

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 61



Produced by the Victorian Control Line Advisory Committee

November 2002
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**Copy Deadline for next issue is:
Wednesday 20th November 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

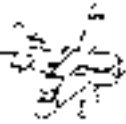
Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor. Harry Bailey. 37 Thompson Street. Clayton VIC. 3168.

Telephone (03) 9543 2259.

Email address:- acln@ozemail.com.au



COMING EVENTS



CONTROL LINE CONTEST CALENDAR 2002

NOV 3	Triathlon.	SMAC
NOV 3	CLAG Country Flying Day	MAFFRA
NOV 10	FAI & Combined Speed, FAI & Modified Combat, Mini Goodyear, 1/2A Combat	CLAMF
NOV 17	C/L promotion and learn to fly Day Combined clubs organised event.	
NOV 24	Monty Tyrell Memorial - Classic Stunt.	KMAC KMAC
DEC 1	Aust "A" Team race, Classic "B" Team race, Bendix	
DEC 1	CLAG Country flying day	SMAC
DEC 8	FAI & Combined speed, Nats practice	KMAC CLAMF
DEC 15	FAI Team race, 2.5cc Open Combat, 1/2 A Team race.	CLAMF
DEC 28 -	56 th Australian National Championships start. ALBURY - WODONGA 2003	
JAN 4	56 th Australian National Championships finish.	
JAN 5	CLAG Country flying day	
JAN 26	FAI (Hearns), Novice & Jnr Aerobatics, Vintage "A" Team race, Classic "B" Team race.	WARRAGUL KMAC
FEB 2	Simple Rat race, Simple Goodyear.	SMAC
FEB 16	FAI & Combined Speed, 1/2 A Combat, Mini Goodyear.	CLAMF
FEB 23	Vintage Stunt, Class 2 Team race.	KMAC
MAR 2	Hand Launched Glider.	SMAC *

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

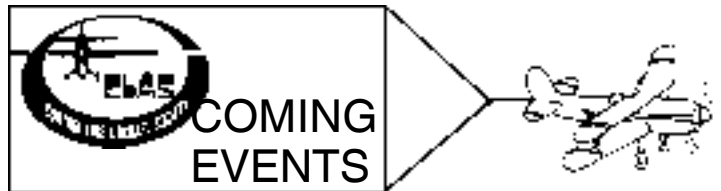
WMAA Horsham. Contact :- V. Cresp (03) 5382 4065

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



THE FOLLOWING PROGRAMME IS OPEN TO ALL MEMBERS
OF THE MODEL AERONAUTICAL ASSOCIATION OF
AUSTRALIA (M.A.A.A.)

LOCATION OF FLYING FIELDS

(ALL EVENTS START 9 am UNLESS OTHERWISE NOTED)

TAMWORTH MAC: CONTACT LEN SURTEES 02 67-61 8508
R.E.M.A.C.: PETER BOARD HIGH SCHOOL, WICKS RD.,
S.S.M.E.: LUDDENHAM ROAD, LUDDENHAM.
K.M.F.C.: ST. IVES SHOWGROUND, MONA VALE ROAD, ST. IVES.
S.A.T.: KELSO PARK, HENRY LAWSON DRIVE
I.M.A.C.: BIRKLEY ADJACENT TO FREEWAY.
MUSWELLBROOK M.F.C.: MITCHELL HILL FIELD, NEW ENGLAND HWY., MUSWELLBROOK.
NARROMINE: CONTACT STEVE BAKAC 02 68 89 2501
CLAS CONTACT MIKE COMISKY 02 9605 2062

CLAS 2002 CONTEST CALENDAR

DATE	CLUB:	EVENT:
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"

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

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.

RACING NOTES FROM THE N.S.W. STATE CHAMPS

A disappointing turnout in the racing circles due no doubt to the last minute organizing of the state champs this year. Only one interstate competitor—John Hunting. Always good to see you up here John.

Stan Pilgrim is sending down a report on the first event, Vintage 'A', so I'll leave that one to him.

Vintage 'B' was the second event with only three entries. The Kerr/ Curry/Fairall Double Dice had the up line connecting loop slip during practice. And then there were two. Grant Potter/Brian Hoggan flew a Double Dice and Steve Rothwell/John Nolan a Quest, both with Enya .29s. The Quest had a little more airspeed and was a bit quicker through the pits and was comfortably ahead when the D.D. tumbled on its final pit stop, breaking the tailplane and ending its run on 120 laps. The time of 8.11.88 for the Quest is I think the fastest in N.S.W. so far and has the potential for a LOT of improvement.

A plea to N.S.Welshmen—fly Classic B if you like, but please, please don't abandon Vintage. The gentlemanly pace and the rumbling bark of the exhaust truly evoke the days of our youth (our earlier youth that is). Besides this there is the noise factor to consider. Where the general public may be picnicking, 100 metres from our flying circle, a vintage B motor is no louder than many large stunt motors with their token mufflers. But the howl of a doctored O.S. 25 for Classic approaches Goodyear proportions, and many fliers have turned away from Goodyear, largely because of the noise.

Here endeth the sermon. Back to the state champs.

Bendix with only one entry was a non event.

Sunday at the Penrith hard surface saw the usual F2C suspects—Knight/ Harvey, Justic/Owen, and Potter/Potter, plus John Hunting with Hugh Simons on the handle. It was close and clean with Justic/Owen across the line first, only to be DQed when Robert Owen with a lapse of concentration lifted his model and snagged the incoming Potters. So it was Knight/Harvey first, Potters second and Justic/Owen third. Hugh Simons showed that F2A is not the only event that he flies very well. He only missed the final by one and a half seconds.

Junior Rat on Monday had three starters. Ryan Komiskey was making his debut, Matt Littley was defending his state title, and Hugh Simons agreed to fly a borrowed plane to make up the numbers. Matt was first into the final with a very good 93 laps in his second heat, and was well ahead in the final after 8 minutes. Then an unfortunate lack of airspace taking off after his second stop brought him and Ryan K. down, leaving Hugh to go on and take first place. Sorry Matt—it would have been great for you to have beaten a world champ, but "C'est la racing".

Final event of Goodyear saw Rothwell/Nolan get their entry fee refunded as the only entrants. The Muswellbrook club is considering scrapping GY from next year's Hunter Valley champs—perhaps it has had its day for a while.

SPEED

F2A had three entries—Richard Justic, Hugh Simons, and John Walker. The standard was high. No difficulties coming on the pipe, and fewer blown plugs, lean cuts etc than usual. All three went under 13 seconds—very consistent. Richard was third with 12.83, John second with 12.77, and Hugh set a new Australian record with 12.53. Congratulations (again).

Combined speed was sort of unofficial. Two entrants flew—Matt Littley in Proto and Dave Curry in .60.

Matt is only 12 years old and hasn't yet robbed

enough liquor stores to buy an MRS Nova Rossi so he flew a plain bearing O.S. 20 in an early style FAI racer (PAST). Because of the lack of power and Matt's relative inexperience he flew 16 laps on 52'6" lines instead of 14 on 60'. This made him unofficial. But then Dave took 20 attempts and 2 hours to record a time so he was unofficial too. Because Matt was unofficial first he took home the big trophy and Dave got the little one.

My wish for next year is that the weather and the company be as good as this year, and the turnout better, See you all then.

John Nolan.

The pictures below were taken at the State Champs by Brian Burke



Noel Corney's "Impulse"

Constructed and finished to his usual fine standard.



Tom Barry's superb "Stuka"

OS35S powered and makes the originals cranked wing and undercart look wrong!

NSW State Championships					
Saturday 5/10/2002					
Vintage A Class Team Race	Heat 1	Heat 2	Final		
C/D Stan Pilgrim	90 Laps	90 Laps	180 Laps		
Steve Rothwell/Dave Hines	4.15.82	3.54.59			
Andy Kerr/Richard Justic	3.32.00	DNS	7.18.47	1st	
John Nolan/Tony Bonello	3.55.20	3.46.88	9.11.22	3rd	
Brian Hoggan/Grant Potter	3.37.11	DNS	7.26.27	2nd	
John Hunting/Hugh Simons	3.55.40	3.56.87			
Vintage B Class Team Race					
C/D Andy Kerr	140 laps				
Brian Hoggan/Grant Potter	120 laps	2nd			
John Nolan/Steve Rothwell	8.11.88	1st			
Dave Curry/Ray Fairall	DNF	3rd			
Sunday 6/10/2002					
F2C Team Race	Heat 1	Heat 2	Final		
C/D Steve Rothwell	100 Laps	100 Laps	200 Laps		
Ray Harvey/Gavin Knight	3.30.34	3.59.72	8.19.91	1st	
John Hunting/Hugh Simons	4.01.62	3.43.12			
Robert Owen/Richard Justic	3.35.40	DNS	Disqualif	3rd	
Grant Potter/Geoff Potter	3.46.50	3.41.81	10.11.47	2nd	
F2A Speed					
C/D Andy Kerr					
Richard Justic	12.96	12.83	13.53	3rd	
Hugh Simons	12.65	12.53	12.81	1st	New AusL Record
John Walker	12.77	13.87	N/Time	2nd	

CLAS PERPETUAL RACING TROPHY
POINTS FROM NSW STATE CHAMPS
AND CURRENT TOTALS

	Vin A	Vin B	F2C	State Champs Total	Year to Date
Richard Justic	5		2	7	16
Andy Kerr	5			5	11
Grant Potter	4	1	3	8	37
Brian Hoggan	4	1		5	23
Tony Bonello	3			3	29
John Nolan	3	2		5	43
Steve Rothwell	2	2		4	35
David Hines	2			2	10
Hugh Simons	1		1	2	4
Gavin Knight			4	4	20
Ray Harvey			4	4	19
Geoff Potter			3	3	20
Robert Owen			2	2	9
Andrew Heath					31
Stan Pilgrim					12
Lachlan Fairall					10



VINTAGE TEAM RACE DAY
KURING-GAI MODEL FLYING CLUB
ST IVES SHOWGROUND
MONA VALE ROAD
ST IVES
SUNDAY 17th NOVEMBER 2002
VINTAGE 1/2 A, VINTAGE A, VINTAGE B
(VINTAGE B ON 60' LINES AS PER CURRENT RULES)
PRACTICE FROM 9 am,
1/2 A STARTS AT 10 am
K.M.F.C.





C.L.A.S. President Michael Comiskey presenting commemorative plaque to World Junior F2A Speed Champion Hugh Simons. Hugh Re-set his Australian record later that day!

Quote from Hugh Simons at the Penrith aquatic centre during the NSW State championships.

“Sunday went very well. The flight you saw (very first run of the day) was about 14.5, but the next one was 12.41 @ 290 kph. It is a pity we did not call an official for it! That flight the needle came loose, so we lost the setting. Next flight was 287.3, which is a new Aussie record. John Walkers best was 284 kph, and Richard (Justic) managed 280 kph. So far this is the fastest F2A comp in Australia.”
 END OF QUOTE.

RULE BOOKS

Printed A4 size copies of the Control Line FAI & Australian rules are available in a spiral bound folder from

CLAC,
 PO BOX 298,
 SEAFORD, 3198.

The cost is \$8.00 for Book plus \$2.50 postage.

Please make cheques payable to
 “Control Line Advisory Committee”

Notice

THE 2003 QLD C/L STATE CHAMPS WILL BE HOSTED BY CLASH AT IPSWICH FIELD AND SURROUNDING FIELDS OVER THE LONG WEEKEND IN MAY.

THE C/L SCALE CHAMPS WILL BE RUN ON A SEPARATE WEEKEND IN MAY AS PREVIOUSLY ADVISED. FURTHER DETAILS NEXT MONTH

SLOW COMBAT

At Kuring-gai MFC in Sydney James Armstrong has done a great job for the last year or so in reviving slow combat as a regular club event.

His task has not been made easy by the fact that in this state there seem to be as many variations to the rules as there are fliers.

Here then, for the information of all who intend to fly at Kuring-gai, are the rules that will govern our competitions:

THE RULES OF JUNIOR COMBAT AS SET OUT IN THE MAAA HANDBOOK.

We draw your attention particularly to the sections on mufflers, ROG, engine safety wires (engine that says, not engine bolt), and control handle safety straps. We want this event to be safe, quiet, and fair to everyone, and if you don't comply you don't fly.

Incidentally the combat event in the CLAS calendar for Dec 8th at KMFC is really intended just to be a few fun bouts as part of our Xmas party day. Fliers from other clubs are welcome to join us but don't expect a full competition.

Happy flying
 James Armstrong
 Combat c.d.
 John Nolan
 Club Pres.
 KMFC

Weight A Minute!!

One of the recent rule changes that might have slipped your notice this year is the maximum weight rule that has been applied to most racing classes in the MAAA rule book.

Class	Maximum Weight	
	(gm)	(oz)
FAI Team Race 24.7	a)	700
½ A Team Race 30.0	500	17.6
Class 2 Team Race 30.0	(<3.5cc)	850
950	(3.5 to 5cc)	33.5
Vintage A Team Race	500	17.6
2.5cc Rat Race	650	22.9
Open Rat Race	1000	35.3
Junior Rat Race	650	22.9
Goodyear	650	22.9
Mini Goodyear	450	15.9
Bendix	1000	35.3

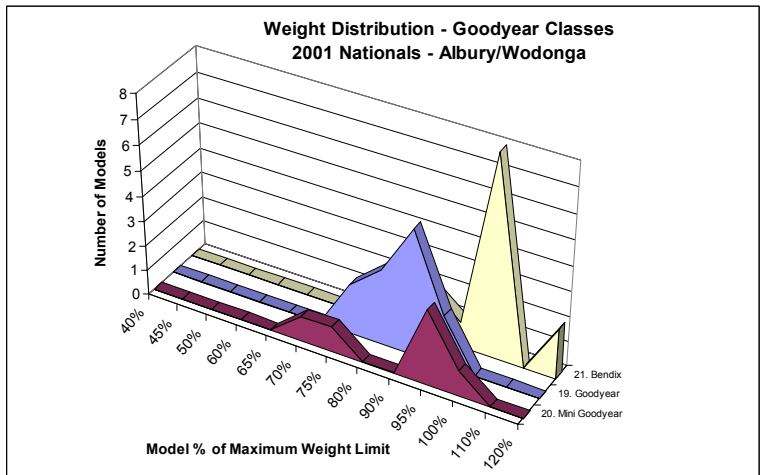
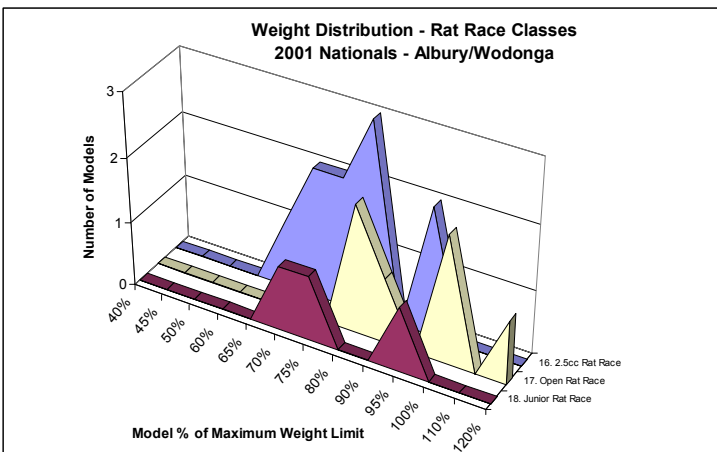
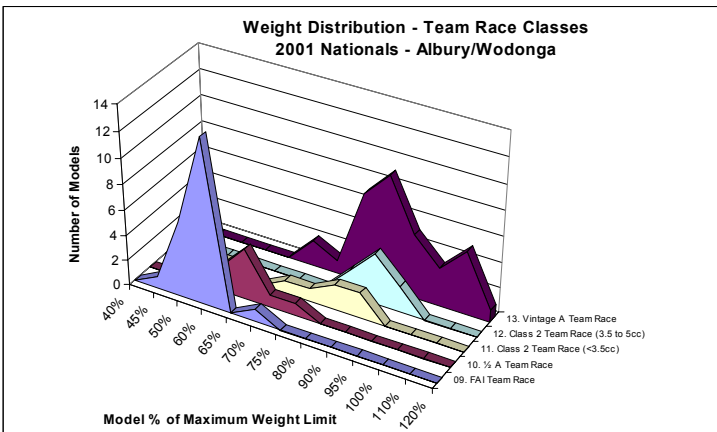
References

- FAI Rules 1997
- MAAA Rules 2000 (all others)

These limits came into effect about May this year, so should apply to the upcoming Nats, but are they realistic?

Analysis of the weight records from the last Nats, shows that meeting the weight limit in some classes is considerably easier than in others – the easiest, believe it or not, is FAI Team race!

By plotting the number of models weighed, against their percentage of the class maximum weight, it can be seen how realistically the weight limit was set.



It can be seen that classes with the “hump” close to or extending to the right of 100% (ie the class weight limit) already have many models either very close to or exceeding the weight limit. Classes with the “hump” far to the left of 100% (eg FAI TR) are well under the weight limit.

The classes that may need revision to the weight limit to enable existing models to compete (ordered by classes with greatest number of models close to the limit first) are

- Bendix
- Mini Goodyear
- Goodyear
- Open Rat Race
- Vintage A Team Race

Increasing the weight limit does have the negative effect of increasing the potential maximum load in the control lines. In all cases however, the theoretical maximum line pull (from the Centripetal Force Equation $P=mv^2/R$ – and EVERYONE says “they don’t pull that hard”), is less than the pull test for the class.

Some classes have a greater margin of safety than others, so it is desirable to also revise the pull test for those classes.

Basing my calculations on a Reserve Factor of approximately 1.5 or greater (Pull test is 1 ½ times the expected maximum load) and assuming the lines carry a 60/40 split of the load, gives the following pull tests for the following maximum weights

Class	Proposed Maximum Weight	
Proposed Pull Test	(gm)	(g)
Vintage A TR	600	25
Open Rat Race	1200	40
Goodyear	700	30
Mini Goodyear	500	25
Bendix	1200	30

Note: Bendix Reserve Factor is already 1.9, so no change required.

These pull tests are getting very close to the maximum strength of the control lines in some cases, so it is in everyone’s best interest to use good quality lines and look after them.

These weights will allow all racing models that competed at the 2001 Nats to be eligible for the 2002 Nats – provided they have not had a major repair and been made even heavier!

Proposal to allow pre-existing models to Compete

Allow models built prior to the released rule changes in May 2002 (honour system only) to compete up to the proposed weight, provided they pass the proposed pull test.

Models meeting the current weight limits will be pull tested to the current rules.

The current weight limits are achievable with careful building, so we probably should strive towards them in the future, but a little more "fat" in the rules will avoid the scenario of spending months building a model, only to have it come out fractionally over the limit – rendering it a nice "static display" model!

Keith Baddock

The following comments were taken from the CLAS meeting minutes held on 14/10/02

Weight of Team Race and Speed Models.

A Kerr advised that a situation had been revealed whereby models which competed at the last Nationals were no longer legal due to new weight rules. He believed that the new rules were unsatisfactory because in his opinion and also the opinion of other informed parties, the new rules would render models unsafe because to comply with the new weight limits the structure would need to be too light. In his capacity as chairman of the Control line Subcommittee and because it is a safety issue he can and will fast track a proposal to rectify the problem.



Control Line Aeromodellers of Gippsland

From Peter White

The October meeting was held at the Agnes Brereton Park in Traralgon in pleasant sunny conditions with ten flyers turning up.

We used two circles, one cut quite short and the other a little on the rough side. For some reason, maybe because it was nearer the BBQ setup (read food), the latter circle was used by most flyers.

The park area is on the outskirts of a residential area and is large enough for eight or ten circles.

The only flyer from the "Big Smoke" to turn up was

Frank McPherson who put in a big day with his Centour and Magnum (Fox 40's) and his OS35 powered Madman. Frank has begun to fly inverted by stretching out his horizontal eights and is doing very well with it.

Others who flew on the day were Ron Jones with his Valiant/Enya35, Rian Goodge with an Aeroflyte Spitfire/OS15FP, John Goodge with his great looking black and yellow Nakke/Stalker 40RE, Andrew Beevor and his OS46LA powered Wildcat, Graham Vibert with his neat grey and red Too Up/OS15FP, Paul Richardson with his OS20 powered Stuntmaster, Geoff Ingram and his PAW 40 powered Freebird and Graham Keen with two of his neatly built Peacemaker/OS15FP's and yours truly with an All American Jnr/K&B 19.

Geoff Put in about half a dozen good flights - all good practice for the Albury Nats which he intends to take part in. Geoff has the big diesel running smoothly and reliably to haul the Freebird through the pattern with ease.

Two accidents marred the day / broke the monotony / brightened up the day (Take your pick), the first being the write off of Graham Keen's two nice Peacemakers in a mid air collision when he and Andrew Beevor were involved in a combat bout. Unfortunately, Graham didn't have to many large pieces to take home.

The second mishap involved yours truly's All American Junior which clipped the grass, ran out of revs, floated up about twenty feet and fell to earth, snapping the fuselage in two. It will fly again but it looks a little shabby.

Overall the day was successful and enjoyed by all who attended. It was agreed that the new fling site was very suitable.

The next CLAG flying day is slated for November 3rd at the Maffra Sports Complex - again all are welcome. BBQ facilities are provided, (as are soft drinks at a very moderate cost). Just provide your own raw materials.

The following meeting will be at Knox on Sunday December 1st.

With my move to Perth being so close now that I can count the days by taking off my shoes and socks and still have a handful of toes left over, this will be my last CLAG report to grace (??) the pages of ACLN. My thanks to all who have taken the time to wade through my ramblings, hopefully gaining some insight as to what's happening in the Latrobe Valley/Gippsland aeromodelling scene. Not sure who the new scribe will be but the reports will continue bigger and better than ever.

Thanks also to editor Harry who has managed to decipher my handwriting and on a couple of occasions has had to phone me back and inform me that the e-mailed reports didn't make it through the quicksands of the computer system.

When I have a permanent address and phone number in Perth I'll circulate them so that anyone who gets lost and finishes up in that fair city can look us up if they so wish.

Till then, all the best and fly safely.



The KMAC club continues its summer schedules this 2002/2003 summer with a November to April line-up of evening fly-ins to replace the scheduled monthly meetings. This takes advantage of the summer daylight saving.

For fine summer evenings, KMAC monthly meetings will

be replaced with an evening fly-in at the club field starting at 7pm on the third Thursday of each month - until the clocks go back to winter-time.

Make a note for:
November 21st 7pm
December 19th 7pm
January 16th 7pm
February 20th 7pm
March 20th 7pm
April 18th 7pm

These are excellent laid-back casual evenings where members simply bring a plane and fun-fly until the sun goes down by 8 or 9pm.

In the case of bad weather, the meeting transfers to the normal club room venue at 8pm.

All enquiries to Derek Pickard 9889 1149



TARMAC Notes for September & October

In response to my comment last month that you don't see any control line gliders, I was swiftly sent a message to show me the error of my ways. Ron Chernich pointed out that there HAS been at least one C/L glider. He writes: "It was a scale Waco troop carrier. The plans were published in Model Airplane News in the late 50's, or early 60's. If I remember right, the glider part was reasonably scale, fitted with a bellcrank and 3rd line release. The plan included a profile Dakota powered by a pair of .09's or .15's. There were two options: the two were hooked up and the Dak took off towing the Waco until the glider pilot got sick of it, cut loose and landed. Another option was to do a glider pick-up, a-la WWII where the tow line was composed of a loop and was stretched over 2 poles, allowing the Dak to "hook" the Waco while flying low. Always sounded like fun to me...Ron Chernich"

Thanks for that update Ron. In case you don't know, Ron is one of the famed 'Motor Boys'. His web page on engine building at: < <http://archive.dstc.edu.au/BDU/staff/ron> > is definitely worth a visit if you are interested in building your own model aero engines.

Having just returned from a trip to Queensland to visit my son, I am quite aware of the current raised level of airport security. I should know, having caused a four star alarm by carrying an (empty) chewing gum packet through the metal detector at the Perth terminal. Apparently there is metal foil in it. However it seems that this following of security rules can be carried to ridiculous extremes as my military connection related this (true) story to me.

An army crew was passing through the terminal at a Queensland regional airport on their way to fly out two fully armed Huey Bushranger gunships that were sitting on the apron outside. These aviators were in military uniform and carrying pistols, knives and various other items that might come in handy during a hard days work. The security guard

insisted that all their gear had to go through the X-ray scanner (Them's the rules). After much arguing the guard had his way. All guns, etcetera went through the scanner and then were ceremoniously returned to the soldiers on the airport side of the entrance. 'Why?' The boys asked. Were they looking for weapons concealed in the butts of our guns? They then left in the Hueys; Either of which was capable of leveling the whole terminal building at the press of a couple of buttons. It doesn't have to make sense - Its our policy.

While ambling about the Sunshine state in the company of my son, I took the opportunity to visit Mark McDermott to inspect his collection of beautiful team racers and also to check out the aircraft collection at 'Flying Fighters' of Archerfield. 'Flying Fighters' has lots of (mostly ex military) antique aircraft that are of great interest to any aviation nut like myself. They include a couple of old Soviet fighters, a very pretty Yak 3 that is currently flyable and a Yak 9 that is presently under restoration. Another aircraft that was on view in the restoration area, was a Beechcraft 17 'Staggerwing'. I took a photo of the fuselage framework as I thought that this may interest some modelers. The fuselage strength comes from the steel tubing space frame, but the final shape is produced by an overlay of bulkheads and external stringers that will finally be covered with fabric to give the finished shape.

Being amazingly clumsy (and getting rapidly worse), I often manage to put dents and dings in soft balsa while building the few models that I actually put together. The way that I repair these dents and dings is by dampening the dented bit with water (a drop or two applied directly to the dent with a wet finger generally is sufficient), then warming the area with a hot iron (Mum will never know) will raise the wood back to it's original level and dry it out at the same time. Try it. It works.

I had a call the other day from Bob Russell-Brown with a few helpful suggestions for these notes. Included in the subjects covered was safety and the fact that to be a successful modeler, some of our bodily parts were vital. High on his list of useful bits were thumbs and eyes.

For obvious reasons it is highly desirable to keep your eyes in good condition, and it is worth remembering that modeling can put them at risk in several ways. They can be hurt by foreign objects such as grinding particles or swarf flying about in the workshop (propelled by your Dremel tool for instance). Bits of dirt or even broken prop blades flung about by your 50 cc Gruntmaster special can also have an eye out and ruin your whole afternoon. Another, more insidious (and therefore often unconsidered) risk is the repetitive exposure to Ultra Violet radiation from normal sunlight. Modellers (especially Radio Control types) spend a lot of time gazing at the sky. They are either watching their planes perform or (for Free flighters) trying to work out where they are off to. So it is sensible to use good sun glasses for protection or steady and more or less unnoticed deterioration will occur. Finally resulting in cataracts or other damage to those valuable orbs. You only get two eyes. Look after them.

Next comes the thumbs. These are supposedly what differentiates us from the apes by letting us manipulate tools with such dexterity that we can be aeromodellers.

Radio modelers use them for twiddling the sticks on their transmitters, and the rest of us use them for holding X-acto knives to build things. It is not that long since I bashed one of mine with a hammer. It hurt like the devil and I still have a blackened nail to show for it, but that was as nothing compared to the agony gone through by three of my acquaintances. They have in recent times each carried out acts of violence on one of their thumbs that caused severe, permanent damage to them. I know this was painful and it certainly was expensive and involved lots of hospital time. Had they been Radio flyers (none were), their stick twiddling would have been severely curtailed. All of these instances were the result of industrial activity, but it could just as easily have been done by a razor sharp, carbon fibre prop on one of those potent, piped engines that so many guys are operating these days. Treat them with respect. Think thumbs. Think Safety.

votes so that they were introduced. I seem to remember that it may have had something to do with voting by groups of modelers that were not actual competitors in the classes affected. It would be interesting to know where it all went wrong. Now I am torn between the suggested course of removing these weight limits that should never have been there, or insisting that as the rules were voted in correctly, they be complied with for the next couple of years until the next change of rules. The latter course would be as a sort of penance or punishment in the hope that the next time rules changes are considered that they are better thought out.

It doesn't affect me either way; My current models comply.



Here is Mark McDermott's new Classic B team racer. It is a 'Galaxie' powered by an OS .25 and as can be seen has a very high gloss finish.

Having received a circular from Control Line Sub-Committee Chairman Andy Kerr on the subject, I see that some comments have originated from Victoria questioning the value of the weight limits for racing and speed models. These, have only just been voted in to the national rules. It seems that some maximum weight limits are so low that models already in safe operation will now be rendered ineligible to compete. I am not at all surprised. This is one of the likely outcomes that I thought was obvious from the start. Another is that there may well be modelers (perhaps potential new competitors) out there that are incapable of building models light enough to conform with these rules.

At the time that these rules were mooted originally, I was (and still remain) opposed to their introduction. To the best of my recollection modelers in Western Australia directed our representative to vote against them as we considered the maximum weights to be too low and in any case unnecessary. However, a majority of modelers elsewhere in Australia, obviously either thought that they were important enough to introduce or managed to muck up their

Found in a list of Rules Of The Air: 'Flying isn't dangerous. Crashing is dangerous.'

Charlie Stone
Emailcestone@bigpond.com

VH4706

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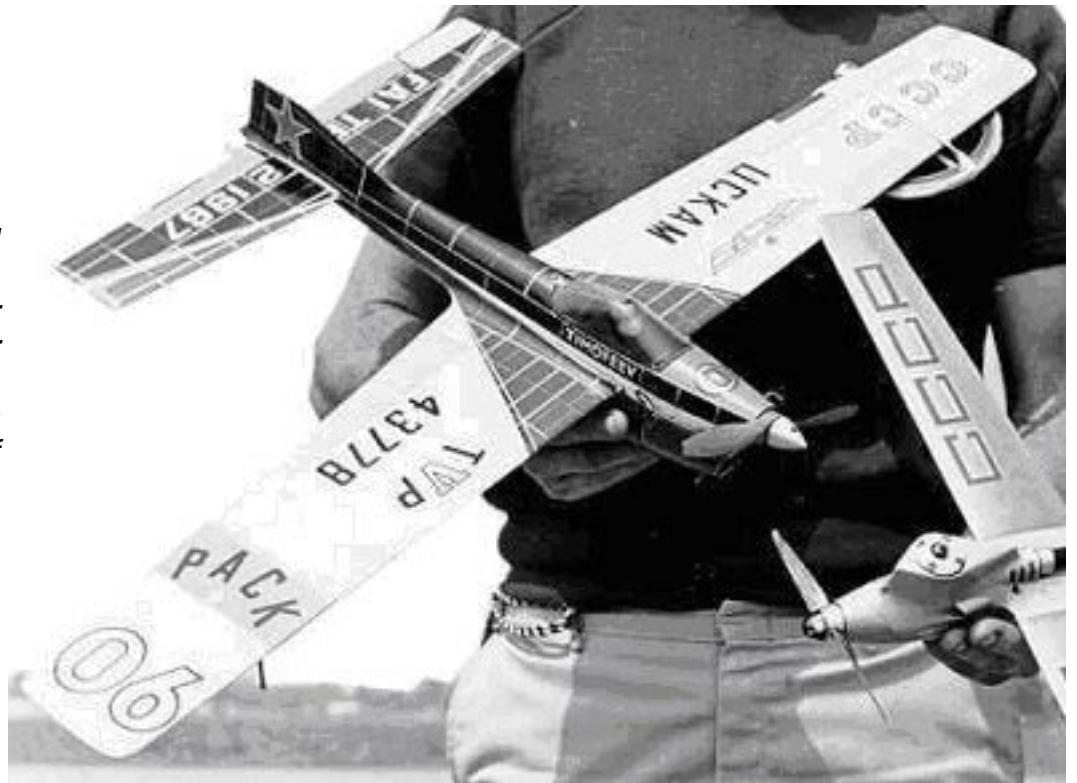
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This is the fuselage framework of a Beechcraft 17 'Staggerwing' biplane seen at Archerfield airport in Queensland . The fuselage strength comes from the steel tubing space frame inside, but the final shape is produced by the overlay of bulkheads and external stringers that will finally be covered with fabric to give the finished shape.

Extracted from the TARMAC archives is this picture of a beautiful Russian team racer. The model is one that Roger Theobald and John Barr got at the World Champs in Namur. The plane was used by the team of Plotsin and Timofeev



56th Nationals News

Processing of Control Line models will be from 11.00am at the Administration Centre on the 28/12/2002.



Monty Tyrell Memorial Classic Stunt

*** Don't miss it**

The annual Monty Tyrell Memorial Classic Stunt is on again.

Make a note to be at the KMAC field (Melway 72 K9) on Sunday November 24th.

*** Great range of classic stunters.**

*** Meet old friends.**

The event is for Control Line Stunters of a design similar to that of pre-1966 that will do the Classic pattern in a maximum of 7 minutes.

Catering will be available at the field.

*** Judges Needed!**

Enquiries to :- Derek Pickard. Tel (03) 9889 1149

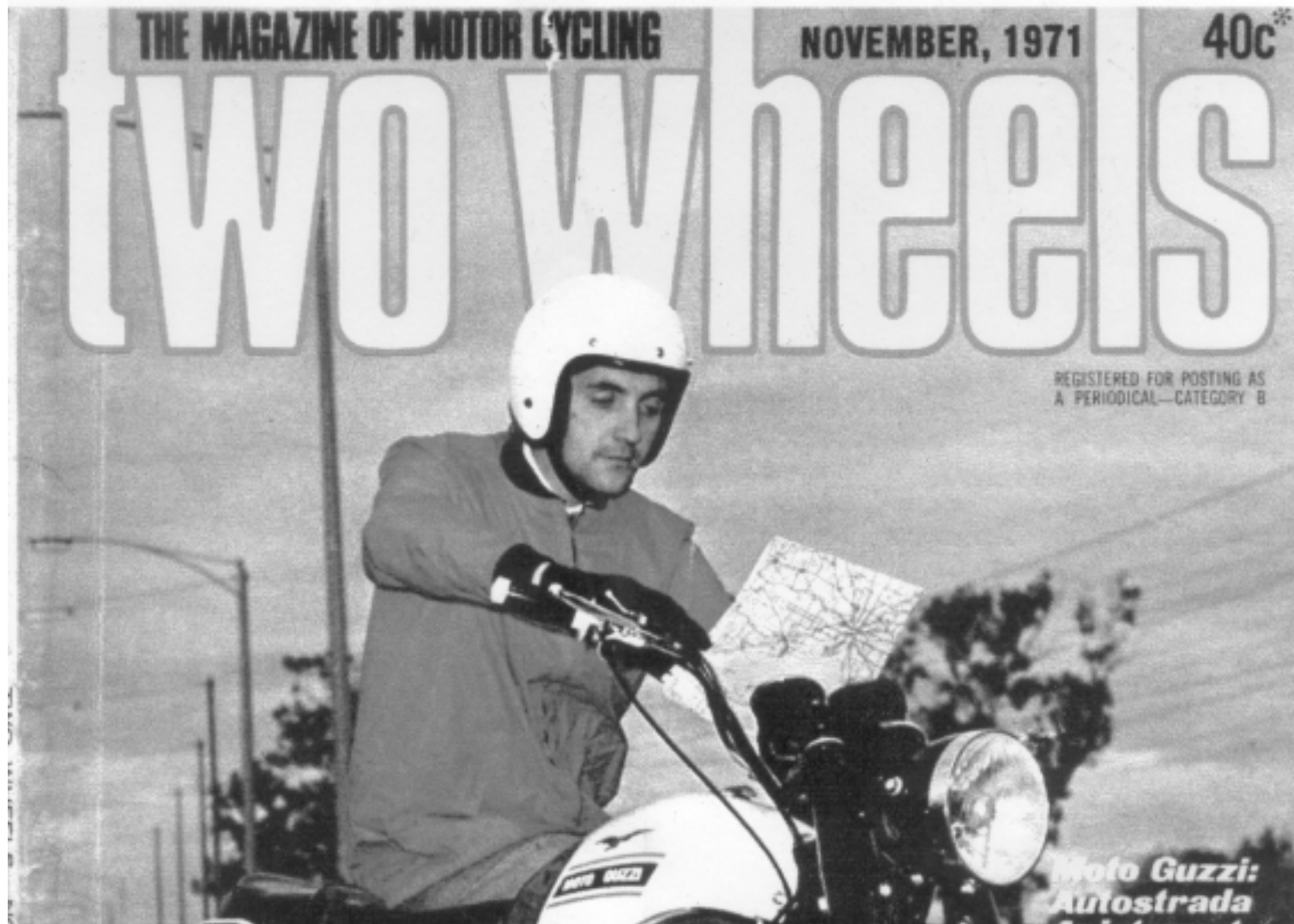
Rules of Nostalgia Aerobatics

(1) Model must be a pre 1965 design. Proof required (plan magazine article)

(2) Model must have an effective muffler.

(3) Flight time 7 minutes maximum.

TWO WHEELS

REGISTERED FOR POSTING AS
A PERIODICAL—CATEGORY B

Do you recognise this man? He still does engine tests to this day. You will find his name in the "Wanted" section on page 15

**DON'T
FORGET**

CLAC 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.

This is a joint club venture so take this opportunity to bring **your** clubs activities into the public eye.

We need to present a good image of our collective activities on the day and are asking all local 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.

The VMAA has donated two OS.15LA engines for use in the demonstration models

A quantity of "TOO UP" entry level model kits have been purchased for sale to the public on the day. Some of these have been built by club members and others are to be sold as kits at very reasonable "Display Day Special" prices.

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

The field will have to be prepared by 9.30am with safety fences and field markings on the day and assistance with this and other tasks would be greatly appreciated

CONTEST RESULTS

The results from the CLAMF comp held at Frankston on 20/10/2002 are as follows :-

FAI Team race

1. G.Wilson/P.Stein	3:21.28	3:18.19 Mazniak
2. K.Hunting/M.Ellins	3:41.15	4:24.69 Nazin
3. C.Ray/K.Baddock	4:48.16	dns U/C Nazin

GOODYEAR

1. K.Hunting/M.Ellins	dns	4:03.83 Nelson FI/SE
2. G.Wilson/A.Lumsden	5:47.34	6:20.22 Nelson FI/RE
3. J.Hunting/K.Hunting	dnf 11	dns Cox Conquest

2.5cc Rat Race (Riverside Trophy)

Ten minute race

1. G.Wilson/A.Lumsden	285	Nelson RI/RE Diesel
2. J.Hunting/K.Hunting	221	ST G20/15D
3. M.Wilson/M.Ellins	177	OS FP 15

SMAC Contest Results - held at Knox on 6th October 2002

Simple Rat Race

Results based upon best heat times only - no final flown

Place	Team	Round 1	Round 2
1st	Ray/Ray	28 laps	106 laps
2nd	Ellins/Hunting	97 laps	100 laps
3rd	Marsh/Follett	64 laps	83 laps

Simple Goodyear

Results based upon best heat times only - no final flown

Place	Team	Round 1	Round 2
1st	Ray/Ray	5:47.42	5:26.85
2nd	Ellins/Hunting	5:40.18	6:05.87
3rd	Marsh/Baddock	DNF 71 laps	6:12.35



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OSFP35 powered.
A Brian Burke kit.

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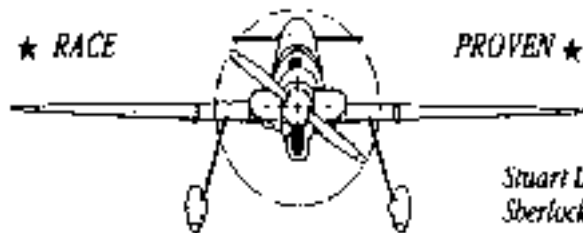
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F2ACW01	6 X 6.2	Bendix01 9 x 6
F2ACW02	6 X 6.3	Bendix02 8.5 x 6.5
F2ACW03	6 X 6.4	
F2C04	6.3 X 6.1	
F2C05	6.3 X 6	Supercool
F2C06	6.8 X 5.8	First in Racing
F2B	11 X 5	

WANTED

WANTED muffler to suit Merco 30/35/40 (with 37mm screw spacing).

Factory muffler to suit Enya 15.
Derek Pickard 03 9889 1149

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 J.G. Wilson P.O. Box 298 Sassafras, Vic. 3198; if you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee".

WANTED

The organisers of the 56th Nationals in Albury/Wodonga would appreciate the assistance of some volunteer C/D's for the following events.

Class 2 Team Race	29/12/02
Junior 2.5cc Combat	30/12/2002
Open Combat	03/01/2003
Classic Stunt	04/01/2003

If you can help please contact
Graeme Wilson (03) 9786 8153
Email vmaareg@ozemail.com.au
or Jim Ray (AH) (03) 9546 7170

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