

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 56



Produced by the Victorian Control Line Advisory Committee

June 2002

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For Sale

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

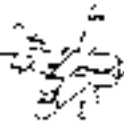
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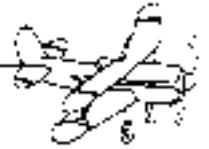
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COMING EVENTS



COMING EVENTS



CONTROL LINE CONTEST CALENDAR 2001

JUNE 9	Balloon Burst, Limbo.	SMAC
JUNE 16	FAI Team race, Goodyear, 1/2 A Combat,	CLAMF
	FAI & Modified Combat.	
JUNE 23	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
	Jnr 2.5cc Rat race.	
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, Combined Speed.	KMAC
SEPT 1	Classic Stunt, Vintage Stunt, Aust "A" Team race,	Warragul
	Classic "B" Team race, Simple Combat.	
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.	

CLAS 2002 CONTEST CALENDAR

DATE	CLUB:	EVENT:
14th Jul	KMFC	"AGM, 2.5 Stunt, Simple Rat Race & 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"

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.

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"

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

JUNE 8th 9th 10th QUEENSLAND STATE CHAMPIONSHIPS

At ALC FIELD
Chetwynde Street
Loganholme.

Further details from
Secretary ALC

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

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

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

OCTOBER Sun 13th
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.

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.

Potential hazards of carbon fibre and epoxy resins

This article was sent in by ACLN reader David Nugent who received this email from a gliding list he subscribe to, it has much relevance to modellers.

Thought the following might interest most of you out there and especially those who work with the stuff.

Just returned from a USAF mishap investigation course at Kirtland AFB, New Mexico. One of the subjects covered is the hazards associated with carbon fiber composites in a post-crash fire. This is a big issue since many modern combat aircraft contain increasing amounts of this material. What I learned is the material itself is not hazardous until it is subjected to a fire after a crash.

The carbon can cause serious skin and respiratory problems. Since carbon chemically bonds with just about any compound, the hazard lies in the toxic compounds the material picks up during combustion. Acids, cyanides and other nasty compounds bond with the fibers which are carried by the smoke and flames into the air.

This poses a serious threat to anyone fighting the fire or handling the wreckage afterwards. The fibers will puncture the skin and release the compounds into the bloodstream. This is compounded by the fact the body does not recognize carbon as a foreign body and will not attempt to shed it.

Not to scare anyone but if you fight a model fire involving carbon fiber structures use a mask or at least a scarf over the nose and exercise extreme caution when handling wreckage. The best solution is to spray a fixing agent such as white glue and water or wax on the parts to prevent release of the fibers. Handle parts with gloves. Thankfully, we're not using Boron, this stuff can penetrate into bone...

Here is another, Regarding latex gloves for working with epoxy:

I had a discussion several years ago with one of the technical/safety experts at Hexcel, the makers of epoxy resins. He made a VERY STRONG comment that we should NOT use LATEX gloves with epoxy. Latex is good for protection from biological hazards, but some of the hazardous chemicals in epoxy diffuse right through latex. Barrier creams by themselves also do not provide adequate protection.

He recommended vinyl gloves.

These have sufficient resistance to the chemicals involved. Barrier creams on your hands and forearms as a SUPPLEMENT to the vinyl gloves are also a good idea. Ventilation is also important. Even though epoxy doesn't smell as bad as other resin systems, some of its relatively odorless components are hazardous in vapor form.

given enough exposure. Some folks will get it in a few exposures, others may take years. The amount of exposure you get with each episode has a lot to do with it, the effects are cumulative. Vinyl gloves are available from the same medical suppliers as the those nearly worthless (for this application) latex gloves, for close to the same price. Buy a box of VINYL gloves, and use them EVERY time you do ANY work with epoxy!

Welcome to the space age



TARMAC Notes for April and May

The other day, I was browsing through some old model magazines, and in the December 1959 issue of Model News I found some interesting news from New Zealand. One of the articles was entitled 'Notes from Welly Choy'. Now I have no idea if Welly Choy is a person or a place (perhaps some one can enlighten me), but I saw a name that stirred some memories. The name was John Crombie, who was a very active N Z racer in the early sixties. He was a regular correspondent of Victorian racer David Kidd (who maintains the award winning web page of Australian Control Line nostalgia at: <http://www.dkd.net/clmodels/>). David, in turn, would pass on some of this information to Hans Bertina and myself.

The article stated that Crombie had won this 1959 A class in a time faster than the current record but could not claim it as he was the only finisher. The rules in force insisted that two models must finish the race, but the other model had failed to last the distance. Finally the article had a description covering the construction of the model. I thought that this may be of some interest as quite a few times in the past various modellers have debated the legitimacy of various building materials for Vintage. I remember that fibreglass was discussed and it was pointed out that using the technology of the 50s and polyester resin with chopped strand mat, there would be a weight penalty. That would seem to be borne out by the author's description that follows.

'I think that I had mentioned John's model before. I can now speak with more authority on the subject, as I've built a similar kite for my ancient Oliver Tiger. The fuselage is all fibreglass, with the engine and tank mounted in an aluminium pan. Wings are balsa, with a Rhode St. Genese (yep!) section, tailplane and fin of eighth ply, elevators of balsa. The models are virtually prang proof, but heavy at 23 oz '. See what I mean?

Having recently been briefly confined in hospital, I am only too well aware how it can interfere with the things that you want to do. I would have appreciated a visitor like the one depicted below. The mildly anaesthetic (not to mention addictive) aroma of diesel fuel may even have passed by unnoticed, though the noise might not have.



My request in a recent TARMAC notes for a plan of the 'Mercury Marlin' was rewarded by a copy of the said plan from Alwyn Smith in Victoria. He also gave me a few hints and tips that can be passed on to interested readers. Now some of you might remember that I have had the occasional hint in the TARMAC notes, but there are probably lots of very useful suggestions that could have been included, yet haven't. Often, the difficulty is in knowing where, or at what level to start. When I look about me at the flying field, I see that I am surrounded by quite a few chaps of great wisdom, well developed waistlines and long white beards. They don't look like they need much in the way of hints. The few younger ones sparsely dotted among them all seem to be vastly smarter than I am, brimming with ideas, and in even less need of help than the chronologically challenged ones.

Nevertheless, it is a good thing to pass along ideas, and it is often the simple things that you assume that everyone knows (when they don't) that are the most useful. So thanks to Alwyn's encouragement, here is a bit of a ramble on the subject of sanding blocks.

To sand surfaces smooth (sheeted wing leading edges are a good example), it is much better to use a flat block to support the sandpaper than to just hold it in your fingers. Used properly, it also prevents digging the edge of the paper into soft balsa and gouging it (I've done that, even if you haven't). Sanding blocks don't have to be flat though, as sometimes it is handy to use curved or contoured blocks or even dowels, aluminium T section or bits of broom handle to support the paper. Some folks just wrap a piece of sandpaper loosely around a scrap block of chipboard or balsa, but it is generally better to glue the paper on to the block with contact cement. Blocks can be quite large if made out of balsa and I know that some people use a half sheet of 1/2" balsa with paper glued to both sides for sanding larger areas. These blocks are very light and quite easy to use. The paper that I prefer for sanding balsa in the grayish white stuff called Drilube opencote. It is sold by the metre at hardware stores and the better model shops and comes in a wide range of grits from very smooth to coarser than we need. I use mostly between 150 and 400 grits. You can get it from ACE models in Midland WA.

To glue the paper to the blocks I use 3M super 77 spray contact adhesive. Contact cement is a type of glue that is used by applying some to each of the surfaces that you want glued together. It is then left open (unassembled) for a while (read the instructions for the right time) until it is touch dry, then the two bits are pressed together making a very strong and permanent joint. This is usually only a few

minutes from start to finish. Just make sure that you have everything lined up properly before you put the bits together; you won't get a second chance. I usually press the block on to a slightly oversized sheet of sandpaper and then trim off the surplus paper with a disposable (snap-blade) knife. Although you can get contact cement in tins like paint to be applied with a brush, I prefer the spray can type as it lasts longer in the can, goes on more evenly, and is easier to use. Don't do this glue spraying on or near your building board, and use plenty of scrap news paper to work on as the glue will get over everything otherwise.

The paper lasts a long time when used to sand balsa, but will sooner or later become dull. When that happens, you can just glue more paper on top of the blunt stuff if you like, but I always take off the old stuff by heating it with a hot air gun. The gun that I use is designed for paint stripping and works very well. You can see the paper discolour where the heat is applied, and this softens the glue and lets the paper peel off easily to be replaced with new stuff.

In the last issue of Australian Control Line News, there was a very reasonable request from Kuringai MFC's John Nolan for a bit more variety in the designs flown in vintage racing. This is something that I would like to see as well. Included in his article was a reference to one of the very first Team Racers the 'Key' designed by Keith Storey. It just so happens that Jim Trevaskis, had produced his original kit of the Key for me to have a look at just before leaving WA yet again (this time to head for Victoria). I captured a photo of this rare kit while I had the chance. You will find the photo below



This is the 'Key' racer kit. Showing the preformed fuselage halves. As can be seen from the picture, the fuselage is built on the 'hollow log' principle from pre-shaped and hollowed balsa blocks. The shapes generated are unbelievably complex for mass production and I would love to know how they were made.

To finish up here is a photo from the TARMAC archives that shows a couple of faces that can still be seen in action on WA flying fields. Even I can tell that the planes are not Control Line, but at the time of this picture (The 24th Nationals of 1971), both Theo Merrifield (L) with Wakefield model and Mike Beilby (Not on the L) with a power model, were competing in C/L racing events.




Found tucked away in a 1950s copy of Model Aircraft magazine.

'Wanted: Satirical columnist for model magazine. Jujitsu essential.'

Charlie Stone
Emailcestone@bigpond.com

VH4706



NORTHERN DISTRICT CHAMPIONSHIPS FOR CONTROL LINE

AUGUST 17 & 18, 2002
Hosted by Bendigo Control Line Flyers

■ The Bendigo Control Line flyers will conduct the Northern District
Championships for Control Line and the John Allen Trophy for VTR
to be held at the Bendigo Radio Control field at Marang

PROGRAMME

Saturday 17th August 2002 - 1:00pm Start
SIMPLE RAT
SIMPLE GOODYEAR
JUNIOR 2.5cc SIMPLE RAT
CLASSIC STUNT (R1)

Sunday 18th August 2002 - 9:00am Start
VINTAGE TEAM RACE 'A'
VINTAGE TEAM RACE 'B'
½ A COMBAT
CLASSIC STUNT (R2)

*Entry fee \$2 per team, per event.
*Junior Allen Trophy for Vintage Team Race
*Catering on Sunday

For a great weekend of flying, be sure to add this event to your calendar'

For more information contact S Power
(03) 54 424 925

Results of South Australian C/L State Championships 2002

F2A SPEED

Competitor Round 1 Round 2 Round 3

1 Robin Hiern (Vic)	276.28	284.75	273.3	Robin Hiern added 1/16th of an inch pitch to the setting he used at the Vic State Champs and came up with the right result. He set a new Australian record!
2 Hugh Simons (NSW)	282.22	281.91	-	Hugh and Dave Simons came to compete and get in some testing of the models that Hugh will be using in the World C/L Champs in Germany later this year.
3 John Walker (NSW)	-	-	273.42	John Walker was expecting good times as his models had been working well in N.S.W. but he struggled to get his engines on full song.

F2B Aerobatics

Competitor Round 1 Round 2 Round 3 Total

1 M Ellins (Vic)	1740	1824	1727.5	3564	Mark Ellins was the F2B victor for the second year in succession. Ken Taylor had brought a new model but could not get the engine to keep running and withdrew.
2 R Spurling (SA)	1763	1719	1701	3482	
3 L Baird (SA)	1371.5	0	1467	2838.5	
4 M Dislers (SA)	447	1242	1318	2560	
5 M Hawkey (SA)	1235	1024	1177	2412	
6 R Templer (SA)	914.5	741	911.5	1826	

F2C Team Race

Competitor Round 1 Round 2 Round 3 Final Time

1 G Wilson - P Stein (Vic)	03:22.7	03:20.3	03:27.9	07:26.9	This event was flown over the two days. Wilson/Stein were consistent throughout and just had the edge over Fitzgerald/Ellins
2 R Fitzgerald - M Ellins (SA/Vic)	03:21.7	DNF	DNF	07:43.6	
3 K Hunting - J Hunting (Vic)	04:55.9	04:57.1	05:13.2	10:18.3	
4 C Ray - J Ray (Vic)	DNF	DNS	07:09.5		

F2D Combat

Competitor Round 1 Round 2 Round 3 Round 4

1 G Wilson (Vic)	W	W	W	W	The best bout of the day was saved for the final between Greg Pretty and Graeme Wilson. It was fast and furious with lots of tight manoeuvres and plenty of cuts.
2 G Pretty (SA)	W	L	B	L	
3 L Baird (SA)	L	W	L		
4 M Dislers (SA)	L	L			

Combined Speed

Competitor Class Round 1 Round 2 Round 3 Best %

1 R Hiern (Vic)	1	246.01	249.65	-	99.8
2 R Hiern (Vic)	049	168.02	154.25	167.06	95.4
3 M Ellins (Vic)	1	217.79	221.54	217.52	91.36
4 D Shackelford (SA)	049	159.66	-	-	91.18
5 K Hunting (Vic)	Midge	144.47	-	-	88.47
6 J Hunting (Vic)	Midge	133.74	136.74	-	83.73
7 H Bailey (Vic)	Proto	192.35	187.61	190.89	80.61
8 M Wilson (Vic)	Midge	-	-	117.47	71.93

Vintage Stunt

Competitor	Points
1 M Dislers (SA)	412.5
2 R Hiern (Vic)	404
3 M Hawkey (SA)	388
4 R Spurling (SA)	344
5 K Taylor (Vic)	277

Classic Stunt

Competitor	Round 1	Round 2
1 M Hawkey (SA)	1143.5	1287
2 R Spurling (SA)	1184	1260.5
3 M Dislers (SA)	1074	1146
4 G Roadnight (SA)	1103	1051.5
5 H Bailey (Vic)	149	291

1/2A Combat

Competitor	Round 1	Round 2	Round 3	Round 4	Round 5
1 M Wilson (Vic)	W	W	W	W	W
2 H Bailey (Vic)	W	L	W	L	W
3 M Dislers (SA)	W	W	L	L	L
4 D Shackelford (SA)	L	W	L		
=5 G Wilson (Vic)	L	L			
=6 L Baird (SA)	L	L			

Murray Wilson flew undefeated to collect his first senior level State title.

Following his success in this event at the Vic State champs Leon Baird had no luck on his home soil and went out with two losses in two bouts. Dave Shackelford used a .049 powered model which was very quick and manoeuvrable it was not really legal as the motor runs on pressure feed and the rules state suction only but it was impressive and showed that .049 combat is workable.

Vintage A Team Race

Competitor	Round 1	Round 2	Final Time
1 J Hallowell - G Pretty (Vic/SA)	3:56.90	4:16.10	7:36.81
2 G Wilson - M Ellins (Vic)	3:33.09	-	7:45.99
3 R Fitzgerald P Stein (SA/Vic)	3:35.13	-	DQ
4 C Ray - J Ray (Vic)	4:01.92	4:40.77	
5 J Hunting - K Hunting (Vic)	50 laps	4:09.90	
6 H Bailey - R Hiern (Vic)	66 laps	4:11.61	
7 M Wilson - G Wilson (Vic)	4:25.39	5:03.53	
8 M Poshkens - M Dislers (SA)	35 laps		

Classic B Team Race

Competitor	Round 1	Round 2	Final Time
1 J Hallowell - G Pretty (Vic/SA)	3:34.93	3:31.09	6:39.02
2 C Ray - J Ray (Vic)	3:24.99	3:27.22	7:19.16
3 G Wilson - M Ellins (Vic)	3:53.65	3:18.84	7:31.23
4 H Simons - H Bailey (NSW/Vic)	3:44.28	4:07.60	
5 J Hunting - K Hunting (Vic)	4:44.85	4:34.46	
6 R Fitzgerald/D Shackelford (SA)	6:49.51	DNS	



The Classic B winning model "Crescendo" flown by John Hallowell and ably pitted by South Australian Greg Pretty

Pictures from the South Australian State Championships

Pictures from John Hallowell

Right:- The super smooth flying circle at Monarto.



Below :- Maris Dislers with a "Time Traveller" model that was built in the 1950's



Below:- Murray Wilson beat the senior entrants to take the 1/2A Combat title



Anzac day weekend saw the running of the South Australian State Champs at the Monarto field for the second time. The weather was kind to us and all events listed that had entries took place. The top three placegetters in all events were presented with prizes of modelling goods and a certificate.

Goodyear Team Race was the last event to be flown and the finalist can be seen with thier models.



Below :- The Wilson/Ellins "Double Dice"



Left:- Mark Ellins F2B winner. Above:- Paul Stein holds his winning F2C model with pilot Greame Wilson.



Below:- Robin Hiern with his record breaking F2A model



Above :- The Cosmic Rays "Firebrand"



Above :- Finalist in Vintage A team race

CHANGES TO F2CN AT KURING-GAI CLUB

F2CN originated in Europe about three years ago as an attempt to introduce more fliers to F2C. Essentially it is a simplified version of F2C. We ran it for the first time last year at Kuring-gai MFC and it attracted six entries from Canberra to Singleton, encouraging for a first-time event. This year there is interest from at least two more fliers. We have postponed it from the date originally advertised in the CLAS calendar to allow some changes to be implemented, changes which make the event more like F2C and less like Goodyear. These changes were the result of discussions with most past and intending fliers.

Basically the rules now are:

- : projected surface area minimum 12 dm²
- : profile fuselage; min depth 100mm; max width 20mm
- : diesel motor up to 2.5 cc, side mounted, uncowed
- : 15 cc tank; suction feed
- : plastic composite commercial prop, no carbon or glass fibre
- : line length 15.92m (52'3"); diameter .30 mm single strand, .34 mm stranded.
- : heats are 100 laps/2 stops; final is 200 laps/5 stops
- : to encourage the not-so-expert pilot the speed limit remains of 22 sec/10 laps and 4.30/heat, 9.00/final

With the exception of the speed limit the above is similar to what the French CMBL club had accepted by CIAM recently as a new provisional FAI class.

The date of the competition in this class at Kuring-gai will be notified shortly through ACLN.

Thanks to Ray Fairall for the information from Europe.

John Nolan
KMFC

CLASSIC B T/R NEWS

For those partial to a bit of rotational games in the Classic B circle, there's an interesting bit of news from across the ocean in the British Isles. Correspondent Keith Bolas from the South Bristol Club tells of moves to start Oz style Classic B racing in England. In a recent email, Keith has this to say;

*Looks like all our positive comments about Classic B are finally getting through to the 'powers that be'. **They are "allowing" us to demo the class at our Nats in August. There's at least 6 guys building similar racers, so we seem to have started something at last.***

The years 1960-64 were my favourite years of watching B

racing and longing for the money to buy a good Eta or OS and get racing. Unfortunately, I discovered motor bikes, girls and booze at the same time. You can guess what happened... I never got to fly those lovely sixties racers.

So...I've got a nearly new OS25FP ABC and I have decided to build the Crescendo. The motor will be standard, at least to start with. We're all in a mess over here in UK 'cos all the old buggers that are building and flying A stuff are falling over 'cos the planes are too fast. Longer lines are probably going to be the answer. In B racing I think that some sort of modern motor based racing will encourage more new faces in to the sport.

The problem is that us mere mortals can't afford exotic motors and the 'classic era' motors are disappearing rapidly as they are being bought by "investors". So, if we could use modern motors like you do in Australia and be able to get spares easily, then it would help no end.

True B racing is now almost officially dead over here. It is not being run at the Nats this year, maybe, just maybe, we can get to run "Classic B" racing in instead of "real" B.

The top Vintage B boys use Enya 29's but with the extensive modifications needed to be competitive, there's virtually only the crankcase left of the original motor. So I can't afford to get competitive in true vintage. Oh well...I seem to have been here before. Roll on Classic B with one choice OS25 motors and limited rpm's.

Thanks Keith for your comments. Not sure I agree with limiting the revs though...after all, it is a racing event we're talking about! If a guy puts in enough time and effort to set up his motor, model, propeller, tank, venturi and fuel combination so he's out in front, then I reckon he deserves to be there!

Now for something a little bit different. We've all heard of the 'COSMIC RAYS'. We know them as a successful T/R team and scientists know them as energetic particles. But where do they originate? It's long been suspected that they come from outer space. Not Jim and Colin of course, but the real thing! Cosmic rays are thought to be the only sample we have of matter from outside the solar system.

In a recent edition of NewScientist, it is claimed that the most energetic cosmic rays come from nearby 'retired' quasar galaxies, billions of years past their glory days as the brightest beacons in the Universe. According to scientists at NASA and Princeton University, they may be the current source of rare, high-energy cosmic rays, the fastest-moving bits of matter known. Ultra high-energy cosmic rays represent one of astrophysics' greatest mysteries

Quasar galaxies are thousands of times brighter than ordinary galaxies, fueled by a central black hole swallowing copious amounts of interstellar gas. The scientists have identified four elliptical galaxies that may have started this second career of cosmic-ray production, all located above the handle of the Big Dipper and visible with backyard telescopes. Each contains a central black hole of at least 100 million solar masses that, if spinning, could form a colossal battery sending atomic particles, like sparks, shooting off towards Earth at near light speed.

Each cosmic ray — essentially a single sub-atomic particle

such as a proton traveling just shy of light speed — packs as much energy as a major league baseball pitch, over 40 million trillion electron volts.

All this goes to show that 'Cosmic Rays' should have our respect, whether they are way out in deep space or on the local flying field.

John Hollowell
VH 1984.



Control Line Aeromodellers of Gippsland. May 5th meeting.

Nine fliers turned up to the first Toongabbie meeting at the Toongabbie sports oval on Sunday May 5th, this venue taking the place of the Hobson's Park Hospital field which is now producing goats or something similar. The weather was spot on and the oval was in good shape, if a little long, but Graham Keen had earlier popped across the road and cut a takeoff strip.

Because of the oval's proximity to the main road from Traralgon through Toongabbie to places beyond, our activities attracted the attention of a number of Sunday travelers including a group of unsavoury looking bikies who came thundering in and sat eyeing us off while we attempted to remain cool and ignore them with as much respect as we could muster. Imagine our relief when they removed their helmets to reveal the familiar faces of Paul Richardson, his wife Wendy and Paul's father. We hope Paul holds to his threat to attend the meeting at Maffra on June 2nd.

Most who attended flew their usual models while five new models made their appearance. Graham Keen brought out a couple of nicely done Peacemakers with FP15s up front, Ron Jones had a Mustang (Aeroflyte?) with an OS 10 FSR that ran pretty well, Rian Goodge had a Spitfire with an OS 15 FP (this also had an Aeroflyte look about it) and John Goodge flew a recently finished Ares powered by a Fox 35. With time spent on flight trimming, this model could turn out to be a good one. John says that Craig Hemsworth played a large part in getting the Ares built. An interesting feature of the model is the computer generated trim that was applied to the wing consisting of a red and clear chequerboard with black lettering done on a lightweight tissue strip. When applied to the wing covering and doped over it looked very effective. Maybe one day John might give us a rundown on the technique in a newsletter article!!

Other models flown during the day, for those who crave and thrive on intricate details, were a Viper/ LA 46 by Graham K, John's o/d Miracle with Stalker 51, a Centaur and an Aldrich Magnum, both with Fox 40 s that continue to cause Frank McPherson some headaches, the Viper, Fancy Pants and Peacemaker of Andrew Beevor, Robbie Hiern's Frisky, Marvin and McCoy sparkie powered Super Zilch, and a couple of Two Ups belonging to Ron J and Graham Vibert. Graham also had an OS Max II 15 powered Peacemaker straight from the Keen workbench but the OS refused to co-operate with the result that the

Peacemaker remained grounded. Graham has since made some changes to the motor setup it's now the hairiest thing I've seen since Mum took the lid off the bread bin last week. Yours truly flew a Zodiac/ Moki 51 and an OS Max 10 powered Griffon.

The June 2nd gathering is slated for Maffra at the Maffra sports complex, as mentioned earlier. It's a long trip for those coming from Melbourne but it's an opportunity to fly in different surroundings and have a day out in the bush. Everyone and anyone is welcome and the usual BBQ facilities will be provided. We also have soft drinks on sale at competitive prices. On July 7th the East Gippsland boys have the long trip to make to Knox. Details of our coming meetings can be found on our website at clagonline.org.au courtesy of Andrew Beevor.

I have four 20 litre containers of Castrol M left from the 200 L. drum I purchased recently. If you're interested contact me on 03 5623 5120 . This will probably be the last drum I'll purchase for a while as I think I've just about flooded the market, so to speak.

Safe and happy flying. Peter White.



QUEENSLAND NEWS MAY

As of today 22nd no one has yet put up his or her hand for the position of MAAQ Control Line Administrator. Surely some one could take on the position and try and get our section of the sport a little bit organised and represented at a State level so we can get some input at a Federal level or shall we just do nothing and watch Control Line decline further in Qld????

Lack of entries (or should that read interest) has resulted in Combined Speed not being held at the upcoming Qld. State Championships along with Class 2 T/ R, Mini G/Year, Classic Stunt, 2.5 Rat, FAI & Stand Off Scale also casualties of the minimum 5 entry rule. The question I ask the organisers is this, how does a new person entering into C/L get to know about a particular event if he never gets a chance to see it? The other side of the argument is, it costs too much to provide trophies for just a couple/three entrants, or there are too many classes already, etc. etc.

The real question that is being asked is what is wrong in Qld C/L at the present time???????????

Now to other less contentious things. On a positive note the all new updated MAAA Control Line Rules have become available and should soon be able to be downloaded from the MAAA website, might I humbly suggest that all competitors and officials read them carefully in order to avoid heartache in upcoming competitions.

I'm led to believe that 56th Nationals at Albury/ Wodonga after Christmas is still a possibility with a definite decision to be made in the next few weeks, but just in case it doesn't happen don't forget to invest in a stamp and reply to Brian Burke's survey. The rumour mill has it that various disciplines are planning events in various States at Christmas time if Nats do not go ahead.

On the local scene preparations for the Qld State Champs at ALC are continuing for what promises to be a good weekend for the events which were fully subscribed at

close of entry date, so as late entries will be accepted up till 0900 Saturday 8.6.02 without penalty, if you have not already contacted the Registrar, please do so ASAP and be a part of what promises to be a weekend of fierce competition.

There has been some fast and furious practising by Mark McDermott and Rod Smith with some pretty fast times being recorded in various T/R models.

I have been fortunate in obtaining a pilot for my models albeit from down south so at least a few cobwebs will get blown away at State Champs before the C/L models go into mothballs until at least November

I am about to take a break from control line for a while and concentrate again on R/C and build some F/F models. Also unfortunately I have to do a lot of work around the house(s) now so I don't have to do so much when I retire. Hopefully someone will tackle the task of writing up the Qld news.



CLAC held a council meeting on the evening of Wednesday 21st October 2002

Members present were Mark Ellins (President), Terry Mathews (Secretary), Graeme Wilson (Treasurer), Harry Bailey (Newsletter Editor), Reeve Marsh (Vic Representative of the Control Line rules delegates) Jim Ray (Springvale MAC delegate), Kieth Baddock (Springvale MAC delegate) and John Torbet (KMAC delegate)

After reading and accepting the previous meeting minutes and treasurers report it was time to proceed with general business.

1. The company that has printed this newsletter for many years "Dandenong Printing" has gone out of business. Because of this a new printer for the ACLN has to be found to print the June edition. Several quotes have been obtained and the best one is Truecolour Printing in Frankston. Council voted to use this printer.

2. **The VMAA has sent a letter to the MAAA (dated 20th May) offering to host the 2003 Nationals at Albury/Wodonga between Dec 28th 2002 and Jan 4th 2003. Due to the late nature of this offer the VMAA has requested an urgent response from the MAAA.**

Late News! The offer has been accepted and the Nationals will go ahead in Albury Wodonga

3. It is proposed to hold the C/L Trans Tasman competition during the Easter period 2003. The Victorian representative is to inform the C/L reps chairman (Andy Kerr) to make an official approach to the MAAA regarding this matter.

4. A discussion was held on the new Australian Control

Line Rules regarding maximum model weights. It is considered by some that the maximum weights of some classes are too low and marginal to such an extent that some existing models would be disqualified from competition under the new rules. Kieth Baddock offered to investigate the matter further and report back on his findings.

5. The Control Line group has once again been invited to take part in the VMAA display at the Avalon Airshow in February 2003. CLAC agreed in principle but will ask the VMAA for more details of numbers required and the availability of entry passes.

6. A proposal was put forward to hold a "Come and Fly/Try" day at the Knox field similar to that which was recently held at Frankston with great success. All represented clubs agreed it was a desirable activity to undertake and a suggested date of Sunday November 17th was proposed. Past experience has shown that with the right planning and publicity public participation can be staggering and we need to do all that we can to promote our hobby to a wider audience.

JUST FOR FUN...R/C to C/L!

KEITH BOLAS from the South Bristol club in England is not one to be satisfied with the mundane. So he decided to turn a radio model into a control liner! Here's how he did it.

Just for a change, the weather was calm and dampish. Time to take the plunge and test fly the control line fun fly model with a radio operated throttle. To say that the regular C/L crowd were sceptical was an understatement. The mere thought that it had radio origins was too much for some of the crowd. They simply ignored it.

Now it's a pretty model with 54" span yellow solarfilm wings and a light blue fuselage, so how you can't notice it is beyond me. The original model is a precedent "Fun Fly" aerobatic radio job with perfect control line proportions but an over-large fin, which I reduced by about 25%. The "Fun Fly" is a competition model that has to glide, limbo, and perform reasonable aerobatics. It has a solid balsa tail, lite ply fuselage and foam obechi skinned wings. It's not an ARTF model, you have to build it yourself.

The mods were; fitting a large dural bellcrank on 25% wing chord and linking the wing flaps to the elevator wooden push rod via radio type links. The whole lot is adjustable including the lead out positions so that I can trim out the model and make it as soft or as fierce as I want.

The motor is an OS25LA, selected for its torque and quiet running, I want to fly this bird ANYWHERE.

For test flights I fitted 25thou lines for safety and used 10% nitro old-ish fuel so the motor was

probably not pulling it's best. Our club "test" pilot Terry Taylor was coerced into giving it a first flight. Don't forget I haven't flown C/L for 40 years and did not want any problems. Mind you, I predicted that with the CG at 25% and a fair old weight of model it should be docile but I was worried about line tension.

We started the motor, set up the radio throttle and clipped the radio TX to Terry's trousers. Now the plane is stationary, ticking over and ready to go. Open the throttle wide and she's airborne within 20 feet with a lovely flat smooth take off. The model was totally stable in flight and responded well to various throttle settings. Back off and she would slowly descend, land and stop, then open up and it was airborne again, Stop and goes with a control line model??

It was at this point that the sceptics started to get interested. It was all so easy. Start the model, wander out to the centre, pick up the handle, throttle up, and away.

Then it was my turn. It was brilliant, so easy to fly and a real quiet pussy cat, no vices whatever. I flew it, landed it, took off, flew slowly, probably at about 30-40 mph and so on until the big tank ran dry and the model cruised in to yet another perfect landing. No giddiness at all! To say that I'm pleased is an understatement, it's exactly what I need to get used to going round and round again. So there's definitely scope for largish ARTF control line models so I'm looking around for another conversion.

We have a couple of carrier deck fanatics in the club and they were very surprised that it worked so well. The "Fun Fly" weighs a mighty 4.5lbs all up and has a 25% cg, which is spot on the bellcrank pivot. About 1.5oz of lead was added to the outboard wing and the tail fin was offset by 5mm. Elevator and flap throws are currently mild at 30 degrees so the thing only just loops. The flaps are individually adjustable by linking each one separately to a big plywood lug on the wooden push rod. Each flap control rod is attached with radio type links to give full adjustment. I can use asymmetric flap movement to increase stability with this system.

The OS seems a bit mild, maybe it needs running in some more.

Flies with the stability of a big stunt ship but without the agility. Aerobatics will probably be fairly restricted, but that's what I intended, it's a trainer for giddy old farts like me...

The radio system is a Futaba skysport 6 running the throttle only and has a special trouser belt attachment feature. Maybe this is the kind of plane that will find acceptability with the radio boys and lead to possible sharing of flying sites in our over populated island.



2001/2002 QUEENSLAND CONTROL LINE STATE CHAMPIONSHIPS

Bulletin No. 1

- The following events** failed to meet criteria set out in the Terms and Conditions of Entry and now **will not proceed:**
 Class 11 Team Race 2.5cc Rat Race
 Mini-Goodyear Team Race Standoff scale
 Combined Speed FAI Scale
 Classic Stunt Mouse Race
- Events** listed below satisfied or exceeded the criteria mentioned above and **will be held:**
 F2C Team Race Junior Rat Race
 Goodyear Team Race Vintage "B" Team Race
 F2A Speed F2B Aerobatics
 F2D Combat Junior Combat
 Open Combat "35" Slo Combat
 2.5cc Slow Combat Classic "B" Team Race
 Bendix Team Race Vintage "A" Team Race
- Whilst every effort possible has been made to avoid having **competitors contest concurrent events**, the success of the programme set out below is dependent on the various events being completed within the times indicated. Therefore, it is incumbent on any competitors involved in concurrently scheduled events to **notify the Contest Director concerned** so that appropriate arrangements may be made.
- Competitors must "check-in"** with the Contest Director of any event entered before the event is scheduled to commence.
- Contest Directors** have been appointed as follow:

F2C Team Race	Mr. Noel Corney	(07)33410457
Vintage "B"	" " "	
Goodyear	Mr Les Winterton	(07)32076325
F2B Aerobatics	Mr Terry Chapman	(07)38055870
Bendix Team Race"	" "	
Junior Rat	Mr Brian Burke	(07)32001308
All Combat	" " "	
Other events	To be advised	(07)32001308
- Scrutineering** of team race entries will take place as scheduled per programme set out below.
- On field catering** will be available at more than reasonable prices. Receipts from these activities by the Ladies Auxiliary continue to contribute to on field improvements.
- Trophies** will be presented to all champions and placegetters at the completion of each days' competition.
- Any **protest** may only be lodged by a competitor who considers that an alleged infringement has adversely affected his/her performance. It must cite the relevant rule(s) and be lodged without delay.
- Late entries** will be accepted until 0900 Saturday 8.6.02 **without penalty** in as so far that they **do not** significantly **disrupt event scheduling.**

PROGRAMME OF EVENTS

DATE	TIMES	BITUMEN CIRCLE	TIMES	GRASS #1	TIMES	GRASS #2
Sat						
8.6.02	0830/0900	F2C (Processing)	0900/1000	Junior Rat	1000/1130	Classic "B" T/race
	0900/1100	F2C Team race	1000/noon	Junior Combat	1130/noon	Open combat
	1100/noon	F2A Speed	Noon/1300	Lunch Break	Noon/1230	Lunch Break
	Noon/1300	Lunch Break	1300/1430	Vintage "A" T/race	1230/1500	Open combat
	1300/1430	F2A Speed		1500/1700	'35' Slo Combat	(see below)
Sun						
9.6.02		1030/noon	F2D Combat	0900/1030	'35' Slo Combat	
		Noon/1230	Lunch Break	1030/1230	F2B Aerobatics	
		1230 >	F2D Combat	1230/1300	Lunch Break	
				1300/1430	Vintage 'B' T/race	
Mon						
10.6.02	0900/1030	Goodyear T/race	0900 >	2.5cc Slow Combat		1030/noon Bendix T/race

CONTEST RESULTS



Combined Speed Held at Frankston 19/05/2002

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest Km/h	%
1	C Agnew	F21	Novarossi 21	12.65			12.65 284.70	95.14%
2	N Wake	Class 1	OS CZ11 PS	16.53	16.35	17.34	16.35 220.18	87.40%
3	J Hunting	1/2A	Cox	19.54	att	att	19.54 74.13	44.78%
4	N Wake	21	Novarossi 21	att	att	att		0.00%
Midge								
1	K Hunting	Midge	PAW	10.31	11.10	10.50	10.31 140.49	
2	J Hunting	Midge	PAW	10.62	10.91		10.62 136.39	

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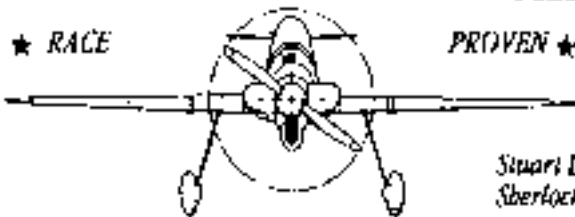
Apart from slightly lumpy shaft bearings through not being run for quite a while, these motors are in good physical shape and don't appear to have done a great deal of work
Peter White Tel (03) 5623 5120

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F2C04	6.3 X 6.1	
F2C05	6.3 X 6	<i>Supercool</i>
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AUSTRALIAN CONTROL LINE NEWS
Print Post Publication No. PP 343695/00024

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