

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 49



Produced by the Victorian Control Line Advisory Committee

October 2001
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**Copy Deadline for next issue is:
Wednesday 17th October 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.

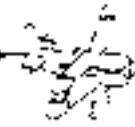
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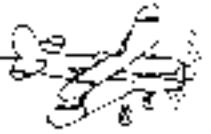
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COMING EVENTS



COMING EVENTS



CONTROL LINE CONTEST CALENDER 2001

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	
JAN 20	FAI & Combined Speed, Mini Goodyear	CLAMF
JAN 27	FAI Aerobatics (Hearns Trophy), Novice and Junior Aerobatics, Vintage A T/R, Classic B T/R	KMAC
FEB 3	Simple Rat Race, Simple Goodyear	SMAC
FEB 17	FAI & Combined Speed, 1/2A Combat, Mini Goodyear	CLAMF
FEB 24	Vintage Stunt, Class 2 T/R	KMAC
MAR 3	Hand launched glider	SMAC at Ross Reserve
MAR 17	FAI Team Race, Goodyear, Simple Rat Race	CLAMF

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

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
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





CLAC (Control Line Advisory Committee) of which I am a member, recently held a committee meeting to discuss the up-coming Australian Nationals to be held in Albury / Wodonga. The matters discussed revolved around the control line events their organisation and running. Topics such as processing of models, equipment required, field preparation and the people required to run the events were discussed and details were pencilled into the scheme of things.

We all know that without willing helpers such events as the Nationals could not be a success.

I personally acquired the duties of C.D. for Open Rat Race and F.A.I. Team Race. I do not compete in these events so that makes me eligible on the grounds that I have no prior commitments.

Open Rat Race was not to be on the Nats programme on the grounds that past events failed to attract sufficient entries. When Gregg Pretty got wind of that idea he did a nation wide ring around and obtained the names of ten teams wanting to compete. Recent visits to the flying field has seen some of these nitro burning beasts having the cobwebs dusted off and being prepared for action.

The picture below is of Bob Fry's new K&B 40 powered Open Rat team racer



Now a little advice for all of you that intend to compete in competitions. Read the relevant rules before you build the model and turn up to compete. An example of the pitfalls that you could succumb to is that the minimum line diameter for Open Rat Race shall be .046mm. This converts to .01826 inches. This being the case it would mean that .018 inch laystrate would be undersize to the rules.

One event that I do fly is Classic B Team Race. The proposed rules for this event were sent out to all State Delegates as an item to be voted on for the rule changes conference. These proposed rules are what will be used for this event at the Nationals. One of the rules is that the

tank must be filled through a filler tube. No valves are allowed (other than a Schrader valve outlet).

I have been using a tank with a filler valve on my 'Double Dice' and was not aware of this rule.

If I can get caught out then so can you! So take my advice and get a current copy of the rules for any event that you intend to enter in any competition for your own sake.

SSME LUDDENHAM 1st and 2nd September (*Re-Run*)

Finally the weather gods weren't as angry this weekend, throwing up the occasional light shower on Saturday and the occasional gale on Sunday. Despite all this, and Sunday being father's day, all events were run with excellent numbers.

Vintage ½ A saw Stan Pilgrim dust off the cob webs on his Tarantula model with a mark 1 Oliver Cub. This model was actually an A class model which was damaged at the Nowra nationals and has now been repaired and a ½ A tank fitted. Stan and Andrew Heath took out the race.

Combined Speed had 5 entries with some excellent times being posted. Andrew Heath decided to fly our Bendix model in the pylon and recorded a time of 15.93. The Thunder Tiger is still going strong. It was great to experience the sight and sounds of Dave Curry and Peter Tilley's 10cc monsters at full tilt. Peter Tilley didn't venture into the pylon on his second flight due to an impending thunderstorm, which was causing a static discharge every time you touched the pylon. Luckily the storm didn't hang around for very long and it was safe to use the pylon again. I heard that it was suggested for Peter to purchase a pair of conductive shoes. Huey Simons class 1 model was on the pace and also very consistent posting three good times.

The Vintage B Class saw some close racing in the final. The three models all Double Dice were matched in speed with the only difference being in the pits. John Nolan thought he could take a short cut through the arc of the propeller to remove his glow driver, the result was propeller one, John's fingers none. I would like to thank John for providing Ian Gapps and myself with some serious first aid practice. John did comment that we definitely need the practice.

It was great to see that the Phantom team race numbers were up with 8 entries. This is still a fun event and a good platform to some of the other faster races. Peter Brodie, a newcomer to the racing fraternity managed to finish a race. Good going Peter. The ever-reliable team of Stan Pilgrim and Peter Camps took out the event.

Vintage A team race saw some of the fastest times ever posted at Luddenham. The final was a very close affair with a bad catch resulting in lost time for A.Kerr/R.Justic being the difference between winning and second place. S.Rothwell /A.Heath had the model singing like a bird with super fast stops. Congratulations for a job well done. D.Simons/H.Simons have a very fast new model and with a little bit more sorting out could well be standing on the number 1 dais. Stan Pilgrim was over heard telling Peter Camps that with the turn of speed that the other guys are going he has to up the ante in the motor department. I'm sure you can do it Stan.

By the time Bendix was flown it was blowing a gale, so it was agreed that two up heats would be the order of the day. Colin Blake/ Niel Thomas model did a left turn on take off and was lucky not to take Daniel Bonello/Ian

Gapps model with it. Daniel quickly hit the shut off and landed safely. Colin's model wasn't so lucky and was written off. The final was fast and furious with Daniel/Ian leading the way. As seems to be the case with Andrew Heath and my model, something always doesn't go to plan. (I think Murphy has a part in it) This time the tank vibrated loose which resulted in an extra stop. This was Peter Camps first Benbix race and in the heat of battle he said to me there isn't many tactics you can use in this event, it's a case of hanging on and try to survive the 160 laps.

After completion of Saturday's racing, a few hardy souls stayed for our famous BBQ dinner and sleepover. You could imagine the *true* stories that were being told around a raging fire and fuelled with few lemonades. It was definitely not as cold at night as the previous year but cold enough to make you appreciate your warm bed at home. The night was interrupted by Peter Camps scurrying outside to chase a fox away that was demolishing a garbage bin just outside the shed.

Many thanks to all who helped prepare the field, BBQ cooks, timekeepers and lap counters without whom the weekend would not have been a success.

Thanks Tony Bonello 7187

VINTAGE 1/2 A TEAM RACE

	Final
S. Pilgrim/A. Heath	10.40.84
J. Nolan/ H. Simons	11.22.07
R. Fairall/ L. Fairall	DNS

GOODYEAR

	Heat
T. Bonello/A. Heath	4.29.97
J.Nolan/ H. Simons	5.17.44

COMBINED SPEED

	Class	Flt1	Flt2	Flt3	%
P.Tilly	3	11.99	9.67	10.21	100.2
Note Flight 2 was not in pylon					
H .Simons	1	16.29	15.75	15.84	94.28
D.Curry	3	10.48	10.93		92.46
D.Curry	4	12.42			76.82
A.Heath					
(Bendix Model)	4	15.93	16.37		59.92

VINTAGE B TEAM RACE

	Heat 1	Heat 2	Final
D.Curry/ L. Fairall	4.07.32	—	8.49.83
G.Patterson/ A. Heath	3.54.50	3.51.77	8.55.55
J. Nolan/ H. Simons	5.14.13	—	9.26.63
C. Blake/ T.Bonello	48 laps	42 laps	

PHAMTOM TEAM RACE

	Heat 1	Heat 2	Final
S.Pilgrim/ P.Camps	5.21.09	5.01.09	9.38.01
G.Patterson/ A.Heath	5.28.17	5.04.88	9.48.77
G. Knight/ D.Simons	5.12.43	5.08.47	10.59.17
T.Bonello/ I. Gapps	5.09.09	5.22.59	
J.Nolan/ H. Simons	5.56.43	5.19.32	
R. Fairall/ L. Fairall	6.34.00	5.26.67	
S.Brock/ P.Tilley	9.21.00	7.07.92	
P.Brodie/ A. Heath	8.03.93	dns	

VINTAGE A CLASS (B Grade)

	Final
R. Fairall/ L. Fairall	13.05.34
C.Blake/ N. Thomas	16.17.03
P.Brodie/ R.Owen	82 laps

VINTAGE A CLASS

	Heat 1	Heat 2	Final
S.Rothwell/ A.Heath	3.27.60	3.26.60	6.47.08
A.Kerr/ R.Justic	3.22.56	3.25.43	7.07.31
D.Simons/ H.Simons	75 laps	3.24.05	7.17.87
S.Pilgrim/ P.Camps	3.38.15	3.42.84	
G.Patterson/ D.Bonello	3.49.97	4.26.93	
J.Nolan/ T.Bonello	4.29.82	4.36.85	
G.Knight/ R.Harvey	33 laps	69 laps	

BENDIX

	Heat 1	Heat 2	Final
D. Bonello/ I.Gapps	—	—	7.59.42
T.Bonello/ A.Heath	4.22.29	—	8.33.20
G.Patterson/ P.Camps	4.36.78	—	9.22.16
C.Blake/ N. Thomas	DNF	DNS	



Steve Rothwell and his winning Vintage A class model from the recently re-run Luddenham weekend. An excellent time of 6:47.08

Vintage	team	race	Day
Kuring-Gai	Model	Flying	Club
St	Ives	Showground	
	Mona	Vale	Rd
	St	Ives	
Sunday	18th	November	
order	of	events:	
9 a . m :			
Vintage	1/2a		
vintage	a	- 2nd	div.
vintage	a	- 1st	div
vintage	b		
	entry	cost:-	
\$10	per	team	per
event			
please	help	with	catering
numbers	by	phoning	
John	nolan	on	(02)99973434



TARMAC Notes for August and September

I have seen dozens of warnings printed that warn modellers to be conscious of the dangers associated with spinning propellers. It is well understood that these are dangerous weapons that can inflict serious injuries and need to be treated with great respect. No one is more aware of this than I am. Nonetheless, we regularly hear that some twit has poked some useful part of his anatomy into the arc of influence of an operating engine and suffered the pain and inconvenience of what can be a very serious injury. 'How can this happen?' you might ask. If you are aware of the dangers, you should be relatively safe.

Up until quite recently, I would have agreed with you, but as the most recently injured of the twits referred to above, I am here to tell you that it can happen to any of you. I would like to be able to tell you why it happened to me, but I can't. I can tell you that I was disconnecting a locked on glow plug lead from an inverted engine, and that I got the fleshy part of my left thumb into the prop arc, but how I did that I cannot say. It happened very quickly. It didn't hurt much - until later, but it bled profusely and very messily and taught me some things that I feel should be passed on.

It CAN happen to you, and if it does, it will be when you least expect it. Thinking that you are aware of the dangers associated with engine operation will not prevent all injuries. Always have access to a good first aid kit, learn what is in it and how to use it. It is much safer to fly in company than to fly alone.

I would like to thank everyone that helped me equally with first aid and kindness. To Mal Bone, Adrian Dyson, Bob Fry, Dick Morrow and Alasdair Taylor; thanks very much chaps, I hope that I never have to repay my debt in kind.

Now to move on to rather more cheerful items, what do you think of the new look Windsock? I was stunned. The cover, the colour, the photos and the clear print were a revelation. The printer is doing a great job that enhances the work of the contributors. Really good one Ian. Congratulations on a great job.

While speaking of people doing a great job, I have noticed that there are some similarities between local racer Bob Fry and the Victorian ace racer and modeling columnist John Hallowell. Now they don't look quite like identical twins, although if I remember correctly, there was a film a while back featuring Schwarzenegger and De Vito on this theme, so you never know. Where I see the connection is that John, having first been responsible for the concept, introduction and support for Vintage A racing, has now succeeded in getting Classic B class racing started in the East. Bob has led the way in the West by introducing and encouraging Vintage 'A' here and is now beginning the struggle to get the slow starting West Aussie builders active with some classic 'B' Class models.

Realising that talking about these things achieves very little, he is again leading by example and has built a "Classic B" model "Crescendo" which is powered by an ETA 29 replica. It will be seen at the Albury Nats so the East coast guys will be able to see it in action before long. Bob tells me that the model was a pleasure to build and it is finished in the same Yellow / Black trim design as his 'A' Class Pluto.

It also flies like a dream, grooves well and is very stable with pleasing response to the elevator control. Glide is excellent being able to glide around a lap or two without too much effort. Landing is similar to the Pluto with the undercarriage well forward, the landing speed is a bit of a trick to get right without hopping about until coming to a stop.

Not everything went as perfect as the test flying though. Before the plane was flown, Alasdair decided to give the engine a test run and tune in the pits. To start with (says Bob) we had to try the sacrificial burning of the model to appease the Methanol Gods! Luckily I had warned Alasdair about the nature of the beast and he was ready for it. The fire only singed a bit of the two pack clear coat on the underside of the model and a small patch under the engine cowl behind the tank. It must have back fired out the rear intake inside the model.

Bob is also building a new Bendix model with a different concept in construction, using the Nelson 36 big case engine instead of the usual Nelson combat .36. The engine now has a 28mm prop shaft extender to allow the engine to be mount further back near the leading edge of the wing. The big engine has plenty of horse power as it has pulled a heavy model around at 15.2 / 7. Watch for this one at Albury too.



Bob Fry's Classic B Class racer alongside his Pluto

I have attended a couple of occasions of significance in the last week. The first was Jim Stivey's birthday party where the leading lights of West Aussie modeling came along to see if it was true that Lorraine had to get a burning off permit issued by the Bushfires board before he could light all the candles. Just kidding, there were only 50 (still just a boy). The second was a meeting of interested modelers to decide on our preferences for the National Control Line rules changes. Some of those decisions reminded me of that 'Constitutional Convention' that was held a while back, with proposals framed so as to be of the 'Heads I win, tails you lose' variety. I hate politics. Enough of that, while I was there, Steve Walton showed us some beautifully made (and virtually weightless) moulded balsa shells for F2C racer fuselages. These are skinned in fiberglass with the odd dash of carbon fibre and manufactured by a vacuum forming process. He revealed to me that this is part of a concerted effort to help develop F2C racing here.

Steve, who never ceases to amaze me with the range of skills that he displays, has had a long time involvement and interest in F2C. He is extending this by organizing an F2C interest group here in Western Australia. He has about 14 modellers that are to be actively involved in racing (7 teams) and a further 6 or so with related interests. The plan is to promote and develop the class here in much the same fashion as the French have been doing. The group will work together, but with individual modelers sharing their own special skills by working in areas that they are best suited to. I think that this is very interesting development, and with a starting list of 20 names in a little place like WA, he has already done very well. Using the mathematics that I explained some time back in relation to Nationals attendance, it can be seen that with only 10% of the national population in this backwater of civilization, and assuming a similar level of interest can be raised in the rest of the country, then to the East of Eucla there could be about 126 enthusiastic and ready to race F2C types and another 54 wanting to be involved to a greater or lesser degree. Get this going and we could really be a power to contend with at World

Champs level. It might be a pipe dream in the East,

but it is happening here. For more details, contact me and I will direct you to this hotbed of racing activity.

WANTED: I need a new (or at least undamaged) Stanzel Stuntmaster monoline unit. This is needed for my continuing adventures in the world of monoline stunt and is the model with a 6 turn cam (not a Speedmaster unit). If you have one of these that you would be prepared to part with (sell), please contact me at the Email address below or on (08) 9398 3632 evenings.

TARMAC members can now avail themselves of a couple of new videos from our popular club lending library. One shows Bill Werewage demonstrating the tricks of the trade of building I beam wings for stunters and

the other features Bill's collection of stunters. That one is entitled 'The Man and His Museum'. Both are worth seeing, but are in NTSC format, so you will need a compatible video player. The library now has the latest issues of 'Stunt News' available for loan also. Why don't you check out what else is available? It does mean coming to club meetings though.

Having recently had the opportunity to examine some engines that have been left to stand for some time after use without being cleaned, I thought that it might be worth repeating that it is a good idea to clean up your kit of bits after every time that you use it. Proper de-greasing of models doesn't just make them easier and less messy to handle. By removing the oil from places like engine bays, it cuts down on dust adhesion, oil soakage and consequent unwanted weight increase while the plane is parked. After use, I always wash my engines out thoroughly with filtered petrol and follow up with a good dose of automatic transmission fluid as a storage lubricant and corrosion inhibitor. I use this on all engines, but it is especially important on motors with ball bearings (particularly four strokes).

As my old pal Geoff once said, 'Vertical performance is all that they seem interested in these days. My models have always had good vertical performance. Mostly in a downwards direction.' Which raises another question, which is why do they go so much faster just before they hit the ground?"

Charlie Stone
VH4706
Emailcstone@bigpond.com

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FROM THE ARCHIVES: A group of interested modellers checking out the new and innovative "C" class team racer of Geoff Barnes at the '63 Nats. From left we have: David Kidd, ??, Charlie Stone, Jimmy Trevaskis, Geoff Barnes.



Vintage 1/2A Team Racer

Florida T/R enthusiast Wayne Trivin wanted a 1/2A Vintage racer to take to Santarem, Portugal for the 'Tournament of the New Millennium'.

He had less than two weeks before departure when he asked if I could help him with a suitable plan.

I emailed the Thunder Thrush within 24 hours and within a few days the framed up photo arrived.

Then a few more days passed and a photo of a potential concourse winner was in my mailbox. Shows what can be done when you put your mind to it!

John Hallowell



Photo above:- Framed up Thunder Thrush


Photo below:- Finished Thunder Thrush

Trevor Letchford launching his power model



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A CLASSIC BLAST FROM THE PAST

Class 11 Team Race at the Australian National Championships at Gawler, South Australia was held on December 31st, 1959. This report is from the February, 1960 edition of Model News.

This contest has always been the top prestige event of each Nats, and with temperatures of over 100 degrees in the shade, conditions were severely testing on men and machines. It was quite surprising therefore, that the final turned out not only to be the best ever, easily smashing the Australian record, but also the four finalists put on a show which must be rated as world class.

Les Squires of Terang, Victoria, won in the time of 7 mins, 55.5 secs, just in front of the Farnan / Rice team, 8 mins, 16 secs, with Thompson / Meyers, S.A., 8mins, 55 secs, third. The fourth finalist, Ritter, Vic., although only a junior, performed well to reach the final with this fast company.

Les Squires flew the Grassfire design which, at the last Victorian State Championships, had established the previous Aust. Class 11 T/R record of 8 mins, 3 secs. His model again this year gained the award for the best constructed and finished team racer at the Nats.



Pic. 1. Australia's greatest Class 2 Team Racer, the famous Grassfire 111, by Les Squires,

Les now has five O.S. Max powered Grassfire models, all absolutely identical, so much so that it is almost impossible to tell them apart. The winning plane was using the latest OS Max 111 Custom X .29 engine, as were all the other finalists.

T.Cox of Tasmania flew a lone ETA Mk6 model. It was pranged in the eliminations and thus ruined his chances. One of the cleanest races we have seen yet. Bill Evans of S.A. had a very consistent Enya .29 powered model which was seen to clock 89-90 mph for 74 laps. Can't

understand why it didn't make the finals.

Pic. 2. Tony Farnan's second placed Kanga team racer is capable of speeds over 100 mph.



Also from that Nats report of over 41 years ago comes this bit about Class 1 (Wasn't called Class A then). From Tuesday, 29th December, 1959, this is what happened.

Main event was the Class 1 Team Race. This attracted a large entry and was hotly contested. The long awaited OS 15D failed to show and there is still much speculation as to its team race ability. There were about 3 OS 15 glows present, but these failed to qualify due to their short range. The largest entry came from the mighty reworked Oliver Tigers. These motors still reign supreme in this event. The only threat to their supremacy came from the Enya 15D. Only three were flown in the event. One just missed making the finals. The other two graduated and gave a good account of themselves, placing 2nd and 4th. Thompson and Meyers were the eventual winners in 9.36.2, well ahead of second placed W. Penfold and third placed T.Cox from Tasmania.

Let's complete the trifecta with the Class 111 Team Race results from these Gawler Nats. This event was one in which most enthusiasts thought the Australian record must be broken. However, a surprisingly poor number of entries were received and only 10 models actually flew.

Firm favourites for the title were the Lloyd brothers of N.S.W. who, with this OS Max 35 powered racer, had recently won the final of the NSW Metropolitan C Class Team Race in the staggering time of 7 mins. 50 seconds. This has been disallowed as an Australian record, for although the model had been re-processed after the event, the rules state that Australian records must be established in State or National Championships.

The winner, W. Penfold of South Australia, won the event in 9 mins 56 secs from Kenny Lloyd of N.S.W. close behind on 10 mins, 3 secs. A. Coggins of NSW was third in 12 mins. 27 secs. Wesley Penfold will be remembered for winning Class 11 Team Race at the 12th Nats at Camden using an Enya 29 and this year winning the Class 111 Team race with an Enya 35.

(Article and pictures sent in by John Hallowell)

CONTEST RESULTS



Held at Frankston 16 09 01 16/09/01

Combined Speed

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	N Wake	Class 1	OS CZ11 PS	nf	15.14	nf	15.14	237.78	98.08%
2	R Hiern	Class 1	RH-11 Speed	15.29	n.e.l	15.47	15.29	235.45	97.12%
3	C Agnew	Class 1	OS CZ11 PS	15.66	15.63	15.43	15.43	233.31	96.24%
4	R Hiern	Class 2	Super Tigre X29	10.50	10.60	n.f	10.50	275.89	95.24%
5	P Roberts	Class 1	CS 11	16.87	16.19	16.19	16.19	222.36	91.72%
6	N Wake	.21	Novarossi 21	15.29	15.61	15.26	15.26	235.91	91.64%

Unofficial class

7	V Marquet	Vintage Proto	McCoy 29	53.89	53.18	51.08	51.08	113.42	70.48%
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Midge

1	J Hunting	Midge	Taipan	n.f	10.37	10.25	10.25	141.31	
1	K Hunting	Midge	Taipan	10.33	10.25	n.f	10.25	141.31	
2	M Wilson	Midge	PAW	12.81	12.51	11.50	11.50	125.95	
3	G Wilson	Midge	PAW	12.77	12.32	12.33	12.32	117.57	

BRITISH NATIONALS, 2001.

Vintage Team Race CD: David Finch

Vintage 'A' Team Race 180 laps

1st	Allcock/Myszka	6-41.4
2nd	Haywood/Haywood	7-17.5
3rd	Toogood/Ward	76 laps

Vintage 'B' Team Race 150 laps

1st	Toogood/Ward	6-49.0
2nd	Allcock/Myszka	6-50.0
3rd	Hart/Hart	Ret.

Vintage 1/2 'A' Team Race

1st	Toogood/Ward	8-07.7
2nd	Smith/Bollen	8-44.5
3rd	Jupp/Hale	9-51.6

FAI F2C Team Race

CD: Dave Rudd, FSMAE

Trophy: Davis 'A' Team Race

1st	Larsson/Gustavsson (Swe)	7-19.0
2nd	Fitzgerald/Thomason	7-45.5
3rd	Ross/Turner	Disq.

Class B Trophy Team Race

CD: Dave Rudd, FSMAE

Trophy: Davis 'B' Team Race

1st	Ross/Turner	6-41.3
2nd	Fitzgerald/Thomason	7-50.2
3rd	Miles/Yeldham/Bollen	9-31.7

F2D Trophy: Whitney Straight

1st	I. Dementiev (Moldova)
2nd	S. Belyaev (Russia)
3rd	D. Riley

FAI F2B Gold Trophy

1st	John Benzing	7931
2nd	Roy Cherry	7898.5
3rd	Barry Robinson	7841

FAI F2A

1st	Peter Halman	295.93 kph
2nd	Gordon Isles	293.40 kph
3rd	Ken Morrissey	286.74 kph



Control Line Aeromodellers of Gippsland ——— Warragul Competition Sept 2nd

From Peter White

The day dawned with a light overcast which at around 8:30-9:00 showed signs of breaking up for the day. However, after fielding a couple of weather related phone calls and replying with a cautious affirmative, the resident weather forecaster was proven so wrong. For within the next hour a large grey cloud extending as far as the eye could see settled overhead and spent the remainder of

the day persistently wetting on us.

Adding to our woes was the fact that the Shire employee who was assigned to the mowing job (not the usual worker, I should add) didn't appear to know or care a hoot about adjusting or operating the mower and left the oval in a disgraceful, unusable state.

The combination of the above factors led to the cancellation of the racing and aerobatics events although the combat boys not needing wheels or short grass, produced their weapons of excitement and destruction and got to it. When the mud settled, it became obvious that the Wilson's, Murray and dad Graeme had dominated, Graeme taking out first spot, Murray second with Harry Bailey and Stephen Reeve equal third.

The only major inconvenience encountered was that of the streamers disintegrating, as they became wet. Graham Keen CD'd this event.

Prizes for the day were donated by Tony Cincotta of Saturn Hobbies, Graham Cross of Traralgon Toy Kingdom and Paul Richardson of Wy Wurry Model products. Our thanks to those generous donors.

As near as I could tell, about twenty five flyers turned up, with those from the Melbourne area describing how they drove from pleasant conditions into the above mentioned drizzle only a few kilometers west of Warragul.

Around lunch time a few hardy souls opted for a spot of sport flying between showers, using a hand mown patch to take off but by mid-afternoon we were all soggy enough to call it a day. What sort of a day it was called is unprintable.

Maybe next year we'll be due for the idyllic weather we had for our first Warragul Comp day in '99.

Our next C.L.A.G. flying day will be at Knox on October 7th while the November gathering will be at Moe Racecourse on the 4th as usual BBQ facilities are provided and all are welcome.

The film crew from the T.V. show "Postcards" recently did a feature on the Brimbank Park area. As a part of this, the Brimbank Falcons Model Club was invited to put on a static and flying display at their field in Brimbank Park. The show goes to air early in 2002 - as the time draws near, Alan Harrison will advise us of the actual date so that we can arrange to drag ourselves from the building board for half an hour or so. Stay Tuned.

Sometimes I have a thought and this month I had one.

Polyhedral - a place where a parrot can go to worship.

See you at Knox

Below :- Senior Champions at the recent Bendigo Northern Area district Championships are the father and son team of Jim and Colin Ray



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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"

Below 1/2A Combat action in the air over Bendigo



Mark Ellins (Left) and Keith Baddock (Right) warm up the engine in the Classic "B" Crescendo ready for the race



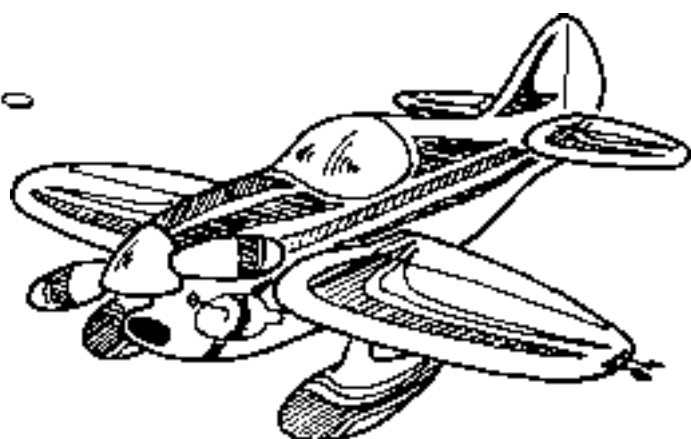
Contestants and spectators line up after the conclusion of events at Bendigo



Harry Bailey looks happy with the way things are going in Vintage A



Murray Wilson holds his Junior Champion trophy



Monty Tyrell Memorial Classic Stunt

* Don't miss it.

The annual Monty Tyrell Memorial Classic Stunt is on again.

Make a note to be at the KMAC flying field (Melway 72 K9) on Sunday November 25th.

* Great range of classic stunters.

* Meet old friends.

The event is for Control Line Stunters of a design similar to that of pre - 1966 that will do the Classic pattern in a maximum of 7 minutes.

Enquiries to:-

Derek Pickard. Tel (03) 9889 1149

Rules of Nostalgia Aerobatics

- (1) Model must be a pre 1965 design. Proof required (plan magazine article).*
- (2) Model must have an effective muffler.*
- (3) Flight time 7 minute maximum.*

MPH SPEED CHART for Vintage and Classic Racers.

If your lines measure;

42'

time for 10 laps

46' 8"

time for 9 laps

52' 5"

time for 8 laps

(All laps = 1/2 mile)

60'

time for 7 laps

70'

time for 6 laps

TIME	SPEED	TIME	SPEED	TIME	SPEED
10	179.93	14.1	127.47	18.2	98.86
10.1	178.15	14.2	126.71	18.3	98.32
10.2	174.69	14.3	125.82	18.4	97.79
10.3	176.40	14.4	124.95	18.5	97.26
10.4	173.01	14.5	124.09	18.6	96.74
10.5	171.36	14.6	123.24	18.7	96.22
10.6	169.74	14.7	122.40	18.8	95.71
10.7	168.16	14.8	121.57	18.9	95.20
10.8	166.60	14.9	120.76	19	94.70
10.9	165.07	15	119.95	19.1	94.20
11	163.57	15.1	119.16	19.2	93.71
11.1	162.10	15.2	118.37	19.3	93.23
11.2	160.65	15.3	117.60	19.4	92.76
11.3	159.23	15.4	116.84	19.5	92.27
11.4	157.83	15.5	116.08	19.6	91.80
11.5	156.46	15.6	115.34	19.7	91.33
11.6	155.11	15.7	114.60	19.8	90.87
11.7	153.78	15.8	113.88	19.9	90.42
11.8	152.48	15.9	113.16	20	89.36
11.9	151.20	16	112.46	20.1	89.52
12	149.94	16.1	111.76	20.2	89.07
12.1	148.70	16.2	111.07	20.3	88.63
12.2	147.48	16.3	110.39	20.4	88.20
12.3	146.28	16.4	109.71	20.5	87.77
12.4	145.10	16.5	109.05	20.6	87.34
12.5	143.94	16.6	108.39	20.7	86.92
12.6	142.80	16.7	107.74	20.8	86.50
12.7	141.68	16.8	107.10	20.9	86.09
12.8	140.57	16.9	106.47	21	85.68
12.9	139.48	17	105.84	21.1	85.27
13	138.41	17.1	105.22	21.2	84.87
13.1	137.35	17.2	104.61	21.3	84.47
13.2	136.31	17.3	104.00	21.4	84.08
13.3	135.28	17.4	103.41	21.5	83.69
13.4	134.27	17.5	102.82	21.6	83.30
13.5	133.28	17.6	102.23	21.7	82.92
13.6	132.30	17.7	101.65	21.8	82.54
13.7	131.33	17.8	101.08	21.9	82.16
13.8	130.38	17.9	100.52	22	81.79
13.9	129.44	18	99.96	22.1	81.42
14	128.52	18.1	99.41	22.2	81.05

This speed chart in mph is a handy item for Vintage flyers. Suggest it is photo copied and kept in modeller's flight boxes for handy reference.

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

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

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 Castrol M in 20 litre containers \$120

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

WANTED

I need a new (or at least undamaged) Stanzel Stuntmaster monoline unit. This is needed for my continuing adventures in the world of monoline stunt and is the model with a 6 turn cam (not a Speedmaster unit). If you have one of these that you would be prepared to part with (sell), please contact Charlie Stone at the Email address cestone@bigpond.com

or on (08) 9398 3632 evenings.

→ → → → → → → → → → → → → → →

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

→ → → → → → → → → → → → → → →

Rechargeable 2 volt battery and charger as plug driver set.

Derek Pickard 03 9889 1149

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

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