

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 48



Produced by the Victorian Control Line Advisory Committee

September 2001
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**Copy Deadline for next issue is:
Wednesday 19th September 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.

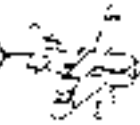
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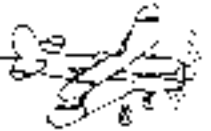
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COMING EVENTS



COMING EVENTS



CONTROL LINE CONTEST CALENDER 2001

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	FAI & Combined Speed, 2.5cc Rat race, FAI Team Race 1/2 A Team race.	CLAMF
SEPT 23	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	KMAC
OCT 7	Simple Rat Race, Simple Goodyear	SMAC
OCT 14	FAI Team Race, Goodyear, Jnr 2.5cc Rat Race, 2.5cc Rat Race (Riverside Trophy)	CLAMF
OCT 21	FAI, Novice and Junior Aerobatics, Combined Speed, Class 2 Team Race, Vintage A Team Race.	KMAC
OCT 21	Friend and Fly Day	Brimbank
NOV 4	Triathlon	SMAC
NOV 18	FAI & Combined Speed, FAI & Modified Combat, Mini Goodyear, 1/2A Combat	CLAMF
NOV 25	Monty Tyrell - Classic Stunt	KMAC
DEC 2	Aust "A" Team Race, Classic "B" Team Race, Bendix Team Race	SMAC
DEC 16	FAI Team Race, 2.5cc Open Combat, 1/2A Team Race	CLAMF
DEC 29	55th National Championships start	Albury/Wodonga
JAN 5	55th National Championships finish	

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.

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 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

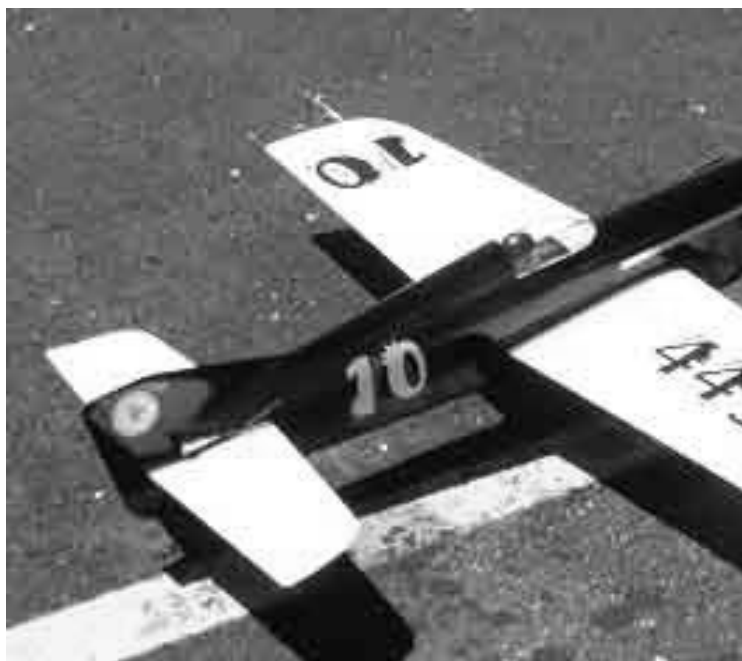
Queensland Control Line Events Calendar

DATE		FIELD
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

Classic B vs Vintage B

*Right photo:-
Wayne Triven's
US Nats winning
Classic B model*



The Classic B contest at the Victorian run Albury Nationals in January, 2002 is going to be a top racing event. There have recently been more questions about both these 5cc team race classes. I will endeavour to answer them.

Classic B was formulated to allow some of the best Australian designs of the early sixties to compete in old time B team racing, something that Vintage B does not do. Most of the old time flyers firmly believe we owe something to our own extremely strong Australian heritage in this event. This means not blindly copying the English rules that were in place for a very short time prior to January, 1958 and using only English designed models. At the recent Luddenham contest, every model entered was a 'Double Dice'!

Over 30 Classic B plans of the Galaxie and Crescendo have been distributed all over Australia, with more going out every week. And there are lots more Aussie racers to consider building, including the all conquering 'Grassfire' of Les Squires. Doug Grinham tells me this record breaking model is still hanging in a garage down in Geelong. Now that's something that really must be chased up!

Heard on the grapevine that NSW now want to fly their old time B team race on the standard 60' lines and run normal 70 lap heats and 140 lap finals. Sounds like a big step in the right direction. It seems that the main difference now is that the southern and eastern states are happy to allow modern plain bearing motors in the event, just like the guys in the United States have independently decided to do for their Classic B event. The other issue is about our Australian traditions. Many NSW modelers have said that any published or validated Australian Class B design prior to 1965 should be allowed under their rules.

I have been in contact with Wayne Triven, of Florida, USA. Wayne's superb Classic B racer cleaned up at the 2001 Nationals, winning both the final and the prize for the best looking model. I have asked him if he is going to make a plan available of this sharp looking racer, saying that Nats

winner's have a responsibility to do this.... I'll keep you informed. For great photos of the lineup of US Nats Classic B models, and lots, lots more, Wayne's web site can be visited at; <http://hometown.aol.com/nivirt/index.html> There is also a very informative construction article for this MDS .28 powered racer.

The Americans have found a resurgence of interest with Classic B as their rules now allow design flexibility when building a model, rather than sticking rigidly to a 40 year old plan. Of course the racer must conform to all the requirements of a '60's design, including wing area, cross sections and tanks, etc. No pod and boom or flying wings are allowed. If your airspeed exceeds the old ton, you have to make an extra pitstop. Shutoffs are compulsory.

The problem with old motors is that it is really hard to find a 45 year old one in tip top condition. To get a good one, you are just as likely to pay through the nose, which can be quite painful. You are often buying a 'pig in a poke'. (Basically, this old phrase means you are buying something sight unseen) Sure, you can find old motors on the net, but when you buy, you put the money up front. And who knows what the real condition is! Spares for most of them are about as rare as hen's teeth. Last month I bought a brand new in box LA 25 for US. \$43 on eBay. Give me a modern, dependable engine any day and leave the old clunkers to be lovingly fondled by collectors!

The other issues are reliability and noise. In just about every case, old motors have failed to perform well when flown down at Knox. On the other hand, the reliability of modern motors has been virtually 100%. That always means more smiles at the end of the day. The noise factor of the old loop scavenged motors cannot be underestimated. They seem to make twice the noise of a FP 25 which if needed, can be fitted with the supplied silencer. You just can't do that with the Max 111 29's or similar motors that were in common use around 1960. In this noise conscious society, we all have a responsibility to minimise the impact of sound in our hobby. Otherwise, if there is no self regulation, we may well lose what remaining flying fields there have left. And that won't be

much fun for anybody!

The bottom line is that any Vintage B on 60' lines can fly in any Classic B event, but not the other way around. Throw a few well prepared reproduction ETA 29's into the mix with the plain bearing OS 25's at the Nats and the Albury event should be huge. Roll on the Nationals!

John Hallowell VH 1984

SSME LUDDENHAM JULY WEEKEND

Three months of near perfect flying weather could not last and indeed the weather gods have a sense of humour, one week before the comp the heavens opened up and did not stop. Little did we realise the rain was not going to be our problem.

Saturday dawned overcast, no rain but a gale force wind. The club's new facilities and BBQ getting a good workout by the many whom turned up.

Vintage half "A" team race was flown and 5 teams were brave (suicidal?) enough to test the conditions. In the final G.Knight / R.Owen could not get started, while P.Camps / S.Pilgrim (Alias "The Guru") showed G.Patterson / A.Heath the way around the circle.

On lap 92, G.Patterson / A.Heath's model flipped over on take off forcing their retirement with a broken elevator. This left P.Camps / S.Pilgrim who on lap 155 decided that the club house would be a better option.

Sunday was better than the day before, well almost. At least we had sunshine!!

But the wind hadn't let up. Just like Saturday only one event was flown. Vintage "B" team race had 4 entries G.Knight / R.Owen, G.Patterson / A.Heath and G.Potter / B.Hoggan reaching the final. At the starter's gun G.Potter / B.Hoggan were away with G.Knight / R.Owen in hot pursuit, with G.Patterson / A.Heath were slow to get away after a bent conrod (which was hammered straight for the previous heat) decided to resurface. Air speed and laps were all very close with little passing. All those who participated demonstrated excellent piloting skills. At the end G.Potter / B.Hoggan trumped over G.Knight / R.Owen with G.Patterson / A.Heath battling away for third place.

Due to popular request all events will be *re-run* over the weekend of September 1st and 2nd 2001. So you have another month to finish off that speed model or team racer. Get your act together, bring your sleeping bag and stay for our famous BBQ dinner and sleepover.
Ian Gapps

VINTAGE HALF "A" TEAM RACE FINAL

P.Camps / S.Pilgrim	155 laps
G.Patterson / A.Heath	92 laps
G.Knight / R.Owen	DNS

VINTAGE "B" TEAM RACE FINAL

G.Potter / B.Hoggan	7.54.63
G.Knight / R.Owen	8.26.16
G.Patterson / A.Heath	11.35.28

Due to the inclement weather the **TEAM RACE AND SPEED WEEKEND** will be **RE-RUN** :

*WHERE: SSME Model Park.
Luddenham Road
Luddenham NSW.*

*When: Sat 1st and Sun.2nd
September 2001 (9.00am start)
Cost: \$5.00 per head per event.*

Events Sat 1st:

*Vintage 1/2 A Team Race
Goodyear
Vintage B Class Team Race
Combined Speed*

Events Sun 2nd:

*Phantom Team Race
Vintage A Class Team Race
Vintage A Class Team Race
(B Grade)
Bendix Team Race.*

All events flown on grass.

Events flown in order as per list.

For more information on Vintage A Class Team race (B Grade)

please ring Andy Kerr on 02 9683 4349

PLUS A LOT OF FUN

Plenty of room, bring your caravan or tent.

Or bring your sleeping bag as accommodation provided.

****We need to know numbers for events and catering.****

Saturday: Lunch and evening BBQ.

Sunday: Breakfast and BBQ lunch.

Meals, cold drinks, tea and coffee available at minimal cost.

Ring Tony Bonello 02 9834 4290 ah or

Email tonybonello@bigbond.com

OR

Ring Colin Blake 02 45 775485 ah or

Email merril@hawknet.com.au

TARMAC Notes for July and August

A new club year has started and with the Annual General Meeting over, we have some new office bearers to look after the management of TARMAC. Fred Tower has taken on the task of President, Adrian Dyson is the new secretary and Alasdair Taylor is continuing as the Treasurer. Thanks to you all, and to the retiring Kevin Sharp and Dick Morrow who have put in sterling service over the last year in the roles of Secretary and President.

Club Vintage combat was held on the 14th of July. There were only 5 entries, but it is expected that there will quite a few more for the State event on 15th of September (and this time starring Jim 'Killer' Stivey). The combat bouts varied slightly in violence, but there was more destruction than I have seen in this vintage event in the past. The final round saw Adrian Dyson win the bout between himself and Matt Pickin for third place and the constantly improving Trevor Letchford took first place from Bob Fry who had to be satisfied this time with second. It was a good day and I have every expectation that the State Championship will be even better.



Entrants in combat event L-R - Matt Pickin, Adrian Dyson, Trevor Letchford, Richard Bellis, Bob Fry

Hans Bertina tells me that he has joined the swelling ranks of happily retired aeromodellers and plans to do nothing but build and fly from now on. I am looking forward to seeing the flood of interesting projects that he will now have the time to bring to fruition.

Sometimes I get asked for directions to the TARMAC Control Line flying field. For those that don't know where it is yet (and we would like to see you there) the location is the oval at the 'Aviat' Golf course in Kalamunda road. If you drive down Kalamunda road from Roe Highway towards Great eastern highway, the gate is on the right

just after you pass Abernathy road and drive over the railway overpass. Just drive in and the oval (littered with Control Line modelers and heavy with the exotic scent of diesel fuel) will be on your right. Obviously, if you are heading the other way and reach the railway overpass, you have gone too far.

The Golf club is having another fit of locking the gates, so the driving in part of the previous instructions may not be possible. This ensures that golfers and aeromodellers are safe from the invasion of spectators or potential new members. (That is how we maintain our exclusive status.) They have done this before, but in the past have rapidly become quite bored with the inconvenience it causes them, (they don't seem to care about the inconvenience it causes us). Hopefully, by the time you read this, that rule may have changed again. If not it may be necessary to park outside and attract the attention of an aeromodeller with a key to gain access. This can be done by working your way through the jungle of weeds to the fence alongside the oval and making 'Oi you.' type sounds until someone notices. Failing that, just watch the activity through the fence - it is quite similar to the great apes enclosure at the zoo, and has the benefit of being free.

I try to keep a beady eye on the goings on in the world of full sized aviation and find that from time to time even they have a few unusual things to talk about. A while back the Rubber Bandit project to fly a man carrying rubber powered aircraft was showing promise. It is certainly novel, but now seems to have gone into hibernation as it has been built, but I have not heard of it flying. I was pleased to discover that the University of Toronto in Canada is well into the development of a man carrying Ornithopter. (So it is not only in America that these things occur). This is a step back to the very earliest (and in the past invariably futile) attempts at building a flying machine that flew like a bird by flapping it's wings.



The ornithopter flapping it's way along on a taxi trial.

At this stage, they have successfully flown the design in model form. The full-scale ornithopter is 13 metres span, powered by a 24 horsepower 3 cylinder 2 stroke radial engine and carries one pilot. (Presumably this pilot would need to have specially designed tight fitting underwear and be lashed firmly to some non-reciprocating part of the structure.) All of the thrust and nearly all of the lift is

flown even though their wing area is less.

The Kuring-Gai contest attracted six entries, from Singleton, Newcastle, Canberra, and locally. Three of them were purpose built flying wings, three were Goodyear types. To keep it at an entry level event the rules place a limit on speed—22 sec for 10, 4.30 for a heat, 9.00 for a final. Yes I know, another attempt to limit speed in a racing event. Like a one legged soccer match right? But bear in mind it's meant to encourage the club pilot on to better things, not challenge the expert. It's still quick enough to be interesting without getting anyone out of their depth.

Brian Hoggan from the A.C.T. brought two models but each had its problems. Unfortunately Brian has almost no one to fly with in Canberra to get things sorted out for race day. Hugh Simons flew for him in this event. Lachlan and Ray Fairall brought two models and decided to go with a Goodyear type, which was consistent but not quite quick enough with a PAW TBR.

Greg Ardill and Steve Yeatman had a flying wing designed for this event by Italian F2C flier Enrico Mauletti. Greg has persevered with this model for a while now and despite all his trimming efforts it won't fly well. I can't help thinking there is a basic flaw in its design — Greg has certainly tried everything.

John Nolan and Adrian Grew went into the final as the team to beat after winning both their heats and setting fastest time. Their model was a shade faster than Gavin Knight's was, but on the other hand Gavin had the services of ace pitman Dave Simons. Bob and James Armstrong were also in the final after two consistent and improving heats.

It was very close for sixty or so laps before a line connector got tangled on the Nolan/Grew model causing a tumble on takeoff after a pit stop. Broken prop. Got it changed eventually after a sprint back to the pits (well it was a sprint for me). But it was all Knight/Simons from there.

It was all non-technical, enjoyable, and fast enough. We'll do it again next year, probably without the Goodyear models, as everyone will have had time to build a new profile wing by then.

RESULTS

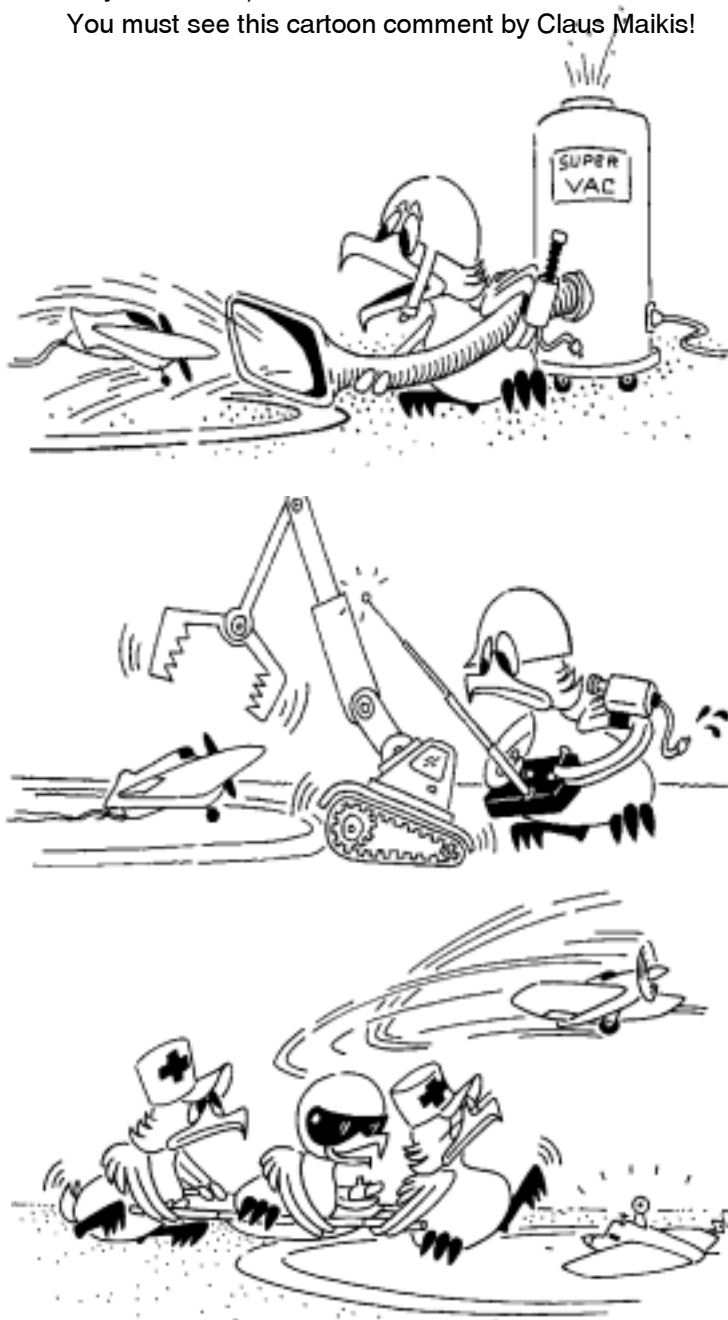
	ht 1	ht 2	final	
Gavin Knight/ Dave Simons	88 laps.	5.10	10.24	Mr D/MDS
John Nolan/ Adrian Grew	5.13	4.57	12.57	O/D wing/Cipolla
James Armstrong/ Bob Armstrong	6.37	5.53	15.00	Olsson wing/ OS15FP
Brian Hoggan/ Hugh Simons	6.56	6.09		Miss San B'doo/ Rossi
Lachlan Fairall/ Ray Fairall	6.34	6.43		'A' Rat/PAW TBR
Greg Ardill/ Steve Yeatman	53 laps.	dns		Mauletti wing/ST X15

Below are a few ideas taken from Goran Olsson's web site.

<http://www.plasma.kth.se/~olsson/cl.html>

The new F2C safety rule, taken at the 2001 CIAM Plenary Meeting, effective immediately, is "The mechanic is not allowed to step inside or lie down in the flight circle, or reach his arm inside more than 0.5 metre." (My quote is maybe inexact.)

You must see this cartoon comment by Claus Maikis!



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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.



Report of Display Given at Model Engineers Exhibition by the Bendigo Club Control Line Section on 7th July 01

The day dawned with cold gusty winds blowing and the probability of flying looked a bit remote.

Les and his helpers, who were a little thin on the ground, set up the field nonetheless. The end result was a fine looking venue, with circles marked out line pits, KLFM advertising in place all very professional.

Flying commenced at 1pm, with Mark Ferraris Kitty hawk acrobatic display, this model has served him well over the years. And has won him stunt comps

Next up was Bill Matthews with his 60s vintage restored F/4U Corsair, this model while a little tricky in the windy conditions it flew quite realistically with plenty of noise. With its sensitive elevator and high line tension causing it to leap about like a bucking bronco, nonetheless it was good fun to fly.

The Corsair was the most powerful aircraft of World War Two with its twin row 24 cylinder Wasp radial engine, the bent wing bastard as it was, known to those that loved it and those that hated it, needed a 12 ft four bladed Hamilton propeller to absorb its 2200 horsepower so a bend in the wing was the most practical way to shorten the undercarriage.

Shaun Power and Mark Ferrari flew the next item, which was World War 2 Combat, they thrilled the crowd with an unparalleled display of control line skills. Flying a spitfire and a Messersmitt 109 with each getting cuts and best of all no crashed models.

Les Davis and Bill Matthews then teamed up to fly the Mosquito bomber on a reconnaissance mission. The twin engine Mosquito requires special starting procedures because of the twin props too many fingers involved could lead to injury. The technique was for one mechanic look after the front of the aircraft, starting motors tuning, the second mechanic, at the rear looked after the timer, battery leads on and off and launch Thus it was not necessary for any one to reach through props. (It would seem the back mechanic was not doing his job)

Mission Two involved a search for an enemy cruiser reported off coastline, located target, starboard engine damaged by gunfire, smoking and misfiring, return base facilitate repairs. Take off relocate cruiser, attack with cannon fire and machine gun fire four strafing runs and final bomb run one right in smoke stack massive explosion. Cruiser breaks in half and sinks beneath the North Sea. Return Base, victory celebrations.

The De Haviland Mosquito

This was possibly the most remarkable aircraft of the Second World War. Its Monocoque wooden birch ply, and

balsa sandwich construction, twin Rolls Royce Merlin engines gave it an incredible power to weight ratio, it was used as a Night fighter, Fighter-bomber. Unarmed diplomat fey. Photo reconnaissance, and by bomber command as a Pathfinder aircraft. Only toward the end of the war was its performance bettered by the German Jets Me 262 and the Arado fighter. And the piston engined, TA 152 Focke Wulf and, The British Tempest, It was armed with 4 Hispano cannon concentrated in the nose.

Aerobatic Display

As always! Shaun Power gave an impeccable display of control line aerobatics based on the complex FAI stunt pattern, it was great to see the big model power through the maneuvers with breath taking precision, these included inverted pullouts, wing overs, loops, in spite of the gusting wind. We hope this is not becoming a lost art.

Junior Flyer

Brad Ferrari would have to be one of the youngest fliers in the state if not the youngest. He flew his little red racer with all the confidence and skill of his elders. An OS 10 powered the model. Considering the conditions he did a remarkable job, topped off by a great landing, and the applause of the crowd.

Messersmitt 163

This is a replica of the famous Gennan rocket powered fighter of world war two which only carried 90 seconds of fuel (hydrogen peroxide) the aircraft used to rocket to 60,000 feet and glide down attacking the allied bomber stream as it passed through, so explosive was the fuel mix if an aircraft landed with unburnt fuel it was prone to exploding on landing. To make matters worse it had to belly land this particular model is designed for combat and realism. The full size one was designed to frighten every one, including the pilot

FSW

Les Davis flew this aircraft very smoothly and the Canard concept appeared to work well. Much work was carried out by the US air force and NASA during the late 70s with their range of X craft including the ill fated Valkyrie bomber both of which prototypes crashed.

1/2A Combat

This is now probably considered the blue riband event of control line flying. Another great display by Shaun and Mark. This event gets the crowd going because there is always the possibility of a crash, mid air collision, pilots strangled by control line wire. FAI combat is even faster and more cut throat but is incredibly expensive requires the use of Russian engines imported props and disposable models. This is the top end of town.

Summary

Many thanks are due to all of the people who gave of their time. Kevin Sale for his commentary Mike Taylor and Nigel for attending to Naval matters, the Ferrari boys for string pulling. Mike was in charge of explosions. Nigel was in charge of disappearing Cruisers. The people who manned the public address Brian Deason for always being where he was needed Tim Matthews and Shaun Power for video (excellent job boys its very difficult to keep them in focus) Bill Matthews for photos. Radio KLFM for their

great support, And finally Les Davis for the two years development work on the Mosquito and show and untiring effort to make it all happen in spite of all of the obstacles thrown at him. I feel that this is a great show and we could take it anywhere and be proud of it.

Mosquito (Model)

This Model is the culmination of two years work, it has engines that go to low throttle for landing, these are operated by a timer, a flood off tank that operates on a cut off mechanism, this causes the port engine to run rough and lots of smoke, this is to simulate battle damage, the fuel system is a plumbers nightmare. Flood of needles. Restrictors. Double feed filter, pressure lines, and fuel lines. However all of the above worked perfectly on the day. A truly unique Aircraft

PEPPERELL 10

This month we will take a quick look at a New Zealand engine, the "Pepperell 10".

Ira Pepperell was the man behind the product.

The Pepperell 10 was only one of many engines that Ira produced. He also marketed a nice range of wooden propellers under the "Whirlwind" label.

If any reader feels up to airing his knowledge on either Ira Pepperell or his "other" engines then please put pen to paper and send a letter to ACLN. I am sure others would be interested.



The engine pictured is numbered 5011 24 which means it is engine number 24 of 1950 vintage.

The crankcase is diecast and features both beam and radial mounting lugs. The name "PEP" is cast on one side only with a faint "10" directly below it (the number cannot be seen on the pictured engine as it has been obliterated by a previous owner).

You will note that the backplate protrudes beyond the radial mounting flange face and was a design fault which necessitated caution when tightening the radial mounting screws for fear of shearing off the lower mounting lug.

I have another Pepperell 10 which has no engine number but is obviously a later model because the backplate installation has been changed so that its flange is flush with the radial mounting surface - problem fixed.

The aluminium propeller driver is very long and keeps the propeller well forward of the fuel needle and away from the fingers.

The engine pictured came with a hexagonal propeller nut but my other engine has a nice aluminium spinner.

All parts inside the engine could best be described as overweight but functional.



The crankshaft runs directly in the crankcase and has a journal diameter of 3/8inch (9.5mm) which is huge for 1950 (same diameter as used on the "Frog 500").

The heavy piston is extremely short with a skirt length of only 0.350inch (8.9mm).

The cylinder (refer picture) has three rectangular exhaust ports below which are ten transfer ports (small drilled holes which are not equally spaced). The transfer ports are fed by six shallow grooves machined up the outside of the cylinder.

The engine is way oversquare with a bore of 0.566inch (14.37mm) and a stroke of 0.438inch (11.12mm) for a capacity of 1.8cc.

It has a mass of 110 grams.

I have not run either of my two engines so I cannot give any performance figures but I would imagine it to be down if compared to the Elfin 1.8 from that era.

Next month we will take a look at the CIE 10 Diesel from America.

Stan Pilgrim.

CONTEST RESULTS



August 19th at Frankston.

Despite the bad weather we managed to have a succesful day, a bit low on numbers due to the clash with Bendigo. Noel flew his new Nova Rossi 21 model which was quick but flew a little low, but slight damage at end of flight forced him to use the Picco for the rest of the day, it being slower. I flew my home built to equal the Class 1 record, I used a 2 blade prop as I have had trouble with vibration cracking the plugs, so I tried a 2 blade in case prop was causing a harmonics problem. It seemed a bit better in testing, as this is the fastest it has done. If I find the right single blade it may go faster as singles are supposed to be better! Callum Agnew had a little problem finding the correct needle and prop with his Zalp which is always the problem with FAI, also it was a little windy for these models. I have found that European models don't like the wind, especially on take off & landing. Peter Robers flew the old reliable CS 11.

The next SPEED comp is on September 16th, all are welcome. Come and get some practice for the NATS.....

At the Nats we will run Class 5 [.21] as a demo event, it will be flown at the same time as Combined Speed but results will be seperate, we would need 5 entries, [we have 3 confirmed entries from Vic and I know .21 models are being built interstate.] A TROPHY will be given for first place.....

Robin Hiern Model Racing Services P.O. Box 976 Cranbourne, VIC 3977. Email robin@alphalink.com.au

Results

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 1	RH-11 Speed	14.85	.	.	14.85	242.42	100.00%
2	C Agnew	Class 1	OS CZ11 PS	16.04	15.67	NT	15.67	229.74	94.77%
3	R Hiern	.21	Novarossi 21	16.10	15.17	15.27	15.17	237.31	92.18%
4	P Roberts	Class 1	CS 11	16.46	16.27	.	16.27	221.27	91.27%
5	N Wake	.21	Novarossi 21	15.66	16.85	16.63	15.66	229.89	89.30%
6	N Wake	Class 1	OS CZ11 PS	NT	NT	NT			0.00%

FAI

1	R Hiern	FAI	Profi	14.09	NT	NT	14.09	255.50
2	N Wake	FAI	Irvine 15R	14.64	N.E.L		14.64	245.90
3	C Agnew	FAI	Zalp s15	NT	NT	NT		

2001 NORTHERN DISTRICT CHAMPIONSHIPS. BENDIGO 18,19/08/2001

The teams that arrived at the Marong flying field on Saturday the 18th were greeted by cold strong winds, but this was not enough to deter the flyers that had come to race and race they did. In the interest of model preservation and safety the heats and final of Simple Goodyear were flown two up.

SIMPLE GOODYEAR	rd 1	rd 2	final
1. G.Wilson/M.Ellins	5:20	dns	10:32
2. C.Ray/J.Ray	5:21	dns	10:53
3. S.Power/M.Ferrari	5:58	dns	12:15
4. H.Bailey/B.Deason	5:47	dns	12:27
5. J.Hunting/K.Hunting	6:44	7:00	

Simple Rat Race was flown with two up heats and a three up final

SIMPLE RAT RACE	rd 1	rd 2	final
1. C.Ray/J.Ray	107laps	dns	207
2. J.Hunting/K.Hunting	61	111	201
3. M.Wilson/G.Wilson	101	dns	180
4. G.Wilson/M.Ellins	100	105	
5. H.Bailey/B.Deason	99	99	

Sunday morning was much calmer and for a while we even got a few rays of sunshine. In 1/2A Combat, Harry Bailey had his first major contest combat win using the same 1/2A Russian model for all his bouts. Some of the other contestants were not so lucky but enjoyed themselves non the less.

1/2 A COMBAT

	Round1	2	3	4	5	pts	Engine
1. H. Bailey	W	B	W	W	W	4	PAW 1.5D
2. M. Wilson	L	W	W	B	L	0	TAIPAN
3. G. Wilson	B	W	L	L		-1	TAIPAN
4. S. Power	W	L	L			-1	OS FP 10
5. M. Ferrari	L	L				-2	OS FP 10

The next event had the re-kindled team of John Hallowell and Kieth Baddock straining at the leash to give their all. The Wilson/Ellins team had a new Voodoo model and a newly tweaked engine and the Ray's had their tried and tested good gear ready to take on all comers. The Huntings are always a team to be reckoned with and the local boy Shaun Power teamed up to hold the handle for Harry.

Hallowell/Baddock did a screamer in heat one and beat his old Victorian record that he set many years ago when he was flying with Matti Korhonen. The Wilson/Ellins team could not make things happen as they should and the Huntings did not have a "Dream" run. Harry and Shaun made the final despite Shauns' inability to coax the model to travel one extra segment on every attempted landing.

The winning team were Hallowell/Baddock and they get to hold the perpetual Jnr Allen Trophy, the whereabouts of which is a mystery for the time being!

VINTAGE "A" TEAMRACE (JNR ALLEN TROPHY)

		rd 1	rd 2	final
1.	J.Hallowell/K.Baddock	3:19.22	dns	7:27.15
2.	C.Ray/J.Ray	3:58.81	3:50.88	8:08.43
3.	S.Power/H.Bailey	5:31.53	4:06.47	8:43.62
4.	K.Hunting/J.Hunting	4:37.35	4:44.55	
5.	G.Wilson/M.Ellins	6:20.45	4:56.39	

"Galaxie" "Double Dice" "Crescendo" "Zimble" "Flying Purple People Eater" "Firebrand" are names that conjure up thoughts of B Class Racing. By the time the racing began the wind had picked up to Saturdays proportions and two up racing became the sensible option once more. These models can handle the wind well but the third option pitting segment was a little precarious. The Zimble of Power/Ferrari was a little off the pace but Shaun again grabbed maximum points for his acrobatic landing efforts. The Double Dice of the Bailey/Hunting team was down on airspeed to the top three models. A quick check with a tacho on the engines of his opponents revealed a rev range between 17,600rpm to 18,200rpm. All engines had the same APC 7x7 prop. Harry's OS25FP was doing 18,200 rpm and was slowest airspeed of the group of four. (Some work has to be done here I think.)

The 6:06.31 final time of the Hallowell/Baddock "Flying Purple People Eater/OS25 FP" speaks for itself. Not bad for a plain bearing engine. Only 13 seconds outside the current Australian Class 2 T/R record and this was on grass! With just over a second between second and third place this race was a grande finale for the day.

CLASSIC "B" TEAMRACE

		Rd 1	rd 2	final
1.	J.Hallowell/K.Baddock	3:17.56	3:12.5	6:06.31
2.	C.Ray/J.Ray	3:28.88	dns	6:34.13
3.	G.Wilson/M.Ellins	3:19.15	dns	6:35.94
4.	H.Bailey/K.Hunting	5:27.47	3:52.87	7:42.31
5.	S.Power/M.Ferrari	4:27.09	5:39.84	

Championship Points

ENTANT	SIMP GY	SIMP RR	1/2A COM	VINT AT/R	CLASS B	TOTAL
C.RAY	4	5		4	4	17
J.RAY	4	5		4	4	17
G.WILSON	5	3	3	1	3	15
H.BAILEY	2	1	5	3	2	13
M.ELLINS	5	2		1	3	11
K.BADDOCK				5	5	10
J.HALLOWELL				5	5	10
KHUNTING	1	4		2	2	9
S.POWER	3		2	3	1	9
J.HUNTING	1	4		2		7
M.WILSON		3	4			7
M.FERRARI	3		1		1	5
B.DEASON	2	1				3

HARLOW RETURNS TO TAKE THIRD AT KNOX

The July meeting of KMAC's monthly stunt competition saw the legendary Doug Harlow keep his promises of late - he came out of retirement and did so with very competitive flights. His equipment was a newly-built Stilletto 660 powered by an ST46. And considering he's been away from around 10 years, his flying and third place on the day were excellent. Ken Taylor had to drop out of his F2B entry when he accidentally put his fingers in his spinning prop.

Results

Peter White	(Zodiac/Moki 51)	4037
Doug Grinham	(Gieseke Bear/Aldrich Jett60)	3956
Doug Harlow	(Stilletto 660/ST46)	3781

Mark Ellins (Manito/ST46) 3462
 Derek Pickard (Impact/Saito56) 3460
 Peter Rowland (Nobler/Fox 35) 2668
 Judges: Steve Mitchell, Vic Mitchell

The Vintage event saw six entries try their luck. There may have only been four fliers, but Peter Roberts and Robin Hiern entered twice for different machinery. Each of those two quickly discovered which of their planes flew best - and with Robin it was a case of fighting the difficulties of tuning his old spark engine and the barely adequate power of the little Elfin.

Results:

Peter White (El Diablo/Fox 35) 348
 Doug Grinham (Blue Pants/AM2.5) 343
 Robin Hiern (Merc Marvin/Elfin 149 or Super Zilch/McCoy49) 315 or 202
 Peter Roberts (Frisky/Taipan 2.5 or Peacemaker/OS15) 310 or 275
 Judge: Derek Pickard

Simple Combat contest held at the Knox flying field
 12/8/01

- | | | | | | | |
|-----|-------------|---|---|-----------|-----------|-------------|
| 1. | M.Wilson | W | B | L | W | W |
| 2. | R.Marsh | W | W | W | B | L Withdrawn |
| 3. | G.Wilson | B | L | W | Withdrawn | |
| 4. | M.Ellins | L | W | L | | |
| =5. | L.Follet | W | L | Withdrawn | | |
| =5. | J.Hallowell | L | W | Withdrawn | | |
| 7. | G.Keene | L | L | | | |



Most rooms in Georges house were covered wall to wall in F/F & C/L models.

Here George shows his replica of the original "Nobler" unfortunately succumbed to a broken C/line.

Dear Sir,

I had the good fortune to visit and stay with George Aldrich back in 1997 after competing at the American Indoor National Championship held at Johnson City Tennessee.

George was a wonderful host and never got tired of my endless questions regarding all areas of aeromodelling. George was a wealth of knowledge and always gladly passed on the many skills that he had learnt over many years.

I first got to know George after asking him to attend our /94 Nationals at Wagga Wagga in N.S.W. George told me many times that his time spent in Australia was some of his most memorable moments.

George was an outstanding ambassador for aeromodelling and I'm sure that all who were privileged to meet George will feel the loss of this great man. I have enclosed some photos taken whilst staying with George when he was enjoying good health.

Len Surtees

*Some of the engine rebuilding equipment in Georges garage.
Photos by Len Surtees- (Texas 1997)*



OBITUARY

ADRIAN NEUMANN (3-8-47 to 10-8-01)

One of KMAC's characters died suddenly at home in August from medical difficulties from which he had been suffering.

Adrian Neumann had been a member of KMAC for ten years after he returned to aeromodelling. He loved many aspects of the hobby and, like most other things he did in life, he went into it with full commitment.

During the ten years we knew him, Adrian was a sport flier as well as a competitor. He enjoyed 2cc Speed and Rat Race with his son Douglas as well as many vintage and classic planes together with scale.

But he never limited his interests to just building and flying and lent his many skills to other aspects of the hobby. When he learnt of the difficulties others were having obtaining canopies he developed a process for making them at home and produced various shapes for many applications. He also made kits.

A printer by trade, his business called Aquarius Press (named after his love of diving) was frequently working part time for modelling. This included producing Control Line News for a period.

He also served on committees and was never backward in coming forward with ideas.

But above all, Adrian Neumann was known for his individualistic personality. He was one of a kind. Opinions and ideas input were never dull when he was around.

We miss him already.

Derek Pickard

55th National Championships

Entry forms for the Albury/Wodonga Nationals have been mailed out to any one who competed at Ballarat, Wakerie and Toowomba.

If you did not receive an entry form they are available from the Nationals Registrar at P.O. Box 298, Seaford, 3198, Victoria.

Rules for events not in the rule book are available on CD at the above address at a cost of \$10. Cheques to be made payable to

The 55th Nationals.



Pics from the Qld State Champs from Brian Burke

Steven Fosters "Dotty" Maverick. Jnr 2.5cc slow combat model with a yellow and black colour scheme.

Queensland State Championships 2001

Pictures from Brian Burke



Junior Rat

1st Trent McDermott (CS Ohm Special)

2nd Michael Comiskey (OS Simple Rat)

Dad's Mick C and Mark McD assisted.



Junior Combat

1st Bowie Pollard

2nd David Burnett

3rd Adam Gilby

Bruce Clements at rear
CD'd all combat events and
made up F2D and open
streamers

2.5cc Slow Combat (16 entrants)

1st (Middle) Jeremy Pollard

2nd (R) Mick Comiskey

3rd (L) Jeff Poulsen



For Sale

O.S.Max FP25 R/C New in box \$115
 Fox 15 p.b. Stunt. Near new \$50
 Enya 29 (Early sandcast model) red anodising gone, o'wise appears new and unrun. \$100
 Enya 35 Model 5001 early 4 bolt head model with venturi resembling Gabriels trumpet, prop drive has plier marks, o'wise exc N.N. \$140
 Enya 35 Model 5224 "Special" TBR. Mint. NIB \$150
 Enya 29 B "Super Typhoon" Model 5103 Has been run, but exc. in box. \$140

All prices plus postage.

Phone Bob Allen on (02) 6342 4413

→ → → → → → → → → → → → → → →

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

Sell \$145 Aus

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Super Tiger. ST60 Stunt engine. Early model with tube muffler. Eather converted. All excellent. \$175

Derek Pickard Tel (03) 9889 1149

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Seven Strand Stainless Steel Control Line. 40lb, .015" Shogun Brand. 10 cents per foot plus \$5 spool and postage

Peter White Tel (03) 5623 5120



Mark McDermotts "35 slow combat" models.

Left:- Cosmic Wind

Right:- Spitfire

WANTED

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

Phone 02 6953 2311 (AH)

→ → → → → → → → → → → → → → →

I am after a Burford 2.5cc Plain Bearing diesel for competition purposes. Must be in reasonable condition and a good runner.

Peter Bennett

Phone: 03 9645 7272

Fax: 03 9645 7732

Email: pcb@ozonline.com.au

Shop Talk

A new Hobby Shop has recently opened in Carrum. Melbourne

Eddies Hobbies at 641A Napean Highway, Carrum.

Tel (03) 97733955

Eddie stocks a large range of hobby supplies and fuel ingredients.

Open :-

Tuesday - Friday 10 till 6

Saturday 9 till 1

Call in or give Eddie a ring and tell him ACLN sent you!

Get Well Corner

Our best wishes for a speedy recovery go to Ken Taylor who recently underwent a six way bypass operation. Ken was up and walking three days after the operation.

A Note from Brian Burke.

Anyone who flew F2D against my older daughter Angela during the 80's or competed in events that she subsequently CD'd (E.G. Qld State Champs & Wagga / Toowoomba Nationals) might care to know that she was badly injured on Sunday 19th August in a bout with a road train on the Barcardine (where she lives and teaches) / Longreach Road en route to Mt Isa. She was flown to Brisbane and is presently in the Mater Private Hospital.

All well wishers are welcome to contact her through the address / phone number below.

Brian Burke, 2,24 Appaloosa G. MUNRUBEN 4125

Phone 07 32001308

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