

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 50



Produced by the Victorian Control Line Advisory Committee

November 2001
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**Copy Deadline for next issue is:
Wednesday 21st November 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.

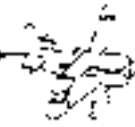
Telephone (03) 9543 2259.

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

Email address:- acln@ozemail.com.au



COMING EVENTS



CONTROL LINE CONTEST CALENDER 2001

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
MAR 24	FAI, Novice & Jnr Aerobatics, Vintage "A" Team race, Classic "B" Team race.	KMAC
MAR 29 - APRIL 1	Victorian Control Line State Championships.	CLAMF, KMAC, CLAMF
APR 7	Simple Combat.	SMAC
APRIL 21	FUN/LEARN TO FLY DAY PROMOTE C/L FLYING.	CLAMF
APRIL 28	Classic Stunt, Bendix.	KMAC
MAY 5	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 19	FAI & Combined Speed , Triathlon (Artmil Trophy), 1/2 A Team 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

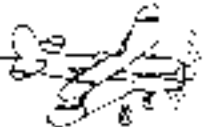
WMAA Horsham. Contact :- V. Cresp (03) 5382 4065

BRCAC Bendigo-Newbridge Rd . Marong

Contact :- S. Power 03 54 424 925



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 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

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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.

BRIMBANK FALCONS

“DAY WITH POST CARDS”

19th SEPTEMBER 2001

For a Wednesday the weather started off very well, sunny and 24deg temperatures, but by 11 o'clock the northerly wind was beginning to grow and become blustery. From about 12.30 p.m. some 40 members and friends of our Club, including two teachers and six aviation students from Overnewton Secondary College, keenly awaited the arrival of the film crew of Channel 9's award winning travel/lifestyle documentary programme "POSTCARDS".

Stiff northerly breezes to 15 knots buffeted the 30 or more displayed models and the 10 or so aircraft flown during the afternoon's excitement. Our flying field, picture perfect for this 'once in a life time event', proved a splendid setting for all to mix, admire and sigh in wonderment at the antics and stunts of pilots and aircraft throughout the day. The Director, Producer and Presenter of this film series were delighted, entertained and truly amazed at the skills achieved by the model making members.

Ever amiable Geoff Cox, the series host, hesitantly handled Alan's " DEMON " under careful guidance and "fulfilling a lifelong dream", successfully flew the sprightly vintage design over 6 laps prior to the onset of giddiness and handing over to Alan for an eventful landing, much to the applause of the appreciative audience. A great effort considering the wind was doing its level best to bring the flight undone. Highlights of this memorable day include Peter White from Warrigal with his ST46 SAITO performing a full acrobatic pattern for the camera, finished off with six deadstick figure eight's before making a perfect landing. More applause abundant. Spectacular to see.!

Near misses mid-air were an enjoyable spectacle in the main flying circle as aerial jousting with attached streamers was performed by Mark Usher and Ken Mair. The two aircraft dodging and weaving with a couple of close calls and a nice cut for the camera before the flight was finished. A filmed segment to savour for all time.

Toni and David Axon provided a full apprehension measure with a demonstration of Pulse Jet running, to the disbelief of some and delight of other lucky attendees.

A welcome visit from David Nobes and Alwyn Smith saw fine model making talent for all to admire. Unfortunately David had a mishap with his very nice ME 109. Les Organ participated with a large display and diesel motor handling, along with Australian made products of over 50 years.

"Coxy" is hoping to attend the coming Christmas Season Nationals in Albury/Wodonga with his family whilst on holiday in the region. After editing this segment, the "Postcards" crew will advise us of T.V. release early in 2002.

Great thanks are due to our members, friends and guests for contributing so much time, preparation and expertise to further the craft and art of model aviation knowledge and awareness in this state of Victoria, and Australia wide. May we look forward to many such gatherings in our future.

David Gregory (President: B.F.C.L.M.A.C.)

55th Nationals Control Line Bulletin.

For those of you flying in Control Line events at the 55th Nationals please take note of the following: -

1. Contrary to what was written in the Nats entry form trials are not being held for F2A, F2B or F2D. The Nationals are being used as part of the selection process for the next World Champs team plus the 2001 State Championships.

2. An award will be given to the best competitor at the Nationals in the Senior category and an encouragement award to the most deserving Junior.

3. Rules for all Australian Control Line events are those as at the 30/6/2001, i.e. none of those proposed at the rules conference are to be used. Rules are available on CD from Peter Harris, PO BOX 298, SEAFORD, 3198 and cost \$10.00.

4. Any one wanting their models processed before the Nationals can come down or send their models to the Frankston Flying field on the 9/12/2001 starting at midday. Only Racing & speed models required.

5. Processing at the Nationals will be held on the 29/12/2001 only. If you can't be there make sure your model/s are. Racing & speed models only required.

6. Legal Lines for Open Rat race models are .018 inch (.455mm) the size in the rule book was rounded up to the nearest metric size. 0.018" was always allowable for Open Rat races and will be at these Nationals.

7. Competitors in racing events where model outline is to be checked should bring along a plan or documentation to substantiate their design.

8. Fuel for F2A & F2D will be using Castrol M as the lubricant.

Closing date for entries 15th Nov 2001

Late entries penalty - Double administration fee
Graeme Wilson.

55th Nationals Control Line co-ordinator.



TARMAC Notes for September and October

Having left the writing of these notes to the last minute for a change, I am now faced with the decision to either sit down and think of something to put on paper, or just to give up and skip the notes for this month. That would be a first, but the blank page seems very blank today. Seeking inspiration, I wandered out to my workshop and fossicked about in my box of special tools. These are odd devices that I have made as an aid to manufacture for those unusual parts that you sometimes need to make your self. It didn't give me much inspiration, but I managed to waste some time discovering things that I had forgotten that I had, and a couple of items that I know that I made, but can't remember what for.

In the box were things like: A jig plate for drilling uniform mounting holes in my standard control line reels. A spring winding tool for making the steel line bindings for Stanzel monoline wire ends. Head gasket cutting punches. A tool for cutting the hubcaps for streamlined wheels from Coke can bases. Dummy crankshaft noses for standard and CS Oliver Tigers used for making metal spinners. There were lots more, all probably equally uninteresting to anyone but me (an incorrigible gadgeteer).

On the subject of workshops, most of us started out modeling with little more in the way of tools than a razor blade and a more or less flat board to build on. Some still use just that and yet produce miracles of modeling, while others are seduced to the dark side and build enormous workshops crammed with complicated machine tools, many of which may only be used quite rarely. Well equipped workshops don't guarantee an improvement in work quality but some tools can be a tremendous help. If I was asked for advice as to what machine tools to start with I would recommend a good drill press and a small metal turning lathe. Something like a Myford 7 is near to perfect for me and you really don't need any more than that to make almost anything.

While discussing metal working, it might be handy for some of you to find out about the different alloys of that most useful of aeroplane building metals – aluminium. There are a number of different alloying agents that can be added to Aluminium. The range of alloys have different strengths and characteristics (such as fatigue resistance or hot strength) and therefore suit some applications better than others. To differentiate between these variations on the basic material manufacturers have used a code to identify the alloy of the finished product (bar or sheet) that is generally printed on to the material surface. Over the years there have been several different codes used, but the one most widely used in Australia is the four digit code formulated by the Aluminium Association of America. That of course is because the vast majority of the product that we use is sourced from American manufacturers.

The first number indicates the alloying metal, the last two digits indicate the specific alloy and the second number indicates a modification from the original alloy. The numbering system does not specify the strength directly. But knowing the alloy type and it's heat treatment, you can find the approximate strength and ductility of the alloy from the Aluminium association references.

Pure aluminium stock will have a code starting with 1xxx. (1100 is pure aluminium and very soft, malleable and corrosion resistant).

The codes for the other alloys are as follows:

Copper	2xxx	(examples are 2017, 2117, 2024, 2124)
Manganese	3xxx	(example 3003)
Silicon	4xxx	
Magnesium	5xxx	(examples are 5052, 5056)
Mg + Si	6xxx	(example 6061)
Zinc	7xxx	(example 7075)

On top of the alloy groups, there is a designation for temper:

- F - As fabricated. (Some temper from shaping, no special control over hardening).
- O - Annealed and re-crystallized, (softest temper of alloy – heat treat after forming).
- H - Strain hardened. (strength increased by strain hardening)
- T - Heat treated to produce stable temper (divided into the 8 subdivisions below):
 - T1 - Naturally aged (at room temperature).
 - T3 - Solution treated, cold worked, and naturally aged.
 - T4 - Solution treated and naturally aged.
 - T5 - Cooled from elevated temperature shaping + artificially aged.
 - T6 - Solution treated and artificially aged.
 - T7 - Solution treated and stabilized.
 - T8 - Solution treated, cold worked, and artificially aged.

The strength of the alloy is a function of the composition and heat treatment. Therefore, saying alloy 7071 etc. really doesn't define the strength by itself. There you go. You may not need to know that, but it won't have done you much harm.

Due to a range of reasons, including some particularly rotten weather this month, I haven't spent much time at the flying field of late. However I did get to be slightly involved in the State Combat championships, where we had a reasonable entry list and some very dynamic competition. The surprise of the day (for me) was the performance of Stuart Sherlock. A gentleman that I had hitherto thought of as one of the smooth stunt flier types after his performance at the Nationals and recent win at the State Stunt champs. However, he came out of the West like the Grey Avenger and defeated Gary Turna to add the Combat trophy to his tally for this year. In third place was Matt Pickins, who is also becoming a regular (and welcome) visitor to the TARMAC field whenever there is some combat action.

There are some photos to go with these notes and although I keep forgetting to mention it, I cannot claim credit for these as most of them have been supplied by Adrian Dyson.

I hear that we will soon be seeing Jim Trevaskis back at the field as he is returning to the West from sunny

New South Wales. It will be good to catch up with him again.

Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

Charlie Stone VH4706
 Email cestone@bigpond.com

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
please	help	with	catering
	numbers	by	phoning
John	nolan	on	(02)99973434

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Stuart with his winnings after triumphing at Combat.

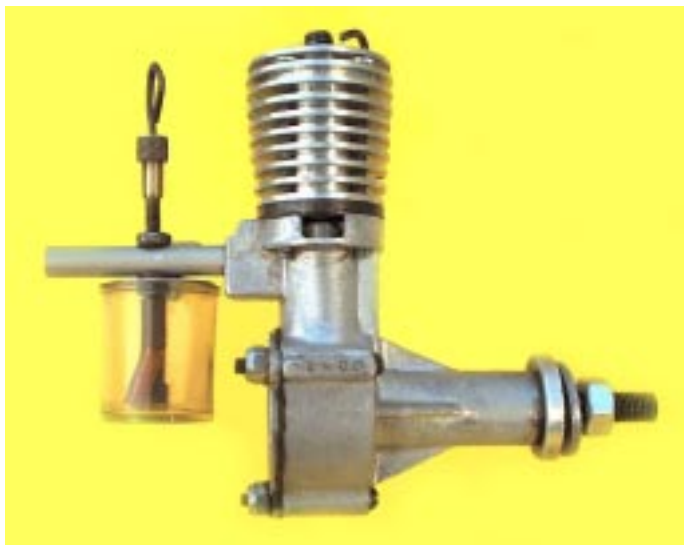
Stan Pilgrims Vintage Engines

CIE 10

The American C.I.E (Compression Ignition Engines) range of engines is shrouded in mystery. The question is “Did the company ever manufacture a 0.10 cubic inch (1.64cc) sized engine?”

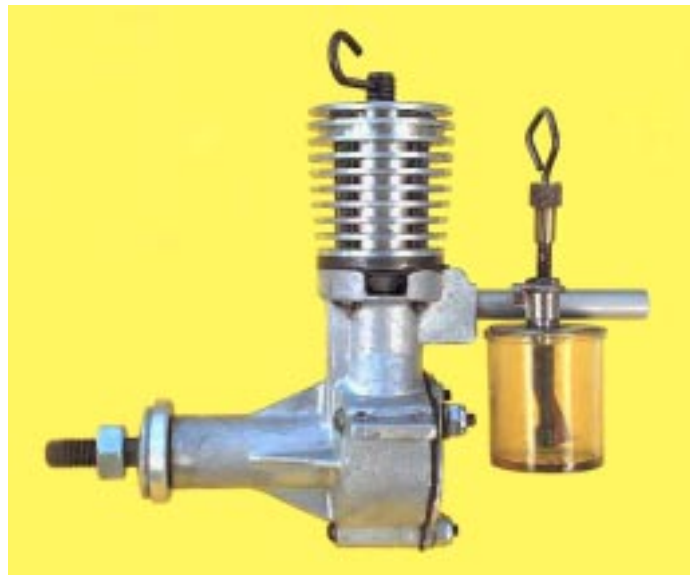
CIE first advertised their 10 in 1946. In 1947 they were reputed to have bored the engine slightly and marketed it with a displacement of 0.14 cubic inches.

Again in 1947 the CIE 10 supposedly received another bore increase which brought it up to 0.15 cubic inches. Did the company ever market a 0.10 cubic inch sized engine? I have been told the answer is no.



My engine is very well made and has a nice crankcase casting that is thought to have come from Italy. Were the castings left over from a failed Italian engine project?

The engine is numbered 1600 and has a 1/2 inch (12,7mm) bore with a long 3/4 inch (19 mm) stroke to give it a capacity of 0.15 cubic inches (2.5cc). It is also rather heavy with an all up mass of 178 grams.



When you look at the engine you might notice the bent wire compression screw lever and the shape on the end of the fuel needle valve, both are original features of the engine and are quite practical for tuning purposes.

On the test bench the engine was a delight to use and I was impressed with the constant one flick starts after the usual finger choke.

The engine swung a “Magnum” 9x4.5 inch propeller at a steady 7500 rpm and took three minutes to drain it’s small fuel tank .

I also fitted a 10.5x7 inch “Magnum” propeller just to see what would happen and after reducing the compression setting slightly the result was a steady 5500 rpm.

The CIE 10 is now a rare engine to find and all the engines I know of are the same capacity (2.5cc) as mine.

The company probably had every intention of building a “10 “ and may have even produced a few prototypes but were probably disappointed with the meagre power output for such a large and heavy engine hence the capacity increase. Just imagine what the bore stroke ratio might have been - 13/32 inch bore with a 3/4 inch stroke (10.3mm x 19mm)?

Why was it named the CIE 10 instead of CIE 15?

To any ready who is fortunate enough to own one I suggest you check the diameter of the bore, who knows you might have the elusive 1.6cc engine.

Stan Pilgrim



*(From
Tarmac
Notes)*

*Turna (L)
and
Sherlock
practice a
simple
folk
dancing
routine
while Fred
Adler taps
out the
rhythm
with his
feet.*

The Control Line State Championships for Queensland will be held on Queens Birthday weekend 8th-10th June 2002

Entry forms will be distributed early March 2002

Regards

Adrian Harrison

Aeromodelers of Logan City

Secretary

SPEED AT THE NATIONALS.

As stated in an earlier Control Line News we propose to run the new Class 5 .21cu inch [3.5cc] as a Demo event with combined speed. As yet I have had no feedback from competitors. Do you want to run it or not? If not I will stop wasting my time trying to promote speed in this country.

We would need a minimum of 5 entries to fly; I will provide a Trophy for the fastest model. Results will be separate from the official combined results but will be flown in conjunction with combined speed for convenience and to save time.

All contest procedures will apply...let me know.....

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



KNOX SUMMER EVENING FLY-INS

All fliers are advised to set aside the following evening dates for this summer's activities which start with daylight saving in November. Just turn up after work with a plane in the boot of your car for a fly and natter. The Knox site is easy to get to and everyone is welcome.

15 November	6.30pm club field fun fly
20 December	6.30pm club field fun fly
25 December	7.30am club field sewerage working bee
17 January	6.30pm club field fun fly
21 February	6.30pm club field fun fly
21 March	6.30pm club field fun fly
18 April	6.30pm club field fun fly

Enquiries: Derek Pickard 9889 1149

Control Line Aeromodellers of Gippsland

From Peter White

The CLAG flying day at Knox on October 7th was a rather poorly attended affair with only eight flyers turning up. Most likely, the bleak weather forecast for the weekend along with the Bathurst races being on both contributed to the poor attendance.

Fortunately the days forecast was not fulfilled so

CLASSIC B.

that all that turned up were able to put in plenty of flying. As the afternoon wore on the southerly became a little more gusty but was still quite manageable. Knox being Knox, the two circles that were used were somewhat soggy after the previous two or three days rain and waterproof footwear was handy for paddling through the surface water lying around.

Tony Cincotta arrived early with his elderly OS 35S powered Windy, an O.D. from long ago and his Hurricane, a Bob Palmer design, which flew well with a later model Merco 35 given a new lease of life with one of Tony's plasma piston/liner sets boosting the capacity to .40. The whole package ran very well and seemed to be putting out quite good power despite not having a lot of running time. Tony has these conversions for some other motors including the ST 46, which sounds and runs like an original, again with plenty of urge.

Doug Grinham put in a couple of flights with his immaculate Fox 35 powered Ramrod before bringing out a new O.D. Venus also with a Fox 35 up front. Doug was quite happy with initial flights on this model, confident that with a little trimming it will be a good one.

John Goode and son Rian made the trip down from Seaton, a brave move in view of the weather forecast, with Dick Stele Rookie trainer / Oliver Tiger 2,5 and an O.D. Brown Pants powered with an HP 40. This is a take off of the old Henry Stouffs Blue Pants and gives a wild ride with the HP40, hence the name! Rian, who had a number of flights with the Rookie, continues to improve his flying.

Craig Hemsworth put in at least one flight with his OS46 FSR OD Pirouette while he and son Liam shared some flights on a Fire Streak that was powered by an OS 35. I saw Craig at one stage running up a Cox 049 or similar in a small model but don't recall seeing it in the air.

Next up was Robbie Hiern who used three models for the day- his trusty Ambassador/ AM35, a Chief with a Lazy Blue Head McCoy 40 and his fairly new Frisky powered with a Frog 2.49 BB Mk 2 which has been slightly modified and runs well.

Maffra's Geoff Ingram was in Melbourne for other reasons but just happened to have a plane in the car- his old reliable Windy. This model has undergone numerous repairs, some major, and has become quite obese as a result but Geoff seems to nurse it through the pattern quite capably. Look out when he gets his up coming Nobler into the air.

Peter Roberts made a couple of flights on his OS15 powered Peace Maker along with helping Tony to sort out the Hurricane and have two or three flights with it.

Yours truly brought out a recently built GEO-XL with a Stalker61 RE to drag it around. Despite weighing a horrifying 68 ounces, it turns well and keeps good line tension every where. The Stalker is obviously producing a lot off power to drag this 'block of flats' through the pattern. Looking ahead we'll find some action at Moe on Sunday November 4th followed by Traralgon on Sunday December 2nd.

Although there will be some absences in January because of the Nats, the Maffra gathering will go ahead on Sunday 6th.

We hope to see good roll-ups at the above mentioned days were the usual BBQ facilities and scintillating conversation will be freely available.

Until then, fly safe and often.

Classic B model numbers continue to grow with another new model taking to the air last weekend. It was the first flight of the 'ROCKET', the latest addition to the Hallowell/Baddock racing stable. (see photo) Motors are interchangeable with either an LA of FP 25 providing the urge. First up performance exceeded the old 'ton', but we would like to see a bit more yet. This bright red K&B painted racer is an own design to Classic B specifications. Around 17 seconds for 7 laps will be pretty much on the pace. A few 10th's quicker and you could be looking at taking home a trophy from the Albury Nationals. Classic B T/R is to be flown on Saturday, January 5, 2002.



Have just heard some interesting reports from England that several guys in the historic and famous Wharfedale club are building Dalesman type models because they are fed up with the purists and the pre-1958 Vintage B syndrome! The Dalesman dates from the early 60's and is one of the best looking 'B' racers ever. Maybe they are looking at OZ as a way to go. Galaxie and Cresendo plans have been sent to England and these models will certainly be in the air before long. Could this be the beginning of a Pommy revolution ??

Some of the South Bristol club members are also starting Classic B racing. They think it may well catch on because many of the B flyers are getting frustrated by the poor selection of decent models. They don't ALL want to fly Double Dices! They also are fed up with the inflated prices, unreliability and lack of parts of the pre '58 engines, not to mention that really good motors are difficult to obtain in the first place. Speaking of plans, almost 40 of the Galaxie and Cresendo have now been sent out, with about 1/2 going to NSW flyers. Roll on January 5. The thought for today. Remember...practice makes perfect. So if you want the best chance of having a 'bug free Nats' ...get out and practice as often as you can. It's that simple.

John Hallowell, VH 1984.

CONTEST RESULTS



Combined Speed held at KNOX 21/10/2001

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest Km/h	%
1	C Agnew	.21	Novarossi 21	15.18	15.18		237.15	92.12%
2	R Hiern	Class 2	Super Tigre G21/29	11.60	11.60		249.73	86.21%
3	N Wake	Class 4	OPS 40	11.77	11.77		246.12	81.10%
4	N Wake	Class 2	Picco 21	12.74	12.36	12.36	234.37	80.91%
5	V Marquet	Vintage	Proto McCoy 29	49.54	49.54		116.95	72.67%
6	R Hiern	1/2A	AME .049	DNF	DNF			0.00%

MIDGE Speed

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest Km/h
1	K Hunting	Midge	PAW	10.00	10.00		144.84
2	M Wilson	Midge	PAW	12.92	13.04	12.55	115.41
3	J Hunting	Midge	PAW	NEL	13.00	13.00	111.42

SIMPLE COMBAT - WARRAGUL 2/9/2001

	1	2	3	4	5	6	7	pts
1.G.Wilson	W	L	W	W	W	D	W	4
2.M.Wilson	L	W	W	W	B	D	L	1
3=.H.Bailey	B	W	W	L	L			0
3=.S.Reeve	W	W	L	L				0
5=.R.Marsh	L	W	L					-1
5=.S.Tregenza	W	L	L					-1
5=.M.Ellins	W	withdrew						-1
8=.A.Beevor	L	L						-2
8=.G.Keene	L	L						-2



CLASS 2 TEAMRACE - KMAC 21/10/2001

	Rd 1	Rd 2	Rd 3
1.J.Hallowell/K.Baddock	3:08.65	dn fly	dn fly
2.G.Wilson/M.Ellins	3:13.65	3:34.87	3:11.29
3.H.Bailey/P.Roberts	dn fly	3:43.96	dnf 43

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

Catering will be available on the day at the field.

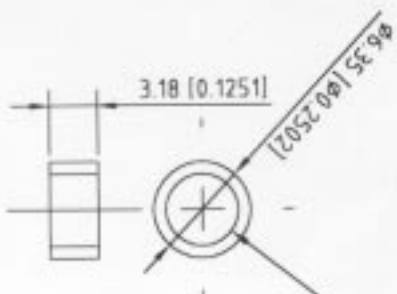
Rules of Nostalgia Aerobatics

(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.

BODY 5. SQUEEZE BALL. SQUEEZE SUFFICIENT.



SPRING RETAINER

Item	Qty	Nam
1	1	BALL
2	1	SPRING
3	1	SEAT
4	1	SPRING RETAINER
5	1	BODY
6	1	STEM
7	1	WASHER
8	1	GASKET

THIS DRAWING WAS PRODUCED USING CAD
 ALL REVISIONS MUST BE DONE ON CAD
 THE CAD FILE IS CONSIDERED THE MASTER
 FILE CREATED ON Autodesk MDTL
 FILE NAME: TT Valve.dwg

NOBLI

TITLE

Time Tr

For Sale

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

Super Tiger. ST60 Stunt engine. Early model with tube muffler. Eather converted. All excellent. \$175
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Aeromodeller issues almost complete 1970's, many 60's, 2 only 50's (will not split)
1 only original mills .75 VGC tank missing.
Best offers within 2 weeks of publication.
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Robert Owen 0417 411 774

A.C.L.N. ADVERTISING

For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

Copy or artwork for ads should be sent to the editor, cheques to the Treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"

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.

→ → → → → → → → → → → → → →

Plan or copy of plan for Gieseke Nobler
John Leditschke 08 82647238

→ → → → → → → → → → → → → →

WANTED URGENTLY.

A Contest Director is required for Control Line Scale (F4B & Stand Off) at the 55th Nationals.

If you are willing or able to help please phone Graeme Wilson (55th Nationals C/L co-ordinator)

On 03 9786 8153 (h).

MECA MODEL ENGINE COLLECTO

Sunday, 25th November 2001 – 10am to 3pm

at the SYDNEY SOCIETY of MODEL ENGINEERS Inc.
869 Luddenham Rd, Luddenham NSW 2745

- ◆ Bring your engines to display, as well as buy and sell. Your engines are of interest to everyone!
- ◆ Items for trade and sale must be clearly marked. 'For Sale' items must be priced.
- ◆ Please bring your own table. Set-up behind your car for a hassle-free day.
- ◆ Engine builders are particularly welcome and we always have interesting running displays. Gordon Burford and other experienced builders will be on hand to assist and advise beginners.
- ◆ This is an Open Day, so there's lots to see and the SSME canteen will be open for refreshments.
- ◆ Luddenham is about one half an hour's drive SW of Sydney. Refer to UBD or Gregory's for full location details.

Our previous Collectos were a great success. Help to make this one even more enjoyable!

For further information, contact your **Regional Co-ordinator, David Owen:**

Ph: 02-4227 2699; Fx: 02-4227 2975; owendc@1earth.net; PO Box 264, Fairy Meadow NSW 2519.

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