust and 117 degrees transfer porting. The remainder of the numbers are the 7.9cc capacity comes from 22x21mm bore and stroke. That's enough internal numbers.

Although at 12.3 ounces, this 49/51 size unit is a little bit heavier than some recent entries in this capacity, the power is getting on for that of a full 60. And, just as importantly, the schnerle-ported MVVS uses little fuel. On test - depending on the percentage of nitro being used - the motor needed just 75 to 90cc with 20% lube. So the total flying weight is very acceptable.



*MVVS 49 Stunt as tested with the conventional side exhaust and front needle.*

The reason for the small amount of extra weight above other contemporary 49/51s is the choice of materials. MVVS uses alloys that are extremely strong. This motor can be bounced off the ground without much fear of damage and only a World Championship level wrestler can over-tighten to strip a thread in the crankcase. If you're an admirer of strength as much as quality and power, look no further. This is long term power.

Although the design of the engine is very good in incorporating contemporary schnerle ports for maximum efficiency (power and economy), it comes with the odd-ball little problem of a 7mm metric thread for the crankshaft. Don't lose the nut or always carry a spare. (Fortunately, the seller has full parts and accessories which includes spinners and a very impressive range of mufflers with adaptor manifolds for side and rear - including pipes.)

And now for the way it runs. Out of the box all the fits are good but the slight nip of the piston at top centre means around an hour's break-in on the bench. At all times, starting is easy and the hot seal is excellent.

And a vital word of advice. Decide on which position the exhaust is to point BEFORE the engine is run and leave it that way.

The test engine was arranged with the exhaust to emit on the outside of the circle in an inverted position. It was fitted to the Ken Taylor designed Karousel which he made for his Moki 51 (another superb Eastern European engine that has a smart design giving the user a choice of exhaust outlet direction). This big 62 inch span plane weighs 67 ounces with the Czech engine but its large wing of thick

section and 780 squares produces heaps of lift. Nothing less than 60 power could do the job.



*Left picture:- Karousel has no less than a 62 inch span and 67 ounces but flies well with the Czech 49 power.*

The choice of prop for a modern 50-size schnerle ported engine ranges from 11.5x5.5 to 12.5x5.5 two blade. Because this MVVS was to be used with 5% nitro and the resulting power is reasonably good, a 12 inch diameter was fitted.

In flight, pulling the 12x5.5 two blade prop, the MVVS 49 F2B behaves like a true thoroughbred. It starts instantly on the needle setting from a few weeks<sup>1</sup> previous, quickly settles to a steady stunt beat, hauls the big 60-size plane off the ground effortlessly, runs through the pattern with a stunt run and quits after using only the minimum of fuel. In the meantime, its 4-2-4 behaviour is totally dependable and easily capable of handling a full size plane in demanding conditions. It ran with 66 feet (centre to centre) by 18 thou lines. All very impressive.

Experience with MVVS quality and excellent choice of materials says this motor will last a very long time.

And to answer the question: "Can this engine run on a pipe?" The answer has to be yes but I didn't investigate that so can't give findings and results. But as the MVVS performs so well as is, leave it alone and enjoy top quality F2B thoroughbred power out of the box.

Conclusion: A well made engine with excellent performance at a bargain price. Highly recommended.

Declaration of interest:

Derek Pickard bought this MVVS from engine mail order specialist Just Engines.

(Email: [justengines@enterprise.net](mailto:justengines@enterprise.net) or website [www.justengines.unseen.org](http://www.justengines.unseen.org)). The unit sells for \$US115 which includes the side muffler, front NVA and head shims as well as post to anywhere.



Dear Sir,

What a pleasure it is to see John Hallowell back at the typewriter. John's many contributions were sorely missed (by me anyway) and now that my mate Stan Pilgrim has added his vintage engine section there is even more to look forward to in each issue.

While on the subject of eager anticipation, does everybody else go straight to Charlie Stones column like I do? The bloke has missed his calling and should have been a comedy writer. And judging by the photographs of his Hawker Tempest Vintage A, Charlie builds a beautiful model too! It's good to see someone build something that looks good, not just a chopped Voodoo in one colour. I'm looking forward to meeting Charlie, perhaps at the Albury Nats.

On the lighter side of rule changes maybe it should be compulsory to have pilots in Vintage A models like Dave Simons has, that is gray hair and glasses. After all the models (like me) are about 50.

And by the way, if anyone is having trouble putting their MAAA No's on their models, Andy Kerr has a trained snail (or is it a slug) that he uses to do his number. I'm sure he would be happy to hire it out (sorry Andy).

See you at Luddenham

Peter Camps





# AROUND THE CLUBS



The recent A.G.M. had the best attendance for many years. Last years office bearers were re-elected.

President :- Jim Ray  
 Vice President :- Mark Ellins  
 Treasurer :- Graeme Wilson  
 Secretary :- Harry Bailey

The meeting was followed by a Pizza supper and a video and movie show. The Video was taken at the recent C/L World Championships in France.

The silent movies comprised of the C/L World Championships at Woodvale, England and the Nationals at Amberley Victoria. A running commentary was given by some of the clubs long standing members.

Thanks to all club members who took the time to attend.

## CLAMF CLUB CHAMPIONS 2000/2001

		Pts	NOE.
1.	Mark Ellins	110	36
2.	Robin Hiern	78	15
3.	Graeme Wilson	68	19
4.	Jim Ray	64	19
5.	Peter White	63	12
6.	Harry Bailey	60	28
7.	Ken Hunting	58	24
8.	John Hunting	53	24
9.	Noel Wake	47	9
10.	Murray Wilson	33	13
11.	Callum Agnew	24	6
12.	Colin Holmes	12	6
13=.	Andrew Nugent	10	4
13=.	Paul Stein	10	4
15.	Vern Marquet	8	4
16.	Peter Hatherall	6	3
17.	Phillip Wake	1	1

NOE = Number of Events flown.

## Control Line Aeromodellers of Gippsland.

From Peter White

Fliers turned up for the CLAG flying day at Traralgon on July 1<sup>st</sup> to enjoy excellent conditions-almost constant sunshine and very little breeze.

All models were taken home in one piece allowing Robbie Hierne to hold his Whelan Award for another month. Robbie earned this at Warragul when his semi scale Mosquito refused to fly inverted with a Clark Y section and wing incidence.

Our thanks to Greg and Andrew Beevor for their

efforts in mowing two circles a couple of days earlier.

Returning to the action after not being sighted for a couple of years was Doug Harlow who has built a Les McDonald Stiletto 660 for a Super Tigre 46 and looks like getting back into competition before long. Doug had three or four flights for the day, each one improving as he got his eye in.

Others who flew on the day were Graham Vibert with his elderly All American /Fox35, Sam Tregenza with a Pampa Stunt Trainer/OS 25 and a Tuff Nut/OS15, Peter Roberts with four models- a Frisky/Taipan2.5, Peacemaker/OS15, Liquidator/Fox15 and an Ironmonger/ Taipan 2.5, Paul Richardson with his Doctor/OSLA46 combination and Wayne Lowe with a Magnum powered with an OS40FSR. Wayne bought this model and motor on the day from Ben Bright an earlier member of the group, and put in two flights with it before deciding that it needed some work to find enough line tension to fly safely.

Graham Keen spent time in the air with an Enya 35 powered Delta, an Ossie Mossie/Norvel 061, a Skyray/Cox 049 and an OS25LA powered triathlon model while Geoff Ingram flew his oft repaired now heavy, Windy hauled around by a Fox 35.

Shae Haefale, flying a Fuji 19 powered triathlon model did his first loops under guidance from Sam and Graham K. Well done Shae, may there be many more!

Rian Gooode put in quite a few flights with his O/D Rian special assisted by dad John while Warren Frith again took to the air with his Stalker 55 powered Epic. Warren handled the model well, becoming more confident with the power and size of each flight.

Robbie Hiern showed up with his Thunderbolt/Frog 500, a Marvin/Elfin 1.49 and his Super Zilch with a temperamental McCoy 49 Sparkie. Robbie purchased another model that Ben had for sale - a Duchess Biplane fitted with a Fox 35. The Fox seemed to run O.K. but the Duchess was no lady in the air, showing some most unusual stalling characteristics whenever the elevators were moved past neutral.

Ted Hall brought along his Enya 45 powered Chief and an All Australian with an Enya 35. The Chief remained in the car but the All Australian was given a couple of good flights. The 35 runs well and seems to produce good power.

The AGM was held during the BBQ lunch to elect office bearers these being

Geoff Ingram	President
Robbie Hiern	Vice President/ Public Relations Officer
Graham Keen	Secretary/Treasurer
Peter White	Safety Officer

Peter Roberts	Ordinary Member
Paul Richardson	Ordinary Member

Our next flying day will be at Maffra on August 5<sup>th</sup>, followed by the Warragul competition day on September 2<sup>nd</sup>. From there its on to Knox on October 7<sup>th</sup> then to Moe for the November gathering. In effect the Knox and Warragul days have been swapped around.

The competitions held on these days are open to anyone with any sort of control line model, so feel free and welcome to turn up. As always BBQ facilities are available and cans of soft drink are for sale.

See you there.

# CONTEST RESULTS



8/7/01

Sort of Whipped **Simple Rat** (One up at a time!)

Place	Team	Time
1	Ray/Ray	4:29.56
2	Hunting/Hunting	5:06.73
3	Marsh/Reeve	5:14.52

Speed competition held at Frankston 15/7/01

## Combined Speed

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Proto	Novarossi 21	24.40	23.97		23.97	241.70	101.29%
2	N Wake	Class 1	OS CZ11 PS	15.43	15.17		15.17	237.31	97.89%
3	R Hiern	1/2A	AME .049	9.20			9.20	157.44	89.89%
4	C Agnew	Class 1	OS CZ11 PS	16.87	16.64		16.64	216.41	89.27%
5	N Wake	.21	Picco 21	16.62	16.25	16.32	16.25	221.54	86.05%
6	R Hiern	Class 2	Novarossi 21	*	*				0.00%

## Midge Speed

1	G Wilson	Midge	Taipan	10.67	10.94	11.41	10.67	135.75
2	M Wilson	Midge	Taipan	11.72	13.41	11.33	11.33	127.84

## FAI Speed

1	C Agnew	FAI	Profi	14.23	*	13.56	13.56	265.49
2	R Hiern	FAI	Profi	13.95	13.62	*	13.62	264.32
3	N Wake	FAI	Irvine 15R	*	15.06	14.56	14.56	247.25

Speed flyers please note that on AUGUST 19th, **SPEED**, WILL be run at Frankston even though other events may be cancelled due to the Northern District Championships being on at the same time. A good day to come down and fly **SPEED** all day!!!!!! FAI will also be on. See you all at Frankston.

Robin Hiern

KMAC CONTEST RESULTS - 27/05/2001

CLASSIC STUNT	score	model	engine
1. Peter White	3410	Thunderbird	Radial Veco 35
2. Doug Grinham	3310	Ramrod	Fox 35
3. Mark Ellins	3190	Nobler	Fox 35

CLAMF CONTEST RESULTS 15/7/01

MINI GOODYEAR	heat	final	engine
1. G. Wilson/M. Ellins	3:36.50	7:25.78	OS CZ 11PS
2. C. Ray/J. Ray	4:09.47	8:39.97	OS CZ 11PS
3. H. Bailey/P. Roberts	5:20.63	dnf 139	OS CZ 11PS

CLASS 2 TEAM RACE at Knox 22/7/01

	Engine
J Hollowell / K Baddock	3:06.74 Nova Rossi .21
D Shackelford / H Bailey	3:55.5 O.S.FP25

## 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.

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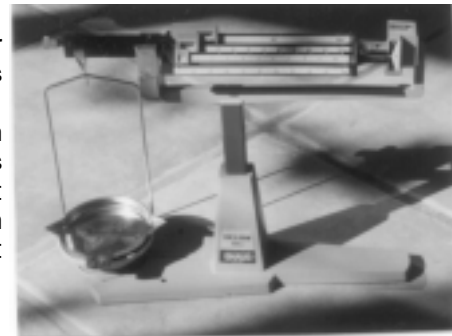
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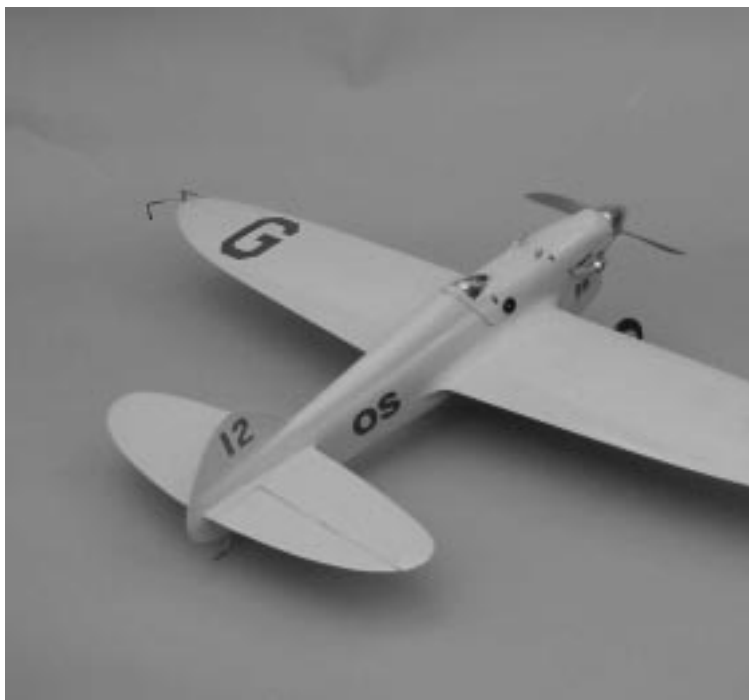
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Rear rotor assembly including venturi for Torpedo 40 or parts to change over to front induction preferred

Altrnatively a loan of rear rotor assembly for a copy.

Ray Morgan. 78 Currawang Avenue, Leeton NSW 2705

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*The picture on the left is of John Hallowells' recently completed Classic "B" Galaxie. The model was taken to a recent contest at the Knox flying field for it's first test flight but the strong winds on the day made John have second thoughts.*

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