

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 57



Produced by the Victorian Control Line Advisory Committee

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

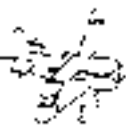
Telephone (03) 9543 2259.

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



CONTROL LINE CONTEST CALENDAR 2002

DATE	EVENT	CLUB
JULY 7	Simple Rat race (whipping permitted).	SMAC
JULY 7	CLAG Country Flying Day	KMAC
JULY 14	FAI & Combined Speed , Jnr 2.5cc Combat, Mini Goodyear , Jnr 2.5cc Rat race.	CLAMF
JULY 21	FAI (Stuntmasters), Novice & Jnr Aerobatics, Class 2 Team race.	KMAC SMAC
AUG 4	Simple Combat.	SMAC
AUG 4	CLAG Country Flying Day	MOE
AUG 11	FAI Team race, 2.5cc Rat race , 1/2 A Combat.	CLAMF
AUG 17-18	Simple Rat Race, Simple Goodyear, Junior 2.5cc Simple Rat Race, Vintage A Team Race, Classic B Team Race 1/2A Combat, Classic Stunt.	Bendigo
AUG 25	Classic Stunt, Vintage "A" Team race, Combined Speed.	KMAC
SEPT 1	CLAG Country Competition 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
OCT 6	CLAG Country Flying Day	TRARALGON

NOTE - All SMAC events to be held at KMAC flying field. All events at KMAC except Aerobic 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

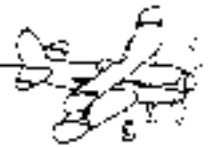
CLAG Contact :- Graham Keene (03) 51924485

Details of venues can be found on web site www.clagonline.org.au

All club members are requested to moderate bad language in the presence of ladies, children and visitors at the flying fields.



COMING EVENTS



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"

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

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Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Sustart, 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 Advertising 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

JULY Sund 14 th	Clasii (simple) Rat Class 2 Goodyear Classic B
AUGUST Sun 11 th	Clasii (simple) Rat Junior 2.5 Slow Combat 2.5 Slow FAI Combat
SEPTEMBER Sun 8 th	Clasii (simple) Rat INTERCLUB MOUSE CHALLENGE Mini G/Year Open Combat
OCTOBER Sun 13 th	Scale Fun Fly
NOVEMBER Sun 10 th	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 8 th	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 SAT Inc. F2B Aerobatics Contest that was postponed from 26th May 2002, due to inclement weather, has been re-scheduled for **Sunday 21st July 2002 @ Kelso Park (North), Henry Lawson Drive, Panania, NSW.** (entrance opposite Maxwell Ave.)
7:30am Gates Open
8:00am Practice (there is enough room for 4 practice circles)
9:30am Start (1 competition circle)
Hopefully 3 Rounds (Pending roll up), but definitely 2 rounds ...
We look forward to seeing you there ...
Regards:
Sydney Aeromodelling Team Inc.



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 Jr. Allen Trophy for VTH to be held at the Bendigo Radio Control field at Marong

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"

1/2 A COMBAT

CLASSIC STUNT (R2)

*Entry fee \$2 per team, per event.

*Junior Allen Trophy for Vintage Teams 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

WANTED

WANTED Good 0.5cc to 0.7cc diesel for small free flight model, prefer something like DC Dart or MP Jet, etc.

Derek Pickard 03 9889 1149.

For Sale

Castrol M. 20 litre containers.

New price \$100

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

Peter White Tel (03) 95623 5120

OS 10FP Brand New in box \$90 o.n.o

Stells .36 (Open combat) \$60

MVVS .40 V.G.C. \$60

C.S. McOy .29 copy V.G.C. \$80

Profi Viper with engine bearers brand
new in box. \$450

Tel Mark McDermott (07) 3288 9263

TARMAC Notes for May and June

Seen at the TARMAC flying field this month was the first outbreak of Phantom racing observed here in WA. I cannot in all honesty report that the powerful throb of 1.5 cc engines resonated chest cavities and drowned out the sound of airliners passing low overhead, because they were almost inaudible. However we did get to see what Phantoms are like in action with a race between the models of Fred Adler (1st), Dicky Gibbs (2nd), and Adrian Dyson (3rd). The models are pretty and easy to fly, but it seems to lack the presence of the larger engined classes.



Here is Adrian Dyson with his PAW powered Phantom almost ready to go. Adrian had some difficulty with the engine (or fuel) as it displayed a marked and uncharacteristic reluctance to run.

Ron Sealey has had a new model at the field recently. It is a converted radio control ARF Mustang P51 that is now flying quite happily on wires. Ron has left the radio throttle equipment intact and uses the ability to vary engine speed while in flight to add an extra something to the pleasures of flying control line. The touch and go landings were very smooth indeed and he seems more than happy with the results of his efforts.

There is a hidden message in this paragraph. See if you can work out what it is. When I was involved in full size (man carrying) aviation I would always remind visitors and newcomers to always treat propellers as 'live'. That is, always behave as though the engine was about to start and the prop begin turning, even if it seemed that there was no one in the aeroplane. Always walk behind parked aircraft and never through the prop arc. It is a sensible safety thing. I have just discovered that there is a similar guideline that should be applied to control line racing. Always assume that if a pitman is in front of a racer, that it might at any moment spring into action. Or to say it another way (for the benefit of pitmen) have a quick look

to see who is in the centre before you release your Classic 'B' class racer. That guy looking over your shoulder just might be your pilot.

On June 8th, the day of the TARMAC vintage combat event we had heaps of activity at the field. The weather was beautifully clear and still, if a touch on the nippy side in the shadow of the trees. As well as the combat competitors we had lots of visitors, including quite a lot of kids, some of whom are definitely prospective aeromodellers. Most of the combat bouts were quite vigorously fought, although there were a couple of occasions when it seemed that some free flight modellers were returning to their old habits when aircraft chugged

slowly across the circle rather than going around the circumference. The final bout was decisively won by Garry Turna who was making his annual pilgrimage to the world of Control Line. Bob Fry placed second and Kim Parks was third.

Altogether a good day that was organized as usual by Jim Stivey and featuring for the first time the spectator safety net. This is stage one of a removable net safety fence (about eight foot high) that is being built by Dick Morrow to protect spectators and the occupants of the pit area by holding back the onslaught of things like speed dollies and free

On the subject of speed models, Grant Lucas brought along a range of the speed model parts that he is now making. All of Grant's work is of a very high standard and most interesting to me was his new carbon fibre speed F2A (FAI) wing. This wing is not only beautifully built with a very nice thin section, but it will bolt straight on to the Metjalik (sp?) commercial models to replace the metal wings that I understand are now unavailable from the original manufacturer. Grant will provide these 996 mm span wings for anyone that wants (or needs) one for A\$200.

Roving (Or was that raving?) TARMAC notes reporter Norm Kirton has discovered a bit of news floating about on the net that should interest the dedicated F2C racers. A report that the Brits have cracked 3:10 for a heat should give the locals a new target to aim at. Here is the news bulletin from Andy Whorton's website referred to; note that it was in effect just a two up race.

The first heat was between Ross/Turner, Fry/Whorton and Tribe/Bollen. In the warm up T/B discovered that the setting problems they had been having in practice were caused by a venturi vibrating out and Taffy withdrew their model. The other two teams had a clean race with Ross/Turner storming home in 3:09.9 - Fry/Whorton, overheating on the first tank, removed a piece of tape from the front duct at the first stop (using a screwdriver)

and ran cold for the rest of the race coming home in 3:35.2. Brian Turner admitted that their setting may not have held up with three teams in the middle but this is a sign of exactly what their equipment is capable of.

I have another couple of helpful hints from Alwyn Smith this month. Firstly, to use copper tubing when making metal tanks rather than brass. The copper will bend more easily without kinking and is not as prone to becoming brittle with age as the brass tube.

Secondly, for those of us that have tried unsuccessfully to hold wheels on by soldering washers on to piano wire undercarriages when the washer is not exactly the right size, here is a better way. Instead of using a washer as a wheel retainer, use a brass nut instead. Select a nut that has a hole slightly smaller than the size of wire that you want to fix it over. Drill it out to the size of the wire (the close fitting nut will stay in place much better than a washer). Abrade the end of the wire with emery or sandpaper to take off any surface oxidation and make sure that it is perfectly clean (cleanliness is essential for good soldering). Get a scrap of balsa or cardboard about 1mm thick and put a hole in it the same size as the wire. Slide the wheel on to the wire, follow it with the spacer (which will give the wheel some clearance when finished as well as partly insulating it from the heat of the iron while you are soldering), and then the nut. With a dash of acid flux and an already hot electric soldering iron of sufficient power (50 watts at least), heat the end of the wire quickly and apply the solder to the job. Watch the solder melt on to the nut and the wire forming a bright, smooth fillet and you are almost finished. As soon as the job is soldered, get the iron out of the way (to a safe, non flammable place). Then cool the job down by blowing on to it while rotating the wheel. Break or tear out your spacer and while the whole thing is still warm, drool a bit of lubricant oil or grease into the hub of the wheel and jiggle the wheel about to get the oil right through the bearing.



The more worldly wise among you will recognize these things as clothing pegs.

The centre one is unmodified, the other two have been converted to spring Clamps, the single item will open out to 16mm and the double to over 40mm.

While I am on the subject of helpful ideas, here is one from me. The humble wooden clothing peg can be used as a handy lightweight clamping device for many jobs.

They are easy to get and cheap as well (If you are really lucky you might be able to steal them direct from mother's clothes line). Pegs in standard form are not as good as those that have had a spot of minor surgery to give you a bit of extra clearance (check the photo). If you need more than the half inch or so grip clearance that is available from a single peg, you can glue 2 pegs back to back with the adjoining legs removed to make the grip clearance over an inch and a half or glue one peg to each end of a wooden block for whatever size you need. These clamps are lightweight, provide firm pressure, and with cyano glues they can be created in seconds.

It is easier to get old than it is to get wise.

Charlie Stone
Email cestone@bigpond.com

VH4706

MARZ MUSINGS AND OTHER THINGS

A look at a budget priced Russian engine and what I learned along the way.

Introduction

It would be easy to dismiss the Marz 2.5cc diesel engine as a cheap and nasty product unworthy of serious attention, especially considering the reputation of Soviet era mass-produced items. Extensive experience with the Marz engines in the last 5 years has given me a chance to get a balanced perspective on their strengths and weaknesses. Rest assured that the Marz is a worthwhile prospect.

Pros and Cons

Foremost is the amazingly low price of these engines. A lot can be forgiven on price alone, but does the Marz represent value for money? I believe it does. I'm not sure when the engine was designed and for what purpose, but it is a close match in design to the epochal Webra Mach 1 of the early 1950's. Looking from today's perspective it is easy to spot the flaw in this arrangement. The exhaust duration is too generous (loss of torque) and the transfer duration is too mild (limiting the ability to charge the cylinder at high revs). To sum up, the Marz will not match a more advanced design, such as the Oliver Tiger, PAW or any modern schnuerle ported engine. Having accepted this, it still has a worthwhile power output.

Another consideration is the rear induction arrangement. Most control line engines are of the front intake type, so the Marz suffers from not fitting easily into many models designed for other engines. In its favor, the rear intake is perfectly protected from dirt in the event of a crash, the needle valve is well clear of the propeller and the carburetor is closer to the fuel tank (more on this point later). All up weight is a very reasonable 155g, so even though the engine sits a little further forward than an FI type, the effect on CG location is acceptable.

One important factor is the size of the crankshaft. With a major diameter of 7mm, it is adequate for the task, but is certainly this engine's Achilles' heel. Brutish use of the

compression screw could lead to disaster. Having said this, I've run a Marz for over 120 flights without any trouble at all.

Out of the box

Yuk. Marz engines are preserved in rather gummy oil and are very likely to contain grit and machining swarf. Running one out of the box is likely to do at least some damage. Don't despair. After handling dozens of these engines, more than 80% of them come up trumps. A full strip down and meticulous cleaning of all parts is a must. A bit of deburring and minor tidying up is also likely. This is not a beginners' job, so will put many potential customers off buying the engine.

Running characteristics

The ballrace mounted crankshaft and (usually) excellent piston/cylinder fit make starting and running very straightforward. There is no need for the prolonged running in of a plain crankshaft bearing, so the mixture can be set only a little rich for running in, with the compression setting controlling excessive heat build-up. The supplied nylon propeller is OK for running in, but be prepared to cut around 10mm from the heavy blade to make it balance! They don't pull very well in the air with this propeller. Around half a litre of fuel run through in bursts of a couple of minutes will have it ready to fly. Mixture adjustment is not critical, but careful setting of compression is needed for top performance. Starting is good both hot and cold with no need to adjust the compression setting between runs. A useful feature is the ability to amply prime the carburettor and tip the nose up to drain any excess fuel from inside the rotor before flicking. This reduces the risk of flooding the engine. Vibration level is fine and resistance to overheating is very good. My first Marz feels as good as new after years of use, needing only one de-coke in that time.

In my experience the muffler is effective in reducing noise, but at an unacceptable reduction in horsepower. In fact it seems to be at its worst in this regard right at the revs that one needs to operate the engine. My advice is to run the engine unmuffled. This can be done with a muffled engine by flipping the muffler ring upside down, under the cylinder flange. It can't be removed altogether unless a spacing ring of the correct thickness is substituted to maintain the correct cylinder port positions.

In the Air

Initial flight testing showed that the Marz has a tendency to collect fuel in the crankcase while running with the cylinder upright. When flipped inverted, this fuel would balk the engine for a moment until it cleared. This was quite unnerving until the excess was cleared and the engine resumed a steady run. Of course this is not a concern if used in a basic trainer. In fact the upright cylinder position is particularly suitable for trouble free starting and would make a convert of anyone "scared" of diesels.

Mounting the engine with the cylinder sideways eliminated the balking tendency, but highlighted the need for consideration of the fuel tank position. The carburettor is located at the crankshaft axis and in a sidewinder layout is therefore significantly further inboard than for the typical front intake engine. If the normal practice of mounting a fuel tank on the outboard side of the fuselage is made, you can

expect severe leaning out in flight as compared to the ground setting. I minimised this effect by using a small IM clunk tank converted to uniflow venting. This has a rectangular cross section, with the long sides pointing vertically. The pickup therefore is only around 30mm outboard and 70mm behind the carburetor. This gives satisfactory runs in my Proton sheet stunter throughout the F2B pattern. As an alternative, a metal tank such as an Aeroflyte No 1 can be buried partly inside a profile fuselage against the inner ply doubler to give a suitable position for sport and stunt flying. The Marz likes to run on an APC 8x5 prop for this work and turns an APC 7x7 nicely for Rat Racing.

Further Experiments

I then tried the Marz in a traditional style of combat model, the prototype of my Spud design published in Airborne some years ago. The combination is very good, balancing right on the mark. The Spud features a front feed chicken hopper fuel tank with the hopper located in the very centre, just behind the leading edge. With this arrangement, the Marz runs superbly through the tightest of turns and flick maneuvers. A Taipan 8x6 white nylon prop is a good compromise between performance and resistance to breakage. The model flies on 48 feet long lines at around 3.2 to 3.5 seconds per lap, which is a nice speed for Club combat and sport flying. At such speeds, the occasional prang is not likely to do more than superficial damage and average reflexes are able to keep up with the action.

Finally, I experimented with an arrangement where a normal rear feed wedge tank was mounted inboard of the centre rib. To better align the engine with the tank, it was mounted on the opposite side of the bearers (that is with the top of the mounting lugs against the inboard face of the bearers) with the bearers bolted to the model as is common F2D practice. This simple arrangement has one complication in that this would have put the spray bar right through the hardwood bearers. It was overcome by flipping the "back door" of the engine around by 180 degrees. Of course this meant machining a new intake window and blocking up the original one. Still, I thought that if it gave good results, the modification might be justified. Flight tests were generally satisfactory if the model was flown smoothly. When really tossed about the engine would misfire as fuel feed was interrupted. The effect could be partly compensated for with a richer fuel mixture, but then level flight airspeed and fuel economy began to suffer.

My conclusions on fuel tanks

Any rear-feed tank will give a leaning out effect when the nose is pointed up in flight. This effect has been used to trigger the famous 2-4-2 runs in larger glowplug engine powered models. For smaller sport or combat models where a consistent peak engine run in all flight attitudes is needed, a rear feed tank is a definite minus. Tolerable if the fuel pick-up is not too far outboard, especially with diesel engines, which seem to be less fussy than the glows. The rear location of the Marz carburetor is a benefit in this regard, but did not overcome the problem of leaning-out with the nose pointed upwards. The somewhat radical inboard tank location did not alleviate this shortcoming of the rear-feed format either. All that fuel sloshing fore and aft in rapid changes of direction also tended to introduce air bubbles in the fuel line. The Marz uses a peripherally jetted carburetor, which seems to take an annoyingly long time

(at peak mixture settings) to restore steady running after trying to ingest a slug of air. Conversion to the traditional spraybar through the venturi might help, but this would put the needle valve assembly in line with the engine bearers and somewhat complicate mounting.

As a better alternative, the front feed chicken hopper tank can give excellent results with a completely standard engine. While more difficult than traditional designs to make, such a tank allows engines such as the Marz to give amazing flight performance despite their relatively modest horsepower. Frank Coombs was right all along. It is THE way to go for consistency.



Conclusions about the Marz

The Marz is not for everyone, but for those people seeking the benefits of a diesel engine it has much to offer. At under fifty bucks, it makes the prospect of the hundred dollar (all up) control line trainer or sport model a reality providing someone "in the know" sets it up first.

Maris Dislers

2002 YEOMAN TROPHY

A cold start before welcome sun was the weather for this year's Yeoman Trophy at KMAC in late May.

The dedicated bunch of F2B fliers waited around until well gone 11am to let what warmth would come from the late morning before putting their stunters into the air. Fortunately there was only the slightest amount of wind all day.

Doug Grinham with his very strong flying Aldrich 60 powered Gieske Bear proved the plane of the day as it powered around the circle setting the pace. Behind him was a very worried Peter White who was concerned over the dark grey metallic content in his exhaust oil which cited the soon to be required engine rebuild of the Moki 51.

And Peter was not the only person having motor troubles. Derek Pickard's normally very reliable Saito 56 four stroke refused to start easily in the cold weather causing a couple of attempts. Only in the last round did the engine do its usual burst into life as soon as Derek touched it

with the starter motor.

Someone not having any motor troubles as PJ Rowlands. He demonstrated his new starting technique which was no more than quickly swivelling the spinner backwards while briefly gripped with just the thumb and forefinger. Connecting the plug saw it burst into life.

Two fliers not in the event were Ken Taylor maiden flying his new model called Krystal, and Frank McPherson getting to grips with stunt again after many years lay-off.



The first three on the day: Doug Grinham (left) holds the trophy next to Peter White and PJ Rowlands.



A man coming back to stunt is Frank McPherson whose Fox 40 powered Aldrich Magnum is proving a great practice plane as he relearns the F2B pattern.

RESULTS

Doug Grinham	(Aldrich 60/Bear)	3704
Peter White	(Zodiac/Moki 51-48)	3632
PJ Rowlands	(Vortex/Moki 51)	3450
Mark Ellins	(Manito/ST46)	3133
Derek Pickard	(Impact/Saito 56)	2810
Peter Rowlands	(Ventrum/Moki 51)	

Judges: Bill Cecil and Peter Roberts
Pictures and report from Derek Pickard



Ken Taylor's latest model, called Krystal, is a 63 inch stunter powered by his MVVS49. This one has a very thick wing and is reasonably light.

Below:-

WATCH FOR HEMSWORTH

Someone returning to serious stunt is Craig Hemsworth. In addition to refurbishing his old F2B plane and engine, he has built a leading edge Nobler/Fox 35. This immaculate plane to 1952 specs weighs an excellent 35 ounces, is finished in clear and looks sensational. At their first competition (KMAC Vintage) the plane predictably flew very impressively and the duo came third.



Above:-

A SWEEPING SUCCESS

Reeve Marsh of the Springvale club has decided to brush up on his flying technique. He bought a new broom and converted it into a plane by building wings and tail which have been reversed from normal with the Merco 35 engine at the front. He makes no comment about possible return trips to his local Bunnings to buy other tools like shovels, forks, pick axes and mops. But if he is seen buying a new 60 size engine, expect an even weirder flying device very soon after.



**Control Line Aeromodellers of
Gippsland.
Maffra Meeting,
Sunday June 2nd.
From Peter White**

Nine C.L.A.G. members and one enthusiastic potential new member showed up at the Maffra Sports Complex to enjoy a full day's flying in yet again ideal weather. The rather patchy grass had been given a cursory trim leaving us a choice of either rough or spongy takeoff areas. Some of the smaller models had minor troubles on takeoffs and landings.

With the small number of flyers there was no traffic jam in the pits yet everyone seemed to get in as much flying as they wanted.

Possible new member John Crawford came over from Paynesville and had a few flights on Graham Keene's Two Up. John hasn't flown since his teenage years, a few moons ago, but was able to safely go solo on his first flight.

True to his promise (or was it a threat?) Paul Richardson made his reappearance after a long layoff, flying his OS Max 20 powered Stuntmaster with usual flair as though he hadn't been away — wonder if he's been putting in some practice at a secret field somewhere? All that aside, it was good to see him back in the circle again.

Others present included Ron Jones with a Valiant/Enya 35, Graham Vibert with a Two Up/ OS 15 FP and an All American/ Fox 35, Geoff Ingram with an Aeroflyte Husky/ Enya 19 and the renowned Wombat still dragging its tail, Rian Goodge with an Aeroflyte Spitfire/ OS 15 FP, Goodge tribal elder, John, with his Fox 35 powered Ares that features the computer generated graphics as described in last month's report, Graham Keene with a Peacemaker derivative, a Two Up, each with an OS 15, a Wildcat/OS 46 LA and an Enya 35 powered Delta, Frank McPherson with his Aldrich Magnum/ Fox 40 and Peter White with an All American Junior/ Torpedo 19 and a recently completed Nobler/ Veco 35.

Once again, all models were taken home in undamaged condition which someone suggested was an indication that either our flying skills had improved or we were becoming timid and not taking as many risks. Maybe we should bring out some combat jobs and start living on the edge again!!

Frank put in six or eight flights over the day and had no sign of trouble with the Fox 40 that has plagued him on recent outings since sorting out which of the vents to block off and fitting a smaller 10 x 6 prop the cutting out problems have disappeared and Frank hopes it stays that way.

By the time this report appears in ACLN, the July 7th CLAG meeting at Knox will most likely be history and you could be expecting to head to Warragul for the next one in August and then to Moe in September. HOWEVER 'TAINT SO!! Because the Warragul comp. day is slated for September 1st, the Moe meeting will be brought forward to August 4th.

Take note . . . August 4th, Moe racecourse, September 1st, venue to be arranged but most likely Warragul Showgrounds.

Time for a quick commercial. The Castrol M that was mentioned in the previous report has all been sold but I have three firm orders and two "maybes" for more, in 20 litre amounts as usual and almost certainly at the current price of \$100. To fill these orders, I'll need another five or six "definites". If you're interested, check out the For Sale ads and let me know.

I've come to the realization that I can't go at the pace I used to go. I blame that on Father and Mother — that is, Father Time and Mother Nature.

See you at Knox in July followed by Moe in August.

**56th MAAA MODEL AIRCRAFT
CHAMPIONSHIPS
CONTROL LINE CALENDAR**

AIRPORT	GRASS - ALEXANDER PARK
28/12/02 PRACTICE	PRACTICE
29/12/02 FAI TEAM RACE	FAI AEROBATICS - ADV & EXP
CLASS II TEAM RACE	
30/12/02 COMBINED SPEED	JUNIOR 2.5cc COMBAT
JET	FAI COMBAT
31/12/02 2.5cc RAT RACE	FAI AEROBATICS - ADV & EXP
OPEN RAT RACE	
1/2A TEAM RACE	
01/01/03 FAI SPEED	C/L STAND OFF SCALE F4B C/L SCALE JUNIOR 2.5cc RAT RACE BENDIX
02/01/03	FAI AEROBATICS - ADV & EXP VINTAGE A TEAM RACE CLASSIC B TEAM RACE
03/01/03 GOODYEAR	VINTAGE STUNT
MINI GOODYEAR	OPEN COMBAT
04/01/03 CLOSED	CLASSIC STUNT TRIATHLON (DEMO EVENT)

I am sure that all ACLN readers will join with the newsletter and wish the members of the Australian World Champs team our best wishes for a successful competition in Germany. The team members are Hugh Simons - F2A with David Simons assisting, Richard Justic & Robert Owen - F2C & Ted Burfein - Team Manager.

IMPORTANT !!! AT FADMAC contest 14th JULY MINI GOODYEAR/JNR 2.5 rat race will be flown BEFORE SPEED on the concrete, this is to try and prevent a repeat of the dramas of KNOX on Sunday 23/6/02
As a reminder all contests should be flown to the revised rules that came into effect months ago. They were printed in ACLN Issue 55 so please read and use them.
Robin Hiern

Classic 'B' Vintage 'A' and Vintage 'B' Team racing at the Queensland State Championships.

Classic 'B' was first up on the nicely prepared grass circle at A.L.C. First heat saw Dillon/McDermott with their O.S 25 powered Rocket up against Simons/Taylor's O.S. powered Riveter and Knight /Harvey O.S.25 /Crescendo.

The Dillon/McDermott Rocket was flooded at the take off but soon caught up. John Taylor got a first flick start and was quickly away followed by Knight/ Harvey. The Knight/ Harvey team had the misfortune to crash on the 52nd lap and could not continue. The heat was won by Dillon McDermott with a time of 3:25.51 followed by Simons/ Taylor 3:47.06

In the second heat Symond /Taylor was up against Major/ Garton with their new Double Dice powered by a O.S.LA 25. There is plenty of potential in this set up. Simons/Taylor won in 4:05.42. Major/Gartons time was 6:28.78.

This set up the final for the Queenslanders for which will probably be the first of many more such races. The racing was fast and furious with pilots Symonds, Dillon and Garton all flying well. First over the line were Dillon/ McDermott followed by Simons/Taylor and Garton/Major. This LA of Ian Gartons may have to have some work done by M.R.S. to get it up to its full potential.

Results -

Dillon/McDermott	3:25.51	DNS	6:25.22
Simons/Taylor	3:47.06	4:05.42	7:24.61
Garton/Major	DNS	6:28.78	52laps
Knight/Harvey	52laps		

I think Classic 'B' will become a premier racing event in Australia as well as in England because parts and engines are easily obtainable.

Vintage 'A'

This class saw 5 starters with a new team of Rod Smith and Roy Buchloz joining the activities. First heat had Buchloz/Smith up against Garton Major and Knight Harvey who were using a Gillot tuned engine.

The team with the Timmy Tiger put in the fastest time and were followed by Garton/Major and Buchloz/Smith in third place.

In the second heat Potter/Scott raced Dillon/McDermott whose model was setting a fast pace with another Timmy Tiger engine, so fast in fact that a world record time of 3:16.16 was posted. Potter /Scott did a respectable 4:01.62 that looked ordinary by comparison.

Flying in the third heat were Buchloz/Smith and the second model of Dillon /McDermott a Gillott Oliver Tiger powered Pfutt. This model is bigger than the Voodoo but returns 20.2 for ten laps. Buchloz/Smith did better this heat with a time of 4:57.29. With more practice they will improve even more. Word has it that Rod Smith may be looking for a Timmy Tiger as well. Good move Rod!

Final

This was to be a fast race with two Timmy Tigers head to head with a C.S. Olly but it was not to be. Gavin Knight could not get laps and dropped airspeed. Mark McDermott/ Paul Dillon flew one good tank then the Gillott went over the top. Mark had played around with the compression setting before the final but should have left it as it was.

Result

Knight/Harvey	5:08.4	DNS	8:06.86
Dillon/McDermott	3:16.16 W.R.	3:37.97	8:44.69
Potter/Scott	4:01.62	DNS	138 Laps
Smith/Buchloz	8:09.93	4:57.29	
Garton/Major	5:28.55	DNS	

Vintage 'B'

The heats in Vintage B were very close using old clunker Enya .29s

The first heat saw Ipswich rivals Dillon/McDermott up against Owen/Taylor. Both planes were Rivetters powered by Enya .29. Dillon/McDermott just took the honour with a 3:54.03, Owen/Taylor 4:00.92.

Second heat had Garton/Major v Justic/Winterton. This resulted in a win for the Justic/Winterton team 3:57.88 Garton/Major 6:20.56

Heat 3 Dillon/McDermott up against the ex Duggan Rocket of Justic and Winterton, they just scraped home by 25 seconds.

Heat 4 this saw Owen/Taylor up against Garton/Major. A good win for the Owen/Taylor team. A bit more practice may help Ian and John but I know John likes his combat.

Final

The final was up and running with Dillon/McDermott, Owen/ Taylor and Justic Winterton. This was anybody's race with McDermott getting first flick starts every time. The Dillon/ McDermott team were first home with a time of 7:56.40 Owen/Taylor scored 8:37.84 and the Justic/Winterton team crashed on the 72nd lap due to control system failure.

Results

Dillon/McDermott	3:54.03	3:47.64	7:56.40
Owen/Taylor	4:00.92	4:15.64	8:37.84
Justic/Winterton	3:57.88	3:45.99	72laps
Garton/Major	6:20.56	7:04.29	

All in all this was a good State Titles hosted by ALC. The fields were in good condition considering it had rained all week.

Classic B has really taken off in Qld with Rod Smith just purchasing a LA.25. We now have 4 teams in Queensland. Come on Les Winterton, come and join us and fly with easy to get engines.

Mark McDermott VH 12373



It's on again

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