

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 58



Produced by the Victorian Control Line Advisory Committee

August 2002
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**Copy Deadline for next issue is:
Wednesday 21st August 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.

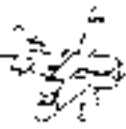
Telephone (03) 9543 2259.

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 CALENDER 2002

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
NOV 3	Triathlon.	SMAC
NOV 3	CLAG Country Flying Day	MAFFRA
NOV 17	C/L promotion and learn to fly Day	KMAC
NOV 24	Monty Tyrell Memorial - Classic Stunt.	KMAC

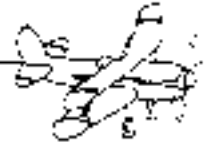
NOTE - All SMAC events to be held at KMAC flying field. All events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members.

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
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:
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"

SUBSCRIPTION APPLICATION

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If you have just finished reading somebody else's copy of Australian Control Line News why not get in now and order your own copy. Australia and New Zealand residents cost \$20A and other countries \$30A. For this annual amount you will receive eleven issues of this newsletter, and be up to date on Control Line both in Australia and elsewhere. Please make payments payable to "Control Line Advisory Committee"

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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

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.



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 Junior Allen Trophy for VTH to be held at the Bendigo Radio Control field at Maree

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

Australian wins Junior F2A C/L World Championship

Hugh Simons from New South Wales took on the world and became number one at the C/L World Championships at Sebnitz in Germany. He is the first Australian to win a C/L world title.

Hugh took the lead in round one with a speed of 278.9 km/h. Matthew Hart of Great Britain was a close second with a speed of 278.3 km/h.

In round two Hugh did not post a time and Matthew increased his speed to 279.4 km/h.

In round three Matthew again increased his speed to 281.3 km/h and was holding first place.

In what was the last flight of the contest, Hugh stepped up to the pylon. Father Dave started the engine and the model took off on its Australian F2A record breaking flight of 286.1

km/h. Not only did Hugh win the gold medal for the junior class but his speed put him in tenth place in the senior classification as well.

Hugh Simons has become the Junior F2A

World Champion at his first attempt. This picture was taken at Sebnitz in Germany after Hugh had put in a flight of 286.1 km/h.

It is good to see that the hard work and dedication of Hugh and father Dave brought success. Congratulations from ACLN





Acoustic Antenna. Part 2

by Joe Supercool
(The Prop Doctor)

It is now one year since I wrote Acoustic Antenna Part 1. The acoustic antenna is intended to follow the path of any non-muffled engine-powered model by means of an array of 8 microphones. The signals from these mikes go into a computer, which computes the phase difference between the mikes and hence hopefully determines the trajectory, in three dimensions, and airspeed.

In that article, I indicated that the computer sound card was a good prospect for use as a multi-channel very fast analog to digital converter. After initial success installing two sound cards and reading 2 microphones via Quick Basic commands, my efforts were crowned with the thorns of failure. When Windows wasn't actually crashing, it seemed to be fighting all my attempts to read the line-in and microphone channels separately. Its a long story, but basically I gave up.

Until, that is, I had a chat about my problems with Stuart Maxwell. Stuart's idea was for me to provide my own analog to digital converter, and read it into the computer via the ISA bus. If you look inside your computer, you will find some cards plugged into various slots: these are the ISA and PCI card slots. The PCI slots are difficult to address from Quick Basic, but the ISA slots are simplicity itself.

Only two commands are required, OUT and INP. OUT writes a byte onto the ISA port, and INP reads a byte off the ISA port. Now all you need is something to OUT and INP to! As it happens, there was published in Electronics Australia November 1996 the details of a construction project called "Improved 24-line I/O card for PC's". This card plugs into the ISA slot, and loves nothing better than receiving some OUT and INP commands. Hence it is ideal for controlling an analog to digital converter (ADC) such as the 7822 produced by Analog Devices (www.analog.com). What is needed then is a microphone signal which one requires to feed into the computer.

I have been using microphone kits from Oatley electronics, and these worked fine, especially with the Dick Smith pre-Champ amplifier. However, the acoustic antenna is required to detect sound from the model when it may be half a mile away, or up close; such is the range of sound level that this may be difficult.

In using Doppler effect for measuring RPM and airspeed, I was using Digitor tape recorders, and found that they did very well at picking up the weak sounds from a very distant model. They contain a device for amplifying

weak sounds and at the same time not overloading on loud sounds. This is an Automatic Gain Control (AGC); I needed one badly.

So I was pleasantly surprised to find a suite of chips on the ANALOG web-site which included a microphone preamplifier with a built in AGC. This sounded ideal, a purpose built device for my application: perhaps the fates were smiling on me at last. Also in the suite were line drivers that would enable me to send the signal from the antenna to the base computer, up to 1000 feet away. How could I go wrong? Little did I know.

Firstly, I tried to order these chips from the local suppliers. These rascally resellers were asking so much money for the chips I literally could not afford to buy them. They were asking up to 4 times the US list price, for chips sold in the USA as "economically priced". So I purchased them in the USA, and landed them here at half the local price, except for the ADC's, which they threw in for nothing! So far so good.

Chips in hand, I proceeded to build a single channel of the antenna, comprising an electret microphone, SSM2165 microphone preamplifier and SSM2142 line driver. It all worked, except for one thing. It was nearly deaf: I had to shout for it to hear me, and then it had only a small signal output. No problem with the output, I could easily boost that with a 741 op amp.

However, this thing seemed to need an amp in front of the preamp! Hell, thats nuts! On reading further the spec sheet, I realised the chip included a non-adjustable input signal threshold of 500 microvolts. Doesn't sound like much, but the microphone produces at best about 30 millivolts, which is also not much. OK, I could live with an amp in front of the preamp, but then I found that the AGC was pretty hopeless as well.

Now you may think I'm a bit of a fuss budget, just because the the SSM2165 is a hopeless chip. But its worse than that. The chip is whats called a surface-mount chip. It is half the size of a regular DIL chip, and the pins don't line up with VERO board. So before I could even mount the chip, I had to pay out several hundred dollars to have made some tiny circuit boards to convert the surface mount to match my boards. Not so much fun now, is it?

I had been on the look out for several years (unsuccessfully) for an AGC circuit. I asked everyone in sight, with no joy at all. Then I met a guy who suggested one could couple two circuits together using an LED on one and a photo resistor on the other, and this could be made to work as an AGC. Fair enough, I'll give that a go.

Then I remembered the Laser Communicator I purchased from Oatley Electronics some time ago. It had LED's and photo resistors , so I dug out the circuit and what did I find? A beautiful AGC right there on the transmitter board. As it happened, it did not use the LED/photo-diode set-up, but a FET in the feedback loop of the microphone. With nothing to lose, I pulled off the 2165 and built the whole laser front-end onto my board.

Instant gratification! The thing detected the sound of my breathing, and didn't overload when I yelled at it! It turns out that this circuit is very similar to that found in tape recorders: at last I was on to a winner.

This left only to fire up the ADC. I built it onto VERO board, using 1 byte on the I/O card for reading the data using INP, and 1 byte for controlling the ADC read/address requirements using the OUT command. Since I need eight microphones sampled simultaneously in the antenna, I needed a 3 of 8 decoder chip, a 74138.

The board didn't work. Not again!! I was baffled, and by now my sound card based oscilloscope was no longer up to the task. I pulled out my SoftMark oscilloscope card and it didn't work either, so it was off to Altronics to buy a nice 2-channel Hung Chang oscilloscope. Now we were cooking with gas! No food in the house, mind you, but now I could see what I was doing. And what I could see wasn't pretty.

Part of the circuitry required for the ADC is a level shifter. I built it from the Analog Devices circuit diagram, and it didn't work. By now I was beginning to think I was dealing with Microsoft rubbish, but no, this was the mighty Analog Devices. And their circuit was simply wrong.

But they got one thing right. Yes, the disclaimer. There in the corner of the sheet, "Information furnished by Analog Devices is believed to be accurate and reliable.....". Why do they think it is accurate and reliable? They clearly never built and ran the circuit! Is their disclaimer based on a revelation from the divine?

Well, with everything fixed, patched and redesigned, the channel now works, as a prototype anyway. There is noise on the ADC, probably the result of the high inductance of the VERO board layout. Sadly, VERO wiring kits, which produce very low inductance circuit layouts, seem no longer to be available. Indeed, I haven't found anyone old enough to remember them. So I shall have to make my own, which means back to the injection moulder to make the wiring combs.

Performance of the system is looking very promising. I am getting over 100,000 samples per channel in Quick Basic, and over 200,000 samples per channel in Power Basic. This should yield excellent spatial resolution for the antenna, for models doing up to 300 MPH. Yes Yes Yes!

Lets hope its not another year before the next epistle.

Cheers from Joe Supercool.

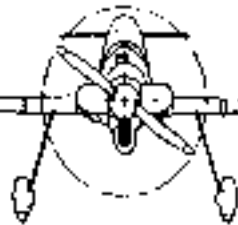
A.C.L.N. ADVERTISING

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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 Suisford, 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".

SUPERCOOL RACING PROPELLERS

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F2ACW01	6 X 6.2	Bendix01 9 x 6
F2ACW02	6 X 6.3	Bendix02 8.5 x 6.5
F2ACW03	6 X 6.4	
F2C04	6.3 X 6.1	
F2C05	6.3 X 6	<i>Supercool</i>
F2C06	6.8 X 5.8	<i>First in Racing</i>
F2B	11 X 5	



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

OS-702 muffler.

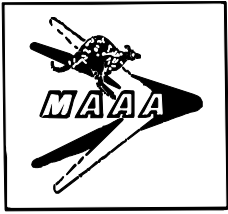
Derek Pickard 03 9889 1149



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C.S. McCoy .29 copy	V.G.C. \$80
Profi Viper with engine bearers brand	
new in box.	\$450
Tel Mark McDermott (07) 3288 9263	



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MAAA Page: <http://www.maaa.asn.au>

Ivan Chiselet
Federal Secretary
1 Watson Ave.
Mont Albert North Vic 3129
e-mail maaaser,@ozemail.com.au

24 June 2002
Reference 137/02

To all M.A.A.A. Clubs and Affiliate Members

2002/2003 Fee Increase - Insurance Cost Escalation

Dear Member,

As you would be aware there is a crisis within the insurance industry at present, in particular with third party type policies, and many organisations have been unable to obtain affordable cover. This has again affected the MAAA but, due to our track record over many years, not quite as severely as for some other organisations.

As advised in the M.A.A.A. Newsletter No. 1, 2002, the M.A.A.A. was not able to obtain a final quotation for the insurance at the time of the Council Conference in February. The "quotes" given at the time were only indications and the insurance companies advised that these prices could change before the policy starting date of July 1. Even so the prices quoted at this time were considerably higher than those for the previous year.

Council included an insurance contingency amount of \$20,000 in the budget and hoped this would cover the situation. It stated that the fee might have to be adjusted in the event that this amount was inadequate. This resulted in our provisional senior fee, for example, rising by \$1 0. This was all for the additional insurance budget compared to the original HIH quote for 2001/2002 on which last year's fees were based.

The M.A.A.A. has been monitoring the situation and were verbally advised at the end of April that at that stage no further increase was expected. It was therefore a significant surprise when, after pressing the Broker for a final quote since 1st June, the final quotation arrived on 21st June. This was for a total amount of \$276,083.55, excluding GST. This represented an increase of 1 01 % over the actual insurance payment for 2001/2002. More seriously, the insurance quote is \$114,882.37 (excluding GST) above the budgeted amount even allowing for \$20,000 from the contingency fund.

The M.A.A.A. has a policy of only dealing with AAA rated underwriters to minimise a risk of the HIH problem being repeated. The Broker advised he contacted four other underwriters to obtain competitive quotes. They responded that they could not improve on the quotation that we have or that they were not prepared to quote.

The M.A.A.A. Executive immediately called an emergency Council meeting to discuss the situation. The Council met by teleconference on Sunday June 23 and considered that the M.A.A.A. could not absorb this massive increase in cost. It was reluctantly agreed that full amount would have to be passed onto the membership.

The M.A.A.A. insurance quotation is based on a membership of 9300 members. Therefore, the addition amount is \$12.35 per member to which GST has to be added. On this basis the amount would be \$13.59 per member.

The M.A.A.A. Council decided that, to cover the increase insurance costs, all membership fees should be increase by \$13.50 from the provisional amount set at the 2002 Council Conference. Therefore, the total M.A.A.A. fees for the year 2002/03 are Seniors & Pensioners \$63.50 and Juniors \$33.50.

Many members will have paid their fees already based on the provisional amount. It is regretted that they will now have to pay the additional amount. Their State Association and Club will advise how this is to be managed.

In order to allow time for this process anyone who paid the provisional annual fee prior to being advised of the change will have until the 31st August 2002 to pay the \$13.50 before being considered unfinancial and hence not covered by MAAA Membership benefits, including insurance. Any moneys paid in advance for membership that is not taken up will be refunded.

One important change to the insurance policy is that there is "no cover for activities outside the normal activities of the Association, State and Territory Associations and affiliated Clubs unless specifically declared (for example, displays at shopping centres, sporting events etc.)". This is only a requirement for advice and there is no expectation of additional cost.

This means that if your club is planning a display of any kind or an activity out the normal, you must advise your State Secretary, at least 14days prior to the event, who will then advise the M.A.A.A. Please do not leave it to the last minute, as we all need time to ensure that the appropriate people are advised. The M.A.A.A. Public Display procedure will also cover this.

The Council appreciates that the insurance cover afforded our members is an extremely important aspect of our membership and this cover must be maintained for our members. Indeed, in today's environment, anyone flying a model aircraft anywhere without adequate insurance is taking a severe risk on his or her financial future.

The Council is disappointed that it has had to make this large fee increase to our Members but unfortunately it is out of our control. This fee increase is exclusively a result of insurance cost which, whilst high, is not as severe as many other similar organisations have had to endure. Nevertheless, Council agreed that the M.A.A.A. should write to the appropriate Government authorities expressing our concern at these massive insurance costs, which threatens the existence of Associations like ours.

Yours Sincerely



(I. Chiselett)



TARMAC Notes for June and July

The new financial year is here and it is time to renew your club membership. You are now not insured unless you have paid the 2002/2003 fees. As by now everyone will know, this year all the fees have made a mighty leap; thanks mainly to the ever more hungry insurance industry. TARMAC's senior fees are now \$110, having increased by more than 35%. Juniors are now \$60 and pensioners \$100. Neither AWA or MAAA have increased their component of the fees.

Although I know that it is a fact of life that we cannot easily avoid, these insurance increases do seem to me to be yet another rip off. Just because one gaggle of middle eastern Kamikaze pilots does their dirty work on almost exactly the opposite side of the world to us, does this somehow makes our hitherto harmless activities more risky than they were last year? I think not.

Here is a photo of Grant Lucas holding the F2A speed model referred to in the last lot of TARMAC notes. The beautifully made carbon fibre wing does not contrast well with the background, but is discernable. The model flies very well with this new wing. (Photo from Adrian Dyson)



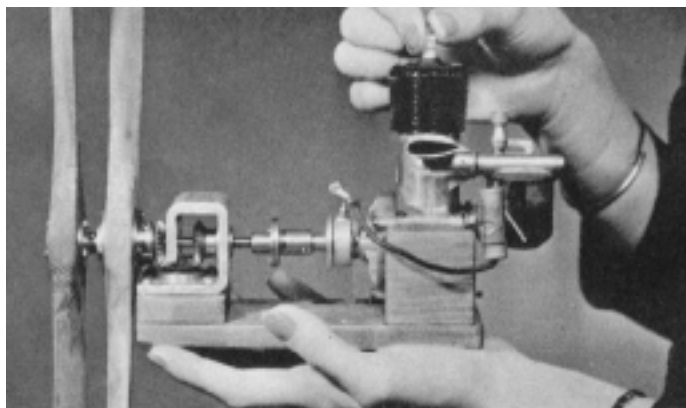
The description of clamps made from modified pegs in the last lot of notes inspired Dennis Percival to comment. However, he found that pegs can exert too much pressure on some jobs. He has discovered that spring closed hair curler clamps that are available from chemist shops, KMart etc can also make good modelling clamps. These come in many styles and shapes. Some are needle nosed and long. Just the thing for clamping gently in confined spaces. Some are made from soft metal that can be bent into other shapes for that difficult clamping location.

Dennis also uses Selley's Spackfilla Rapid. It comes pre-mixed in a blue plastic tub. It is fairly cheap and good for filling those hanger rash dings he says that he generates during construction. It is light weight and about as good as Model Magic. I have used this stuff with success too. (It works on walls too.)

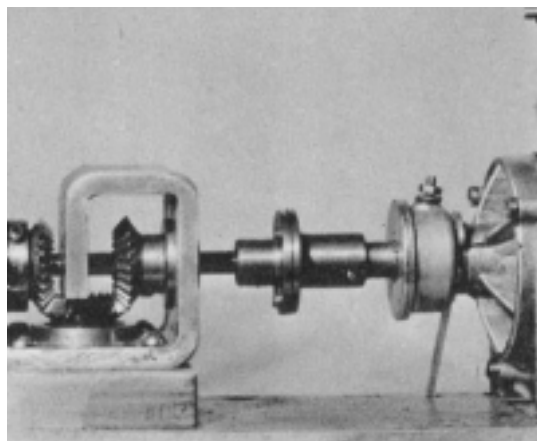
Now for something a bit different, even though it isn't new. While digging through the archives in search of items that might perhaps interest someone, I found an article on contra-rotating propellers. This one is American and dates back to the early World War 2 period. It is for use in power models, though I have also seen something very similar for use in rubber models and that in particular took my fancy. (It is the sort of thing that I might be tempted to use along with my next monoline stunter.)

This effort was inspired by contemporary (1940s) experiments with highly powered fighters that needed to harness more and more horsepower without using too large a prop diameter. The motor drives two propellers by means of having one connected directly to the engine crankshaft and the other driven in the opposite direction using a system of bevel gears. The gears run on ball races and are mounted on a carrier assembly in front of the engine. I have no idea of the lubrication or life span of this set-up.

This system (if carefully made) would (and did) work, although starting it by hand would be fraught with danger (I was sure that I had more fingers than that). To find out what efficiency might be expected from it you would have to ask a prop expert like Stuart Sherlock. There would be a weight penalty, losses through the gearing and possibly some from aerodynamic interference between the two props also. How about it Supercool, old chap? Could there be any benefits?



Here is the complete contra-rotating prop assembly attached to the motor and ready to run



A closer look at the bevel gear assembly

On the subject of starting potent engines, I read in the last issue of Australian Control Line News that P J Rowlands has a new starting technique for his stunter of just spinning the engine backwards by flipping the spinner between finger and thumb. I know the system works because I have watched Phil Trueman, who has been using that method on his PA .51 here for a year or so. It looks quite safe to do, certainly a lot safer than sticking a finger into that murderous looking triple bladed, carbon fibre meat mincer that he uses for a propeller. You do need to have the engine primed perfectly, but the PA engine just goes first time every time. They are very impressive engines once they are correctly set up. When Brian Gardner (of BriStunt) visited us, he gave Phil a few set up suggestions that really helped him get the bugs ironed out. It was appreciated by Phil, and judging by the performance that he is getting now, I would be happy to recommend BriStunt to anyone needing guidance or stunt equipment.

One way and another I have been rather busy lately and hence haven't been spending so much time at the flying field. This in turn seems to limit the range of subjects for the TARMAC notes. I do know that a couple of club members are busy at the building boards with some very interesting semi-scale stunt projects, but after that teaser, I do not intend to elaborate at this time. I will wait until I can get some photos.

Not long ago I saw something of interest, but I don't know the story behind the vision. While driving down to collect my daughter from the local railway station, I passed a car going in the other direction. There was something sticking out of the side window behind the driver. As it whizzed past, I got a brief look and could see two airfoiled sections mounted on rods and what looked like several heads inside the car peering at them. I have no idea what was going on, but it seems to have been some sort of experiment using that well known poor man's wind tunnel, Dad's car.

Using cars for testing wings is far from unknown as such well known aeromodellers as Al Rabe are on record as having used his car to get airflow over his experimental wings when developing his famous Mustang semi-scale stunter series.



MORE STUFF FROM THE ARCHIVES this month is a photo provided by Dick Gibbs of a slightly younger Jim Stivey carrying a large model and accompanied by an interested dwarf.

The rapidly growing and enthusiastic members of the new special interest group, Pulse Jet Aeromodellers of Australia (inc) now has a web site. This has been put together by John Adams who is one of their members. It is well worth a look.

The URL is: <http://users.pipeline.com.au/jcadams>

Simple advice for aviators is to stay out of clouds. The silver lining that everyone keeps talking about might be another aeroplane going in the opposite direction.

Charlie Stone
Email cestone@bigpond.com

VH4706



VINTAGE 'A' T/R

The shakers and movers in old time team racing have really been jumping about in recent weeks, particularly in sunny Queensland. Mark McDermott and Paul Dillon have made the English team race flyers sit up and take notice as they smashed the Vintage A world's fastest heat time at the Queensland State Championships. Their time of 3:16.16 for the 5 miles (90 laps) took more than a second from Englishman John Green's former record time of 3:17.3, recorded on August 29th at the 1999 British Nationals at Barkston Heath. Green's model was a Dimpled Dumpling which weighed in at 15 oz. This model has a 24" span with a 13" long fuselage and was powered by a C.S. Oliver Tiger.

An amazing coincidence is that both Mark McDermott and John Green live in IPSWICH !! One in the Queensland, Australia city and one in the English city.



Above photo:- Mark McDermotts Classic B model (Rocket/OS25FP) that obtained first place at the Qld State Championships

Also at the '99 British Nats, dynamic duo Allcock / Myszka established the world's best ten mile (180 lap) final time of 6:44, a time that Aussies Andy Kerr and Steve Rothwell have come within 1 second of beating. The British model was a Contest Kits Voodoo V, which was 14" long with 24" span and weighed 14.5 oz. Motor was a modified PAW "Effie Special" 2.5 cc diesel. Weather conditions on the day were clear, dry and windy.

In the latest edition of the British newsletter, Vintage T/R News, the issue of longer lines is discussed at length. (Pardon the pun) A letter from Dave Finch, President of the VTRSIG (Vintage Team Race Special Interest Group) urges a rule change to 49' 5" to help slow down the models and create more air space around them.

Some recent Vintage A finals in England "were a shambles to say the least" with all three racers coming down in two finals this season. Dave believes that "the vast majority of pilots can no longer keep up with the race." He points out that in the early 1990's all was fine, with most Vintage A models doing 24's for 10 with an occasional quickie doing 22's. Now we have all 3 finalists doing 20/21 seconds with inevitable chaos as a result.

Terry McDonald is another who supports the change to 49'5" lines and 85 lap heats and 170 lap finals.. Terry is the man who got Vintage A up and running with his inspiring article in the June 1988 Aeromodeller. So his views should be taken seriously.

Flying off the grass in Australia, not many flyers at the moment perceive a problem with the quicker models. However, that doesn't mean that slightly longer lines would not improve the standard of flying. Don't forget that all the original 75 sq. in. '50's Class A racers 'down under' were flown on 52.6 lines. So they do work. And it's no secret how some extra tip weight can make a model work really well on longer lines. Certainly I think longer lines are a preferable option to controls on motors and propellers. Australia and England have enjoyed a close relationship in Vintage A Team Racing for more than 14 years. It would be a shame to see each country go in different directions with the rules. In the end, it's going to be a case of majority wins. Looking to the future, and I'm talking about the next 10 years, the question is can the event in its current state cater for the increasing age of most of today's pilots? I think the probable answer to that one is NO, it can't. If that's the case, then perhaps it's time to start looking at 49' 5".

John Hallowell.
VH 1984.



.C.L.A.G. Flying Day. Knox July 7th.
From Peter White.

The day began a little on the breezy side but improved greatly as it progressed, giving the eighteen plus who turned up plenty of flying opportunities. The grass surfaces were in reasonably good shape and surprisingly dry despite the cold wet weather of the previous few weeks.

Among those who flew were Geoff Ingram (Demon/Frog 500) all the way down from Maffra, Graham Keene (Peacemaker/OS 15 FP), John Goodge (Ares/ Fox 35), Rian Goodge (Brown Pants/ HP 40), Graham Vibert (Too Up/OS 15 FP), Dave Lacey (Skylark/ OS 40 FP, Madman / K&B Stallion 35) down from Ballarat, Doug Grinham (Ramrod/ Fox 35, Nobler / Double Star 40) and Ken Taylor (Kutlass / Moki 51, Krystal /MVVS 49).

From around the suburbs we had two Brimbank members, Ken Maier (Gieske Nobler / OS S35, Wildcat / Enya 35, Zinger ST 15) and Mark Usher (Stuntmaster / McCoy 35, Avenger / Fox 35), Noel Wake (Frisky / Silver Swallow 2.5, Peacemaker / ST 15), Phillip Wake (unknown modified r/c model / OS 25), Peter Roberts (Frisky / Taipan 2.5, Liquidator / Fox 15), Mark Ellins (Manito / ST 46), Tony Cincotta (All Australian/ Merco 35), Craig Hemsworth (Pirouette / OS 46 FS, Bumstreak / ST G21/40), and Robbie Hiern (Frisky / Taipan 2.5, Ambassador / AM 35). Yours truly again flew an All American Junior with a K&B 19 Green Head,

Although a lot of flying was done, there were, to my knowledge, no repair jobs taken home.

Good to see Noel and Phillip Wake taking time off from building and flying speed jobs to put together some

stunters, Peacemakers and All Americans among them, for these social days.

Tony Cincotta's black case Merco 35 was fitted with one of his plasma piston/liner assemblies that show real potential. Although a little finicky on the needle setting it will almost certainly come good with more running to be a predictable and co-operative motor. Tony found good settings for a couple of flights where the Merco showed its power and 4/2 stroke capabilities.

The plasma setup is a little on the expensive side initially but appears to be a very worthwhile avenue for resurrecting an ST 46 with a worn or damaged piston/liner assembly or the black case Merco with its reputed dicky piston and liner metallurgy. .. Disclaimer...I've had no direct experience with the black case series and their alleged metallurgy weakness, although I've seen a small number in use all giving problems, but hearsay being what it is, it seems that this could well be a common problem with them. They certainly don't get regular mentions in run downs of contest equipment where many other 35s and 40s do.

Maybe Tony has found one answer to the problem. I'm not sure if his liner is a 35 or a 40 which could be fitted one way or another to the 35 case.

While on the subject of motors, Ken's MVVS 49 is worth a mention. This ABC schnurley is not overly heavy and is relatively inexpensive up against other competition motors of similar capacity. In Ken's Krystal it behaved itself well, breaking smoothly in the right places and producing plenty of horses, or bits thereof.

Early last year I planted a perfectly healthy Nobler resulting in a heavy crop of balsa chips that I had no desire to reassemble (I'm not a fan of jig-saw puzzles) and no heart to cannibalise for the hardware. It was eventually presented to Doug Grinham who pieced it together, with some dramas along the way, and fitted it with the DS 40. With some flight trimming, the little green bird looks as though it could be a quite useful stuntwars back-up model.

Our next get together will be at the Moe Racecourse, aka Apex Park, on Sunday 4th August. The following meeting will be at Warragul on 1st September and this will be the competition day with Aerobatics, Team Race and Combat events included.

As usual, BBQ facilities will be available and soft drinks will be offered at unbelievable prices.

Any other details can be obtained from Graham Keene on 5192 4485 or Peter White on 5623 5120.

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CONTEST RESULTS



Frankston 14/7/02

Pos.	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
=1.	R Hiern	Class 5	Novarossi 21	14.82	15.14	14.96	14.82	242.91	100.00%
=1.	R Hiern	Class 1	RH-11 Speed	14.97	14.92	D N S	14.92	241.29	100.00%
3.	N Wake	Class 5	Novarossi 21	15.52	15.09	N E L	15.09	238.57	98.21%
4.	N Wake	Class 1	OS CZ11 PS	15.84	15.94	16.16	15.84	227.27	94.19%
5.	P Roberts	Class 1	CS 11	16.88	16.79	16.62	16.62	216.61	89.77%
6.	G Wilson	Midge	PAW	11.21	11.57	D N S	11.21	129.21	78.95%
7.	V Marquet	Vintage Proto	McCoy 29	48.88	48.35	48.16	48.16	120.30	74.75%
8.	M Wilson	Midge	PAW	15.56	D N S	D N S	15.56	93.09	56.88%

Class 1 was flown to the new (LONGER) 15.92 lines & NEW Class 5 was flown officially for the first time hence new records set robin@alphalink.com.au

Mini Goodyear Team Race	Heat 1	Heat 2	Final	Model/Engine
1. Wilson/Ellins	4:09.72	DNS	8:33.00	Mr D/ OS 11P
2. Ray/Ray	4:31.18	4:24.90	9:09.41	Mr D/ CS11
3. Hunting/Hunting	4:50.19	4:31.18	9:28.47	Li'l Quickie/ OS 11P
4. Bailey/Roberts	4:32.62	DNF 40 laps		Argander/ OS 11P

June 16th Frankston

FAI Team race

	rd 1	rd 2	rd 3	rd 4
1. G.Wilson/P.Stein	3:22.35	4:08.34	-	3:19.97
2. C.Ray/M.Ellins	3:38.78	-		3:28.69
3. G.Wilson/M.Ellins	-	-	3:40.85	-
4. C.Ray/K.Baddock	-	4:23.64	dnf 56	-
5. K & J.Hunting	dnf 29	6:33.50	dnf 61	-

Goodyear

rd 1

1. G.Wilson/M.Ellins	4:32.03	(3 stops)
2. J & K.Hunting	dnf 23	(loose engine)
3. C & J.Ray	dns	(hole in tank)



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(McJway reference F11 page 70)

Saturday October 5, 2002 9.00am - 5.00pm
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Entrance fees: Adult \$6.00, Children \$4.00, Family \$16.00.

DON'T FORGET

CIAC are organising a Control Line promotion day at the Knox field on Sunday November 17th. It will be widely advertised in the media and we are expecting a big influx of the general public.

We need to present a good image of our collective activities on the day and are asking all club members to think about how they can help to make the day a great success.

Our intention is to have models in the air at all times of each and every aspect of C/L. Along with this there will be demonstrations, trial flights with trainers, static displays, information on where to buy equipment and how to get started in C/L, club info and lots of public relations exercises.

Have a talk with your club members on how you can help because we all know that we must do all we can to attract more members and improve public awareness of our existence.

Editor

AUSTRALIAN CONTROL LINE NEWS

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G. WILSON

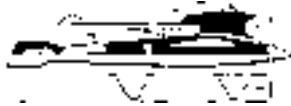
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