

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 54



Produced by the Victorian Control Line Advisory Committee

April 2002
INSIDE THIS ISSUE

Contest Calendars
Contest Results
Around the Clubs
Team Race Chat
Queensland News update
Editorial
W.A. News
For Sale
Wanted

**Copy Deadline for next issue is:
Wednesday 17th April 2002
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.

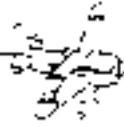
Telephone (03) 9543 2259.

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

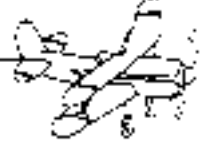
Email address:- acln@ozemail.com.au



COMING EVENTS



COMING EVENTS



CONTROL LINE CONTEST CALENDAR 2001

APRIL 7	Simple Combat.	SMAC
APRIL 7	CLAG Country Flying Day at Moe	
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 5	CLAG Country Flying Day at Toongabbie	
MAY 19	FAI & Combined Speed, Triathlon (Artmil Trophy), 1/2 A Team race.	CLAMF
MAY 26	FAI (Yeoman), Novice & Jnr Aerobatics, Simple Rat race.	KMAC
JUNE 9	Balloon Burst, Limbo.	SMAC
JUNE 16	FAI Team race, Goodyear, 1/2 A Combat,	CLAMF
JUNE 23	FAI & Modified Combat. Vintage Stunt, Combined Speed, Vintage "A" Team race.	KMAC
JULY 7	Simple Rat race (whipping permitted).	SMAC
JULY 14	FAI & Combined Speed, Jnr 2.5cc Combat, Mini Goodyear,	CLAMF
JULY 21	FAI (Stuntmasters), Novice & Jnr Aerobatics, Class 2 Team race.	KMAC
AUG 4	Simple Combat.	SMAC
AUG 11	FAI Team race, 2.5cc Rat race, 1/2 A Combat.	CLAMF
AUG 17-18	Events to be advised	Bendigo
AUG 25	Classic Stunt, Vintage "A" Team race, KMAC Combined Speed.	KMAC
SEPT 1	Classic Stunt, Vintage Stunt, Aust "A" Team race, Classic "B" Team race, Simple Combat.	Warragul
SEPT 8	Vintage "A" Team race, Aust "A" Team race.	SMAC
SEPT 15	FAI & Combined Speed, Simple Rat race, 1/2 A Team race.	CLAMF
SEPT 22	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	KMAC

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

CLAS 2002 CONTEST CALENDAR

DATE	CLUB:	EVENT:
7th Apr	KMFC	0.10cc Combat & Slow Combat
14th Apr	Doonside..	
	Venue KMFC	F2B Aerobatics
28th Apr	SSME	F2B Aerobatics
5th May	KMFC	Palmer / Aldrich Classic Stunt
18th & 19th May	To be confirmed	
		Veteran's Gathering in Muswellbrook
26th May	SAT	F2B Aerobatics
14th Jul	KMFC	"AGM, 2.5 Stunt, F2CN & Slow Combat"
20th Jul	REMAC	All American Senior (de Bolt) & Vintage Stunt
27th Jul	SSME	"Vintage 1/2A, Vintage B, Goodyear T/R & Combined Speed"
28th Jul	SSME	"Phantom, Vintage A, & Bendix TR"
11th Aug	KMFC	F2B Aerobatics
18th Aug	WMFC	Aussie Slow Combat 2.5cc
25th Aug	Doonside..	
	Venue KMFC	F2B Aerobatics
15th Sept	KMFC	"Classic Stunt, Vintage Stunt, Simple Rat, Slow Combat and Swap Meet"
29th Sept	SSME	Slow Combat (bonus points for WW2 style models).
Oct T.B.C.	CLAS N.S.W.	State Control Line Championships
12 th Oct	REMAC	Duke Fox Memorial Vintage Stunt
10th Nov	SAT	F2B Aerobatics
17th Nov	NACA	Classic Stunt
17th Nov	KMFC	"Vintage, Vintage 1/2A, Vintage A and Vintage B Team Race"
24th Nov	SSME	F2B Aerobatics
8th Dec	KMFC	"Xmas Fun Fly, Slow Combat, Phantom Racing & Xmas Decoration"



CLAMF

members are requested to take note of the Fun/Learn to fly day that the club is holding at the Frankston field on April 21st

Please contact a committee member and ask how you can assist

CLASII CONTROL LINE EVENTS CALENDAR 2002

Flying field at Leichardt Park just past One Mile Bridge
Ipswich

Members fly most Sundays between 9am and 1pm. Club competition days are held on the second Sunday of the month. Visitors are most welcome but please bring your F.A.I .card to prove current MAAQ membership. This is a Council Park with permission given to fly only control line planes, no radio and only between the hours of 9am to 5pm. Further information on club activities can be obtained from President Mark McDermott 07 32889263 or Secretary. John Taylor 07 33927679 email johnndt@iprimus.com.au

APRIL Sunday 14th **Ipswich Open Grass Speed & Team Race Championships Part 1**
Combined Speed
Vintage A
Vintage B
Bendix

MAY Sunday 12th Scale Fly In
(Mother's Day)

JUNE 8th 9th 10th QUEENSLAND STATE CHAMPIONSHIPS

**At ALC FIELD
Chetwynde Street**

Loganholme.

**Further details from
Secretary ALC**

JULY Sun 14th Clasii (simple) Rat
Class 2
Goodyear
Classic B

AUGUST Sun 11th Clasii (simple) Rat
Junior 2.5 Slow Combat
2.5 Slow
FAI Combat

SEPTEMBER Sun 8th Clasii (simple) Rat
INTERCLUB MOUSE CHALLENGE
Mini G/Year
Open Combat

OCTOBER Sun 13th Scale Fun Fly
NOVEMBER Sun 10th **Ipswich Open Grass Speed & Team Race Championships Part 2**
Combined Speed
Clasii (simple)Rat Open

Team Race \$15 per team
Prize nib Norvell 15 glo motor, 2nd & 3rd Trophies
2 Rounds of heats and fastest 3 to Finals
Junior 2.5 Rat Race

DECEMBER Sun 8th Christmas breakup and Fun Fly

FOOD AND DRINKS ARE AVAILABLE AT THE FIELD ON CLUB DAYS. Visitors are requested to make a gold coin donation to club funds for fun flyins. Competition events commence 9.30am. Separate entry to apply to each event. Clasii (simple) Rat rules available from Secty.



Control Line Aeromodellers of Gippsland
Knox Flying Day.

A total of twelve fliers showed up at the Knox club field for the February meeting. A constant light southerly breeze tumbled through the trees that border the field but caused little bother.

Geoff Ingram made the 21/2 hour plus trip from Valencia Creek, an outer suburb of Maffra, John and Rian Goodge journeyed down from Seaton which is not too far from that area while Dave and Vera Lacey also put in a couple of hours travel from Ballarat to join us.

Geoff brought his Hearn's Hobbies Demon with which he gained fifth spot in Vintage at the Albury/Wodonga Nats, his first Nats attempt. In this model he was running a happy sounding Frog 500 that appears to have had little use. Geoff handles the Demon pretty well despite it having a fairly major wing warp. He also has had a Gieseke Nobler under way FOR QUITE SOME TIME —we're waiting with interest to see how it performs.

John and Rian flew their Peacemaker-like O/D powered with an ST15 up front (where else?). Rian's skills are improving to the point where he can just about show dad how to keep the pointy end out of the mud. Word has it that John has an Ares under construction — power plant? He has an HP40 and a Stalker which I think is a 40 so maybe one of those will become the noseweight.

Dave got in his share of air-time with the three models he brought down — a Skylark with a black case Merco 40, a Frog 500 powered All American and a MadDragon which is Dave's combination of a Madman and some other obscure Olde Thyme design. The Merco ran well enough for me to wonder whether it was fitted with one of Tony Cincotta's plasma piston/liner sets — but that's only a guess as I didn't get to hear any details.

Avid newcomer to the club is Frank McPherson who is making a return to the hobby after a dalliance, of the aeromodelling kind of course, many years ago. Frank was flying a Ken Taylor designed and built Centaur hauled around by an Aldrich Fox 40. Although in the early stages of a comeback he appeared unruffled by the turbulence as he performed mild wingovers and safe takeoffs and landings, the first takeoff being the exception. Frank is well into the construction of a Sig Mustang , also for a Fox 40.

Craig Hemsworth arrived later in the day with his shortish coupled "I" beam O/D based around an unflapped Ares wing, using an ST 40 to keep it mobile. I hear that there's a full stunt O/D on the Hemsworth drawing board but no other details as yet. Watch this space!!

Robbie Hiern restrained himself and flew only one plane - a Frisky which was kitted by Hearn's Hobbies in the 50's. This little 33" machine which Robbie has fitted with a Frog 249, features an inverted motor and bubble canopy.

Graham Keen and Graham Vibert wandered down from the Latrobe Valley to join the fray. Graham the Keen (also CLAG secretary) brought out his S.O.S.models (I think he meant that it was time he produced some new ones), a Wildcat and a Peacemaker both containing OS 15s.

Graham the Other again had his trusty All American shed a couple of strips of wing covering which has become

brittle over the years - must have the refurbished Fox working too well, Graham!

Doug Harlow spent the day grounded, trying to find a needle setting on his recently purchased preloved Moki 51. The thing refused to drop into a four cycle no matter where the needle was set so it was handed over to Robbie to be examined and measured. Doug is nearing completion of a semi-scale Commanche using a wing similar to that of Frenchman Beringer's four stroke model.

Doug Grinham's O/D Jazzer was given a number of workouts during the day. Doug has the GMA/Jett in this plane running very smoothly and powerfully. He also is huddled over the building board, working on a Joe Parisi design for a Stalker 61.

I again flew my GEO XL which is handling better now that the Stalker 61 is working. In an attempt to cure what appeared to be a cold running problem I spent nearly six months off and on fiddling with head shims, props, oil

content, plugs, etc. to no avail. I finally decided that the plug not sitting flush with the combustion chamber could be the culprit, acting like a short reach plug, although it was short by only 1 - 1 1/2 threads. After having Robbie Hiern remove .035 off the plug seat it now sits flush and the 20 runs since then have been spot on. Let that be a lesson!!

The next CLAG day will be at Warragul on March 3rd but PLEASE NOTE THE CHANGE OF VENUE. Because the Warragul Show is on that weekend our usual oval is unavailable but we have use of the secondary college oval which is in Burke Street opposite the caravan park.

For those so inclined, bring your raw materials for a BBQ. BBQ facilities are provided

We look forward to having a good roll up for the day.



TARMAC Notes for February and March

'Team race aerodynamics is Bullshit.' Or so British F2C racer Dave Campbell is alleged to have said at some time in the distant past. The origin of the statement is not really important, but I wonder exactly what the context of the comment was, since most team racers are fairly aerodynamically clean in appearance. If he was talking about varying a wing section and expecting to see a change in performance, I would say that he is undoubtedly correct. But I am sure that for a given weight, you could see a gain in performance by some changes in overall drag (like tucking the wheel inside the plane when in flight). These interesting experiments are unfortunately prohibited to those of us that are confining our attentions to the fields of vintage or classic racing. Nevertheless it surely can't do any harm to make sure that the minimum amount of drag generating appurtenances are hanging out in the breeze when we go racing.

Not everyone seems to care though, and streamlining is less of a worry for those with either the skills or finances to possess engines with a surplus of horsepower. I like the idea of low drag racers, even if they are essentially a pipe dream since most of the drag is caused by the lines. For

this reason I try to fair in all the bits that stick out and do anything else that I think might help the cause. For instance, I use streamlined wheels, hoping to help matters by cutting down on frontal area with those if nothing else. As far as I know the old style rubber tyred streamline wheels are no longer available, so I make my own in my workshop from black nylon.

Thus far they have given me every satisfaction in operation over grass surfaces. They take a bit more time and trouble and you do need a lathe to make them, but there is some satisfaction in doing it yourself. On the off chance that someone is interested, I am enclosing a sketch of my 2" wheel for B class, so you can see how I go about it. They weigh about 1/2 ounce each. I suspect that quite a few folks might scan the sketch, then shake their heads sadly at my folly and turn the page. All I can say is that it makes me happy to make them that way (and of course they work). I believe that Bob Fry has a design of streamlined wheel that can be home made without the need for a lathe. I will see if he can be persuaded to come forth with a drawing and description for that some time soon.

Fairly recent news came to me in the form of an e-mail from David Axon forwarded by Bob Fry. The 2004 Nationals have been allocated by MAAA to Western Australia to be held at the same location as the last WA nats. The very popular holiday South West resort of Busselton!

For a bit of gossip, a rumour has come to my ears that Hans Bertina is thinking of doing a plan and construction article for his new 'Classic B' team racer, the 'Thornlie Thunderbolt'. If so it will probably feature in 'Australian Control Line News'. That should make an interesting study of technique and design, because very few folks seem able to get B class models down to the anorexic 19 ounces weight of his latest racer.

Speaking of plans, I am seeking a plan for the Mercury 'Marlin'. This is a little elliptical winged stunter for 1.5cc engines. If you can direct me to one I will be most grateful.

On a less happy note, it was not all that long ago that I heard of another modeler who has suffered from an unwanted invasion of white ants that had developed a taste for the contents of his workshop. Unfortunately, that was where he had all his stocks of modeling gear stashed away. The termites managed to do a lot of damage to treasures assembled over a lifetime. You might expect to have them eat wood and irreplaceable magazines, but even things like engines that you would assume were impervious to the depredations of these monsters suffered. Engines are left with crankcases etched and corroded; cylinders encased in clumps of corrosive mud. This is the fourth time in the last few years that I have heard of modeling gear being spoiled by white ants and I hope it will be the last.

The reason that I have mentioned this is because many aeromodellers have occasional breaks from the hobby (sport?) and there is a tendency to assume that because all your treasures are locked away in the back shed they are safe. Not so. It might be a good idea to check them out every now and again. This is especially so in these days of environmental responsibility where insecticides have to be of extra low toxicity so as not to represent a risk to any living creature (even white ants I suspect). A good friend of mine refers to the latest lot of chemical treatments

as 'Peppermint flavoured termite aphrodisiac'. He thinks that far from discouraging the things, it drives them into an erotic frenzy that results in more rather than less at the site of the destruction. Don't let them get your stuff.

A while back I was pleased to get an Email from Paul Saffrey, a long time aeromodeller who lives in Albany and flies with Albany MAC. He brought me up to date on some of the activities going on in the Southern part of WA. Paul has just finished building a 1959 era Montgomery Models" Ramrod " stunter like the one that his father built and flew back in the 60's. He reports that it flies very well with a .40 up front. He is a versatile modeler who flies Choppers, R/C and C/L aircraft and runs race cars as well (There is a small .12 gas car park car club in Albany too). It seems that there is growing control line activity in Albany and Paul and one of his friends are starting to fly some C/L combat as well. Their club is doing well and if you are heading down to Albany at any time, give him a call and check out the action. You can call him on (08) 9842 9710.

In case I ever find myself at the flying field without anyone to help launch my plane, I keep a 'stooge' (self release) in my toolbox. It can hold back a model with the engine running while I sprint (would you believe plod?) to the handle in the centre of the circle. Whenever you use any mechanical device, there is always the possibility of it going wrong, so a handy tip to remember is to peg the down line at the handle end of the lines with a screwdriver so that if it does release prematurely the result will probably be just a nose over and broken prop!

Not long ago, I made a return visit to the West Australian Air Force Association museum at Bull Creek. There is plenty there of interest to occupy the attention of anyone interested in aviation matters. For instance, it gave me a chance to have a look at the cylinder shrouding on one of the big Pratt and Whitney twin row radials. That has a few lessons for builders of team racers with an interest in engine cooling. One very helpful change is the provision of sets of steps next to many of the planes so that you can peer directly into the cockpit. Another change that has been made is a large bridge like structure that allows you to walk across a balcony above the level of the aircraft. From there, you get a very different perspective to the usual peering up from beneath position. It gives a magnificent view of the Lancaster bomber and lets you see some of the unfamiliar lumps, bumps and protuberances up close. The Lancaster brought back a few memories for me as I had a very close, and rather unauthorized study of it just after it's arrival in Perth in 1962. It happened like this....

One day while in our backyard at South Perth, I heard the sound of aircraft engines in the distance. A common enough thing, but these engines sounded most unusual. Unlike the rumble of the radial engines in all the common airliners of the day these made a wonderful harmony. I scanned the sky off to the east and saw what looked like a Lancaster bomber in the distance. It seemed most unlikely, but later that day it was confirmed on the news. A Lancaster had been given to us as a gift from the French air force. The sound that I had heard, like a siren song, was the sound of four synchronised Merlins.

A couple of days later I made my way out to the airport on my bike bearing my camera. I wanted to have a look at the

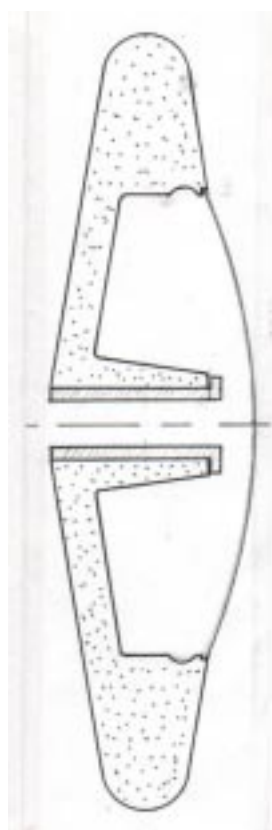
Lanky, and hopefully get inside. I found her parked away from the terminal in an empty paddock. A fuel tanker was in front, and an airport employee decanting the remaining fuel from the tanks. I climbed through the fence and went over to the guy. I explained that I was an aeromodeller and wanted to take some photos for use in making a scale model. Could I get inside? That was a lie, as I had no interest in making a model of the thing, but steeped in stories of the 'Dam Busters' and 'Enemy Coast Ahead', I did want to have a look through and soak up the atmosphere. He told me that the door in the side was locked and no one was allowed in; But did I see that hatch up under the nose? Yes, I did. "Well" he said "I'm just rolling this 44 gallon drum under that unlocked hatch, and I think that I will be looking over there at my truck for the next few minutes."

A wink is as good as a nod to a blind man (and to me too) so without any further delay I nipped in through the hatch. I had a brief look down inside the gloomy depths of the fuselage, which was filled with pitfalls and dangerous protrusions, and retired to the cockpit. I sat in the pilot's seat and took some photos of the dashboard and out along the wing. I would have liked to stay for a while, but was conscious that I might be inconveniencing the guy outside that had been kind enough to let me in. So I hopped out of the hatch, said thanks and left. In the years since, I have been aboard her a couple of times, but the first was the best.

Well, that's it for another month. Do you realise that if venetian blinds hadn't been invented, it would have been curtains for all of us?

Charlie Stone VH4706
Email<cestone@bigpond.com>

Associated illustrations:



Here is a cross section of my homemade wheels. The main body of the wheel is turned from black nylon. They turn on the outside of a small flanged steel bush 3/16" OD, 1/8" ID. That is lubricated on the outside and bonded to the undercarriage wire with Loctite 601 compound. This avoids the heat of soldering and risk of melting the plastic. The whole business is tidied up by aralditing a hubcap made from the bottom of an aluminium drink can over the open space inside. The hubcaps are cut (stamped) from the can using a home made die in my hydraulic press (You could use a vise for that part).

Here are some of the wheels. A 2" B class fitted with a hubcap, and one in bits with the hubcap and spindle bush alongside. The little wheel is one for A class racing. It uses the same size hubcap as the bigger ones.



This is one of the photos that I took while having a look at the Lancaster, just a couple of days after it's last flight. A study of the dash board. To use the controls on the right hand side a removable seat has to be swung into place and locked in position as a gap in the starboard pedal area provides access to the nose turret and the access hatch



Team Race Chat

This month's column starts with a temperature warning to all Classic B competitors at the upcoming State Champs in Victoria and South Australia. Conditions in the race circle are about to hot up dramatically as the Dream Team of Ken and John Hunting make their move to grab all available Classic B trophies. The Dream Team are preparing their own special race version of the OS 25 and have a Thunder Tiger 25 on order as well. They plan to make these motors stove hot and end the domination of the MRS 25's. Sounds like Robbie Heirn may have to come up with some new tricks for his clients...

Rumour has it that the best looking Classic B at the Albury Nationals may be the subject of a plan in the near future. Check out Charlie Stone's entertaining Tarmac Notes for more details. You'll find them in this issue of ACLN.

If there's anybody out there who believes making race tanks is not one of the 'Black Arts', then think again. Well known English team race enthusiast Dennis Ward penned an extremely interesting article on tanks in a recent edition of the British publication, Vintage Teamrace News. Dennis was talking about the tank setup on his Enya 29 'B' racer. He had been playing around with 30cc tank designs constructing 20 dual cell chicken hopper tanks to multi Nats winner John Alcock's basic specifications. (*that's REALLY being keen!*) All were made with small changes to the design, and were thoroughly tested in the air. One day he found the right location for the balance pipe and "BINGO! The tank worked!"

However, he still could not get 55 laps and playing with fuels did not give the desired results. Talking with Joe Myska one day, it was suggested that the overflow pipe be bent between 42 and 48 degrees to the angle of the airflow.

Voila! Dennis gained an extra 9 laps! Problem solved.

After reading this, I was inspired to grab a protractor, take the trusty old Classic B Crescendo down from the wall and bend the pipes to 45 degrees. I decided to bend both the filler and the overflow as I felt that the filler would be losing fuel too. At the flying field the next day we found another 10 laps! Amazing!

The tank must have been siphoning some fuel before, but it certainly wasn't obvious. The Crescendo was normally OK with laps. Now Keith Baddock and I have the option of increasing the venturi or adding more nitro and using less range ingredients! A big performance bonus from a little careful pipe bending.

Dennis says he has built 26 tanks, 4 of which worked exceptionally well. That's quite a revealing statistic. It means 22 didn't work as they should. When constructing a tank for that new racer, most modelers expect it to work perfectly, first time, every time. No question. Maybe it's time to think again.

Also from England, Paul McPeake has an e-newsletter called 'Linecheck' that is full of interesting stuff about control line racing. If you would like it sent to your inbox free of charge, drop Paul an email at paul@pmcpeake.freemove.co.uk. Tell him you read about it in ACLN. Point is that if you're into control line racing and you're even half serious, then you simply can't afford to overlook information that could well mean the difference between not finishing a race and winning it.

Paul's Editorial in the current issue makes for thought provoking reading. He writes; "*If numbers at contests are falling should we bother with the events that attract very little support and don't improve the breed? Are all these classes really necessary? Or should we just drop 1/2A, B and both Goodyear classes? Consign Phantom to the vintage circle and concentrate on F2C and a feeder class like F2CN. Would it not make more sense to get together*

with the USA, France, Portugal, Holland, Denmark etc and come up with a unified Simple Team Race (STR) class. Right now a French STR model is illegal in the UK, both British and French STR models illegal in Portugal and all three are illegal in Denmark - with Italian STR models illegal everywhere.

Perhaps we should just drop all the other classes and concentrate on F2C. I can hear the cries already "Too expensive - too difficult - we need more experience - novices just get in the way". Well, Clive Sharp and Mike North started 2001 with zero experience except for a little mini Goodyear. They bought a second hand Cyclon and a third hand Nelson, built a couple of models and practiced.

Their first ever race in May lasted 67 laps - their last race in October was a 3:51. Is this food for thought for some of the moaning Minnies out there? As for expense, lets be serious. When has money ever been a real problem? Some of the biggest whingers about cost are the same people who tote £750+ video cameras, £400 digital still cameras and boast about buying their kids a car for their seventeenth birthday. A Zalp K junior now costs less than a Nelson - and it comes complete with a multi function backplate with refueller and cut off.

If novices really are thought to 'get in the way', then simply seed all new teams. Set a time e.g. four minutes and fly all the "plus 4" teams together. If any team flies three or more sub 4 minute times in a season then they automatically move up and have to play with the big boys. A new team could even be assessed in the first round. Put in, say, a 3:30 and at the discretion of the CD you move straight up to the senior class for all the following rounds. Ah well - it's all probably just a pipe dream but I remember when there were 100+ entries at the Nats and even a little local event could attract two dozen teams. Happy days."

Thanks Paul. Healthy debate on the future directions of our hobby/sport is always worthwhile. Problem is, there are so many different points of view!

John Hollowell.
VH 1984



Will Robin Heirn's (above) all conquering OS 25's hold off the Dream Team challenge?



Will the 'Nobster' make an appearance at the 2002 Vic. State Champs?

This rarely seen 'party animal', often called a Neil Baker, was re-discovered alive and well at the Albury Nats.

Qld News update.

QUEENSLAND NEWS MARCH 2002.

First up, a big apology to Joe Parisi from Qld., (who I missed last month) Joe was a very close second to Mark Batty in F2B Aerobatics at the Albury Nationals with a final score of 6121.5. Congratulations on a very fine effort.

Elsewhere in Qld. Things are very quiet on the control line front with nothing to report with activity virtually nil at all club's fields. It is to be hoped that things will improve over the next few months leading up to the Qld. State Championships at ALC field Loganlea over the long weekend in June.

Needless to say I have been inundated with replies to my ad for a team race pilot. (Ha, Ha!)

In response to some criticism from down South and also here in Qld regarding the withdrawal of Qld to host the 56th Nats, as the defunct Chairman I would like to make a few pertinent comments, Qld offered to host the Nats after South Australia pulled out at a very late date. A lot of planning was already done and most arrangements were already in place.

However F/F fields near Oakey and Oakey hard stand areas were not available for R/C pylon and C/L events and nothing even remotely close to the rest of the events was available. A number of the Committee members spent a considerable amount of their time looking for alternatives North South East and West of Toowoomba even past Dalby, and for some people to have suggested that the C/L events could have been held at ALC fields is somewhat naive. Other comments that the events could have been held at Bundaberg, Maryborough, and even Townsville at such a late stage are not very realistic.

In closing discussion on these comments I would like to point out that it is becoming very difficult to arrange a Nats where all venues for all events are close together particularly in Qld and as time passes it will become even more difficult in the future. Perhaps the time has come to

reassess the concept of the Nationals.

On a final note Mark Mcdermott has resigned as C/L Administrator. Any volunteers for the position??. Please contact MAAQ Secretary.

Don't forget the Qld C/L State Championships at ALC on long weekend in June.

John Taylor

A NEW C/L SUB-COMMITTEE CHAIRMAN.

Following Graeme Wilsons resignation as chairman it seems the only bunny that volunteered for the position is me, somewhat reluctantly.

Having been a bit of a stirrer I guess it is poetic justice!

The last few years of the C/L sub-committee have been somewhat contentious and very limited in communication, I am in the process of trying to bring about substantial change by adding a bit of modern technology.

The first idea is to put all business presented to the committee onto the internet via a page on the MAAA site for all members to see. This will take a while to get organised, hopefully before the end of the year.

Having seen all the proposals returned to Graeme in the last few years I know there are quite a number of folk with some great ideas which we should all know about. Please start typing now!

There has been an attitude in the past which went "if you don't fly it don't vote or comment on it", To me this is a negative approach which stops new ideas and people from coming out of the woodwork. I am more than happy to accept input from radio and free flight in the fond hope they pick up a control handle.

The process to achieve this formally is any proposals from members must be submitted and passed by the relevant State Association, then given to the delegate of that State for transmission to the chairman. Since the vast majority of us use a computer to type I am insisting on proposals being submitted by email or floppy together with a printed copy for use at meetings.

It will take a few months to get the scheme up and running as I am somewhat computer ignorant, but the will is there and I promise all proposals CORRECTLY submitted will be posted.

The above does not completely rule out direct emails however I reserve the right to edit or even bury those which are not considered constructive.

Another idea now that there is four years between rules conferences and bearing in mind the last lot of last minute voting did not allow any revision or alternative suggestions to see the light of day is to allot the first three years to accepting proposals and suggestions and leave the last year for voting and getting the agenda ready for the rules conference.

A motion containing the above ideas plus more has been submitted to CLAS NSW and should appear in the March minutes on the net. This motion is to the MAAA and I believe the relevant committee is already looking at it.

At the present time most phone numbers and email addresses of sub-committee members are lacking, please make contact. I promise not to bite!

ANDY KERR. andy@ameaustralia.com.au

Victorians please note that your new delegate is Reeve Marsh from the Springvale Model Aircraft Club



Control Line Aeromodellers of Gippsland Warragul flying day. March 3rd

An excellent roll up of eighteen flyers took advantage of good weather - slight breeze and a light overcast to put in a full day's flying on the Warragul Regional College oval. The oval was in good shape having been recently mown and there were four circles in action.

Ken Donnelly, a recent "Retread," flew his All Australian with it's O.S.LA46 running well. Although it is still quite new, the O.S. starts easily and runs very consistently. Ken is looking forward to retiring from full size flying in August so we can expect to see the All Australian in the air more often.

Father and son team, John and Rian Goodge, showed up with the usual Brown Pants/HP40 and peacemaker-type model with an ST 15 up front.

John also had a largish O.D. fitted with a stalker 51 which, despite it's weight, flies quite well. Hence the name "Miracle"

The Stalker 61 in Doug Grinham's Jazzer was proving difficult to get along with. Normally it gives no problems but today it refused to produce any worthwhile power no matter what settings were tried.

Ted Hall was also having troubles with his usually reliable Enya 45 cutting for no apparent reason. Fortunately he was able to get in some trouble free flights on his Flapjack with it's early type teardrop exhaust Torpedo 29.

Along with Ted and Doug, two others experienced troubles with erratic motor runs with motors that normally do the right thing. Maybe humidity was upsetting these motors?

The Moki 51 of Doug Harlow's which refused to four cycle at the last Knox gathering, today ran flawlessly thanks to some surgery by Robbie Hiern. Examination showed that the liner timing was wilder than Doug's other Moki. Possibly an R/C liner was fitted to this one. It now pulls the Eclipse around like a good Moki should.

Another to be plagued with motor cutting was Craig Hemsworth. His O.S. 46FS tends to be on the wild side of ideal but usually keeps running. Today Craig was getting in plenty of take off and landing practice. I had to leave early in the afternoon so I don't know whether anyone found and cured their problems.

Craig also flew his ST40 powered O.D. with its short coupled fuselage and flapless Ares wing, which looked to be performing well. His neatly built Nobler/Fox 35 spent much of the day lounging in the pits waiting its turn. With extensive flea fright experience, Craig is able to use clear finishes on his models, having no blemishes or Biro lines to hide. Thank God for paint I say.

Robbie Hiern settled for a low key day, bringing two small models - a Friskey/Taipan 2.5 and a Marvin with an Elfin 149. Both these have Robbies usual immaculate finish and fly well - the Frisky in particular is quite stable for a model of its size.

A lot of practice up to and at the Nats has paid off for Geoff Ingram with his PAW 40 powered Freebird which he

is now flying with more accuracy and confidence. The PAW is also learning to do as it's told.

Graham Keen lent his Peacemaker/OS15FP to Wayne Lowe for a couple of flights while spending time on the club trainer with a couple of possible new recruits, Lee Marsh and son Corey. Lee who is from Warragul, did some C/L in his younger days and is keen to become a "Retread" and introduce ten year old Corey to the joys of crash repairs, cut and CA'd fingers and oil stained jeans. Word has it that there is a sheet wing trainer taking shape somewhere in Warragul.

Dave and Vere Lacey again made the trip down from Ballarat, a great effort, bringing a Skylark with a good running black case Merco 40 (they're scarce) and an all Australian powered with an early Glo Chief 29. Both Dave and Vera are competitive free flighters but fortunately Dave takes time off to build and fly control liners. I suspect that Vera doesn't have the time for C/L as she's probably flat out sweeping up Daves balsa chips and removing the glue stains from the carpet.

Yet another recently returned "Retread" is Frank McPherson who began dabbling with electric flight a couple of years ago until being bitten by the bug properly. In the last six months Frank has purchased a Centaur, two Fox 40's and is building a Sig Mustang. Uncharacteristically, his Fox in the Centaur began giving trouble, running erratically and cutting out. He and Robbie checked the head and found the plug not sitting flush with the chamber, giving the same effect as a short reach plug. This has been modified but I've heard no report on the outcome. These 40's, which George Aldrich had a hand in designing, usually give no troubles no matter what the conditions are.

The Mitchell lads, Vic and Steve, arrived with a modified Peacemaker/ Taipan 2.5, a Pheonix (actually a clipped wing Dixon T'Bird) hauled around with an Enya 35 powered Gieske Nobler. Steve's elderly, battle scarred Nobler seems to get around quite well.

Following a couple of flights on each model, the two tribal elders were content to sit back and observe us younger ones at play.

Graham Vibert showed up with beginner Brad Slocombe under one wing and a just completed Aeroflyte Kittyhawk/OS15 under the other. Brad, I think had flown a little previously and by the end of the day was going solo, using Grahams Kittyhawk as a trainer - brave move Graham!

I managed to get in two flights on my Zodiac/Moki 51 before leaving the scene.

Overall, it was a very successful day with plenty of flying, no model damage, a well attended BBQ and good company.

The next meeting is scheduled for Moe on April 7th at the Racecourse, followed by a change of venue for the May 5th meeting because the Tralgon venue is turning into a goat run. The boys are finding it difficult to prepare the field for flying purposes without hiring some heavy machinery and hence the Toongabbie oval will be used instead.

To find the venue, turn left off the highway at the eastern end of Traralgon (if the boat yard passes you on your left, you've gone to far) and proceed about 16-17 km to Toongabbie where you'll find the sports ground on your right. But first, don't forget Moe on April 7th.

I can obtain Castrol M from a local farm supplies

agent in a 200 litre drum which I can pass on at \$100 for 20 litres. Why the price drop of \$200 since the previous 200 litre drum, I don't know. If there is enough interest, I'll order a drum but I need to know that I can dispose of it fairly quickly as storage space in my shed is limited.

As on previous occasions, I'll decant it into 20 litre amounts. I know this is a lot of oil if you run small motors or don't fly a lot but if you can round up some others to share it out, it's less painful.

If your interested, let me know A.S.A.P. on (03) 5623 5120

I'm told if you don't know about something, then you don't know about it. Ignorance is when somebody else finds out that you don't know about it.

Safe flying,

.Peter White.



Springvale MAC contest results -

Simple Rat Race held at KMAC on 3/2/2002

Team	Round 1	Round 2	Final
Hunting/Hunting	100 laps	-	192 laps
Bailey/Ellins	97 laps	97 laps	123 laps
Ray/Ray	84 laps	101 laps	121 laps
Hallowell/Baddock	87 laps	93 laps	
Ellins/Bailey	61 laps	85 laps	

CLAMF at Frankston-

FAI Team Race & Goodyear 17/3/2002

The New South Wales team of Geoff and Grant Potter came down with Richard Justic to take the opportunity to do some practice over the hard stuff. There isn't a regular place to practice or race over the hard surface in NSW and Geoff reckons that us Victorians should be more appreciative of the facilities that we have at our disposal.

Lots of practice and testing took place. Mark Ellins used his model and teamed up with pilot Colin Ray and Richard Justic

	Heat 1	Heat 2	Heat3
Wilson / Stein	3:30.16	3:32.12	3:45.31
Ellins / Ray	-	-	3:31.71
Ellins / Justic	3:34.50	3:37.78	-
Potter / Potter	DNF	DNF	4:02.40
Hunting / Hunting	6:12.53	DNF	-

Goodyear results

Wilson / Ellins	4:04.66	4:02.78	
Hunting / Hunting	DNF 94 laps	4:34.94	
Potter / Potter	5:33.91	DNF Prop driver lost in flight	

SSME LUDDENHAM (24th MARCH 2002)

Phantom Team Race

	Round 1	Round 2	Final
1. J.Nolan / S.Rothwell	5.56.48	4.40.19	9.31.61
2. T.Bonello / A.Heath	5.07.15	4.43.53	9.41.54
3. G.Knight / R.Harvey	5.22.42	5.20.88	10.35.97
4. L.Fairall / R.Fairall	6.12.25	52 Laps	

Vintage 1/2 A T/R

	Round 1	Round 2	Final
1. J.Nolan / S.Rothwell	6.01.31	5.06.07	9.30.03
2. A.Heath / S.Pilgrim	4.01.40	————	9.38.37
3. G.Night / S.Rothwell	4.45.80	4.36.26	9.57.51
4. L.Fairall / R.Fairall	51 Laps	5.51.81	

Vintage "A" Class

	Round 1	Round 2	Final
1. R.Justic / A.Kerr	3.27.32	————	7.34.45
2. J.Nolan / T.Bonello	3.48.87	3.44.26	7.50.87
3. S.Rothwell / Hines	4.41.43	4.23.56	7.52.55
4. G.Knight / R.Harvey	48 Laps	3,44.78	
5. R.Owen / B.Hoggan	4.14.19	4.09.07	
6. L.Fairall / R.Fairall	56 Laps	————	

From Tony Bonello

A big thank you

For all those people that helped out at the Albury Nationals comes a special thank you for your assistance.

An extra special mention goes out to the New South Wales members Jon Elias, Len Surtees and Paul Turner that helped out with the aerobatics judging and were not credited with their assistance in the February issue of ACLN



Photo left :- Norman Bainbridge at Wagga Wagga

Norman Bainbridge 1932 - 2002

Norman died suddenly at home on the 17 February 2002, he was 69. Still an active aeromodeller in Tasmania, although these days more RC than CL, he and wife Mary were at the Albury Nats, some of you may have seen them at the tar watching Team Race, watching combat and Vintage Team Race at the grass circles or at the dinner.

Norman started aeromodelling as a teenager in the UK in the late 1940's and after a break picked up again to join Ryde Epping Model Aero Club where he flew CL and was the Secretary for more years than he would care to remember! At REMAC he flew everything but mainly racing with me from 1975 till about 1991, when I moved to England, he last raced Goodyear with Mark Godfrey at the Wagga Nats. He was a keen committed aeromodeller and was always willing to help newcomers, particularly juniors, many of whom are still flying today.

In 1994 Norman retired to Tasmania, he and Mary took retirement seriously, they bought a brand new house and spent their time together, going to shows, travelling and enjoying life. As there was no CL to speak of, Norman flew Free Flight and learnt to fly RC gliders with some success with the Launceston Model Aero Club and the Launceston UFO'ers. His interest was not only confined to model aeroplanes; trains, boats and real aircraft all interested him. He had more hobbies and interests than time!

Always the quintessential, quiet reserved Englishman, Norman loved Australia as a country and considered himself and honorary Aussie, having been evacuated to Sydney from Hong Kong during WWII. He spent lots of time exploring the country, usually as a result of driving to and from flying contests!

Norman was known and respected by many, his death is a real loss not only to his family, but to his friends and colleagues as well, most of all, he was a good bloke, please remember him as you knew him.

Mary and Duncan Bainbridge
bd@bulo.be

For Sale

Castrol M. 20 litre containers. **New price \$100**

See CLAG report for details

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

HP 40 Gold Cup W/Muffler and R/C carby \$60

Enya 25X W/Muffler and R/C carby \$60

Apart from slightly lumpy shaft bearings through not being run for quite a while, these motors are in good physical shape and don't appear to have done a great deal of work
Peter White Tel (03) 5623 5120

VOROBIEV front exhaust FAI TR MOTOR

\$450.00 ONO.

Darryl Mills Ph 08 9399 6570 (AH) W.A. TIME



Any parts including gaskets and screw sets or information leading to parts for O.S. twinstack 29 [1957-58]

Jim Trevaskis

10 Gillam Way Beechboro

Western Australia 6063

Tel 08 9 3775631

Email jimtrevaskis@bigpond.com.au

Fit young enthusiastic team race pilot wanted to fly approx seven different classes of fast competitive team race models at state interstate and National championships, must live in Brisbane area, be prepared to practice and travel on a regular basis. If you think you fit the bill please contact

John Taylor (07)33927679 fax (07)33927529

email johndt@iprimus.com.au



The debate about the venue for the next Australian National Championships is continuing amongst the MAAA executives. A suggestion has been made that Victoria repeats it's hosting of the event in the Albury/Wodonga region. The reason behind this thinking is that the structure of the organising body is mainly intact and with the approval of local clubs, councils and sponsors the driving force behind the last Nationals could be re-activated. These matters are being looked into and a decision is likely to be made by the MAAA soon.

Touching on the same subject matter I have received a form from Brian Burke of Queensland fame who is seeking expressions of interest in competing in a possible 2002/2003 National Control Line Championships.

Brian writes

A.L.C. Inc has two grass circles and one bitumen circle as well as the possibility of another grass practice field. In addition, the C.L.A.S.I. Inc. and Thunderbirds Inc. (grass) fields, although some distance away, are relatively easy to find and I believe both clubs would be only pleased to permit their use for practice purposes. Council permission would also be sought to use adjacent parks.

A.L.C. Inc. is close to the Pacific Highway at Loganholme and has several Motels and Caravan Parks within a more than reasonable distance. It is also well on the way to the Gold Coast and countless theme parks etc. Some camping might also be possible at the fields themselves.

Whilst it might not be necessary to proceed with this proposal and unless you think you will be content to wait until Easter 2004 for the next Nationals (in S.A.?) you should take out 45 cents insurance and mail your expression of interest to me.

The above mentioned form will be included in the next edition of ACLN

2001/2002 QLD CONTROL LINE CHAMPIONSHIPS

HIRE OF COMPETITION MODELS

Whether you are pressed for time to build enough models yourself or whether you simply want to maximise your enjoyment by trying out some fun events that you might normally not fly; you should give serious consideration to hiring (yes hiring!) the models necessary as it could cost you as little as \$20.00 if the model is undamaged and if you use your own engine, tank, fuel and lines.

Models will be available for hire for both the slow and open combat events.

2.5cc Slow Combat "Maverick"

Hire costs range from \$20.00 returned undamaged to \$45.00 if the model is "written off". Deposit is \$45.00 with the balance repaid when the model is returned. Purchased outright is \$90.00.

35 Slow Combat "Manta" or "Cosmic Wind"

Hire ranges from \$20.00 returned undamaged to \$55.00 if "written off". Deposit \$55.00 with the balance repaid when the model is returned. Purchased outright is \$110.

Open Combat "Mauler Open" and "Mako Super"

Hire ranges from \$20.00 (\$35.00 for two) if returned undamaged to \$40.00 (\$75.00 for two) if "written off". Deposit is \$40.00 (one) or \$75.00 (two). Purchase outright is \$75.00 (one) or \$140.00 (two).

Last year's winner "Mauler" accepts most 40s whilst the "Mako" is best for 21s and 25s. Hirer to advise whether using pacifiers or surgical tubing bladders.

If undeliverable return to:-
G. WILSON
P. O. BOX 298
SEAFORD VIC 3198

**SURFACE
MAIL**

**POSTAGE
PAID
SEAFORD**

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

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

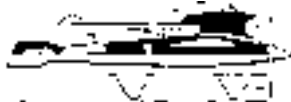
The Editor and Committee of Clubs accept no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.

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".

MODEL RACING SERVICES



*** Services ***

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

*** Kits ***

- "Arrow" - 2cc - 2.5cc speed kit includes pan, pre cut wood, hardware, plans etc. **\$85.00**
- "Ol Blue" - 2cc Mini Goodyear - pre cut wood, hardware, wheel, shutoff, plans etc. **\$69.00**

COMPONENTS FOR THE COMPETITION & SPORTS MODELLER

- | | |
|--|-----------------------------------|
| Goodyear Shut Offs | Venturis |
| Head Inserts 1/4 x 32 & Nelson | Check Valves |
| Wheels 27, 40, 50 & 60mm | Stunt Mufflers |
| Racing Undercarriage Leg & Box Sets | Line Reels |
| Prop Nuts, Prop Drivers & Extensions | Piston Rings |
| Elevator & Flap Horns | Pan Hold Downs |
| "Adjustable" Team Race & Stunt Handles | Alloy Wings |
| Tank Valves - Pressure & Suction | Exhaust Extensions |
| Single Blade Counter Weights | Mono-Line Torque Units |
| Mono-Line Handle Units | Single Strand Lines |
| Paxalon & Steel Bellcranks | Bobbin Bellcranks |
| Magnetic Prop Balancers | Time Traveller valves and fillers |

" Plus Many More Items "

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

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

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