

---

THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

---

Number 65



Produced by the Victorian Control Line Advisory Committee

April 2003

INSIDE THIS ISSUE

Contest Calendars  
Contest Results and pictures  
Ken Taylors Stunt Column  
Tarmac Notes from W.A.  
Which kind of oil is better?  
Around the Clubs  
Wanted

**Copy Deadline for next issue is:  
Wednesday 16th April 2003  
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**

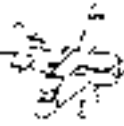
Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor. Harry Bailey. 37 Thompson Street. Clayton VIC. 3168.

Telephone (03) 9543 2259.

Email address:- [acln@ozemail.com.au](mailto:acln@ozemail.com.au)



# COMING EVENTS



## CONTROL LINE CONTEST CALENDAR 2003

APR 6	Simple Combat.	SMAC
APR 6	CLAG Country Flying Day	MAFFRA
APRIL 18 - 21	<b>VMAA CONTROL LINE STATE CHAMPIONSHIPS</b>	
Sat 19th	FAI Speed, Jnr Combat, FAI T/R, Combined Speed, 1/2A Combat.	CLAMF
Sun 20th	F2B Stunt (1 round) A.M. Vintage Stunt (2 rounds) P.M. Jnr, FAI (2 rounds) & Novice Aerobatics, Combined Speed, FAI Combat, Vintage "A" T/R, Classic "B" T/R, Jnr 2.5cc Rat Race	KMAC
Mon 21st	Midge Speed, Goodyear, Mini Goodyear, 1/2A T/R, Simple Rat Race.	KMAC
APRIL 27 MAY 4	Classic Stunt, Bendix. Vintage "A" Team race, Aust "A" Team race.	CLAMF
MAY 4 MAY 18	CLAG Country Flying Day <b>FAI &amp; Combined Speed</b> , Triathlon (Artmil Trophy), <b>1/2 A Team race.</b>	KMAC
MAY 18 MAY 25	Vintage Stunt Brimbank Falcons FAI (Yeoman), Novice & Jnr Aerobatics, Simple Rat race.	CLAMF
JUN 1	CLAG Country Flying Day	KMAC
JUNE 8	Balloon Burst, Limbo.	MOE
JUNE 15	FAI Team race, <b>Goodyear</b> , 1/2 A Combat, FAI & Modified Combat.	SMAC
JUNE 22	Vintage Stunt, Combined Speed, Vintage "A" Team race.	CLAMF
JULY 6	Simple Rat race (whipping permitted).	KMAC
JULY 13	<b>FAI &amp; Combined Speed</b> , Jnr 2.5cc Combat, <b>Mini Goodyear</b> , Jnr 2.5cc Rat race.	SMAC
JULY 27	FAI (Stuntmasters), Novice & Jnr	CLAMF
AUG 3	Simple Combat.	KMAC

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 CLAMF 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

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

**BRCAC** Bendigo-Newbridge Rd . Marong

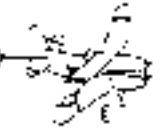
Contact :- S. Power 03 54 424 925

**CLAG** Contact :- Graham Keene (03) 51924485

Details of venues can be found on web site [www.clagonline.org.au](http://www.clagonline.org.au)



# COMING EVENTS



## CLAS 2003 CONTEST CALENDAR

DATE	CLUB:	EVENT:
Sun 6th Apr	KMFC	1.6cc Combat and Slow Combat
12th/13th Apr	MDMAS (Lake Lidell State Rec. Area)	Splashdown Weekend (Seaplanes, Floatplanes)
18th/21st Apr	CLAC (Victoria)	VMAA C/L STATE CHAMPIONSHIPS
27th Apr	SSME	F2B Aerobatics
3rd/4th/5th May	CLAS II Fields, Ipswich, QLD	QUEENSLAND C/L STATE CHAMPIONSHIPS
17th/18th May	MDMAS (Muswellbrook)	Veteran's Gathering
25th May	SAT (at Dapto High School)	F2B Aerobatics
1st Jun	KMFC	Palmer / Aldrich Classic Stunt
7th/8th/9th Jun	Venue to be confirmed	N.S.W. STATE C/L CHAMPIONSHIPS
15th Jun	IMAC TBA.	F2B Aerobatics
13th Jul	KMFC	"AGM, 2.5 Stunt, F2CN & Slow Combat"
19th Jul	REMAC (incorporating award for best All American)	Vintage Stunt
26th Jul	SSME	"Vintage 1/2A, Vintage B, Goodyear, Combined Speed"
27th Jul	SSME	"Phantom, Vintage A, Bendix T/R"
3rd Aug	IMAC (contact Owen Pearcey)	FUN FLY
10th Aug	KMFC	F2B Aerobatics
31st Aug	SSME	Slow Combat ( Bonus points for WW2 style model).
14th Sept	KMFC	"Classic Stunt, Vintage Stunt, Simple Rat, Slow Combat, SWAP MEET"
11th Oct	REMAC	Vintage Stunt (including special award for best Fox powered model)
19th Oct	IMAC (Berkeley)	F2B Aerobatics
9th Nov	SAT (Kelso Park)	F2B Aerobatics
16th Nov	NACA (Gateshead High School)	Classic Stunt
16th Nov	KMFC	Vintage A&B, Vintage 1/2A,
30th Nov	SSME	F2B Aerobatics
7th Dec	Doonside (at Kelso Park)	F2B Aerobatics
14th Dec	KMFC	Christmas Party and Fun Fly
	"IMAC (Illawarra Model Flying Club) - Flying site @ Hooka Ck Road, Berkeley. NSW"	

"KMFC (Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives. NSW"

"NACA (Northern Area Contest Aeromodellers)-Gateshead H.S., Pacific Hwy, Gateshead. NSW."

"REMAC (Ryde Epping Model Aero Club) - Peter Board H.S., Wicks rd, North Ryde. NSW."

"SAT (Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson dr. Panania. NSW"

"SSME (Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham. NSW "

"WMFC (Werrington)-Entrance to flying site @cnr. Landers & Walker Sts, Werrington. NSW."

## CLASII CONTROL LINE EVENTS CALENDAR 2003

*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](mailto:johnndt@iprimus.com.au)

Apr 13th Vintage A & B T/R, Classic B T/R, Bendix, Class 2 G/Year  
May 3,4,5, Qld C/L State Championships (except Scale events)  
N.B At CLASII FIELDS IPSWICH  
**May 17<sup>th</sup>, 18<sup>th</sup> Qld C/L Scale State Championships.**  
**N.B. At CLASII FIELDS IPSWICH**  
Jun 8<sup>th</sup> Fun Fly In.

Events later in year will be advised at a later date, but as usual Clasii events will be held on second Sunday of each month

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

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

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

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

## ROBERTS RETURNS TO A VINTAGE SECOND

KMAC's vintage stunt meeting in February saw the return of two names to active participation: Peter Roberts put away his judging clipboard to take up the stunt competition handle and Ken Dowell came out of retirement to do the judging. Conditions were hot and humid.

And while all that was going on, Doug Grinham won the contest.

The flying was good and the finishing order tight with a minimal amount of points separating some competitors. David Nobes first vintage contest saw him do very well in what was a well trimmed Chief.

The only black spot on the day was Ken Taylor totalling his previously excellent little biplane while taking off for the second flight. It simply angled in and cartwheeled on impact wrecking just about everything but the fuselage.

Results (Judge: Ken Dowell)		
Doug Grinham	(Ringmaster/Frog 500)	290
Peter Roberts	(Peacemaker/OS15)	267
Derek Pickard	(All Australian Mk2/OS FP40)	262
David Nobes	(Chief/OS35)	234
Robyn Hiern	(All Australian Mk1/Sparey 5)	226
Ken Taylor	(Bojo/Fox 35)	210
Frank McPherson	(Aldrich Magnum/Fox 40)	163
Peter Roberts	(Friskey/Taipan)	117 static



Above  
David Nobes and  
his "Chief"



Left  
Ken Taylor with  
his nice biplane  
that was sadly  
written off when a  
line snagged on  
take off

## TARMAC Notes for February and March

I was saddened to see a report in 'Model Flight' of the death of South Australian flier Paul Ferguson who was killed in a traffic accident in early February. Paul was a keen model glider builder and flier who has done an excellent job of writing the 'On Silent Wings' column for *Airborne* magazine for the last few years. We shared some common ground, in that Paul, like myself, had flown full size gliders and also dabbled with Control line from time to time. Although I lived a couple of thousand miles from him, we had sporadically communicated by email for a number of years, mainly when he was working in Queensland and enjoying an interlude with control line. We met only once when I was briefly in South Australia and he kindly took me to one of his Soaring Society meetings. He is a great loss to his family and to Aeromodelling, especially the soaring fraternity.



*The late Paul Ferguson with one of his sailplanes.*

I visited Phil Trueman the other day and was most interested to be shown his new, and very light GEO XL stunter that is almost finished. This one is finished in deep green and white butyrate dope. Phil picked up the aircraft and as he held it with the wings vertical I saw the workshop light reflecting on the silvery leadouts that were standing up from the tip like two metal aerials nearly touching the ceiling. Then I remembered a warning that I had read on the internet not long before. It is a safety hint that is worth passing on to all control line aeromodellers.

The story is this. A modeler with a nearly completed stunter, picked his model up from the workbench. Just like Phil's stunter the unfinished leadouts were towards the ceiling. Over the workbench was a fluorescent tube providing the light, and true to Murphy's law, the bare wires found a way to get themselves into the tiny gap between the tube and the tombstone like end fitting. As the wires contacted the tube contacts there was a blinding flash. The leadouts burned through and the lights went out. Most fortunately the (now) unhappy aeromodeller was not holding

anything conductive, so he escaped unharmed, but if he had been waving a metal winged speed model about it could have been a very different story. The model did not come out of it's adventure so well and with the wires ruined needed surgery to replace the controls before they had ever been used.

All the fluorescent light fittings in my workshop are similar to those described above and it would be possible for a wire to enter them in the same way. I bet yours are just the same. Have a think about that. I am going to fit non-conductive covers over mine, perhaps just adhesive tape over the gap would be sufficient.

I have had some replies to my request for names details and photos related to Western Australian control line history. Dick Morrow has been assembling a collection of old photos and I was pleased to be contacted by Ron Simpson with a generous offer of access to some of his collection. Thank you to those that have been in touch, but I still need lots more photos and details. If you can help please email, or else call me on 9398 3632. I will add any of the scans that I make to the TARMAC archives and use them from time to time in these notes. In fact I will start now.



*Here is a photo of Ron Simpson who has supplied some photos for us. It was obviously taken some years ago and he is holding a rather low aspect ratio model powered by a pulse jet engine*

Unearthed from the archives is this captioned sketch of one of the past wonders of Disneyland. Obviously Leroy Cox must have had a finger in the pie since they were exclusively using his trade mark 'Thimble-drome' products. These days you might have trouble finding 3 million people

in the world who know what Control Line is; back then they pushed that many past the exhibit in a year.



Artist's sketch of dramatic Thimble-Drome Flying Circle at Disneyland where powered Thimble-Drome planes, cars, and boats exclusively, are staged before more than 3,000,000 visitors annually.

From Dennis Percival comes the very briefest of stunt engine evaluations (Peter Chinn eat your heart out) and some news of the NSW stunt world with a new concept in stunt competitions. This is a one design contest that uses a solitary model for all the competitors, who get to fly it without hours of practice and tuning. He writes:

"I bought an LA 40 Stunt from South Side Hobbies in Brisbane for \$130. It came as a dedicated factory made stunt engine with the Needle Valve Assembly in the usual place and instructions to run-in with one tank full on the ground then go fly. On pressure it wound up seriously. Off pressure it behaved perfectly. Looks like these engines will be the answer to those wanting a cheap size 40 stunt engine. It is almost as good as my K&B .40's.

Late this year we are planning a one model contest for F2B flyers with a reliable contest record. The model will be a Cardinal with a LA 40. The only prize will be \$500 to the winner and the model auctioned after the contest, all to raise money for the club to pay our recently introduced grounds rental of \$1500 Per Annum rising to \$2000 in a year or two. Entry fee will be about \$30 and will include a gourmet BBQ lunch. We hope to get more than 30 competitors. The prize and model is being donated.

The rules are simple. There will be no practice flying with the model. Competitors will not be permitted to even touch the model. Engine speed will be set by tach to the rpm that worked in an earlier demo flight by a non-competitor. Flight time will not be a factor as the competitor has no control of this and a flame out will provide a re-fly. That could be tricky as the first attempt could be a practice! We will have 3 judges who will not enter into any later discussion about the result. " Dennis

Every now and again, I hear an enquiry for sources of piston rings to revive someone's much loved older engine like an Eta .29 or ST .46. I have just noticed this advert on the internet from a guy called Frank Bowman who says that he custom makes over 200 different sizes of model engine piston rings. They are for engines old & modern, in both

standard and Dykes types. Standard rings to .65 size cost \$8.50 ea, Dykes to .65 cost \$9.50 ea. Add \$1 per ring to each category above .65 size. He will also custom make rings to special order. He can be Emailed direct at [fbowman@acs-online.net](mailto:fbowman@acs-online.net). I have had no dealings with this supplier myself, and am just passing on the information in case it may be of help to someone. The prices quoted are US\$.

And while we are on the subject of things that I know nothing about, here is another item that I haven't used myself. It is some information on Mylar covering film. Mylar is DuPont's registered trademark for polyester plastic films, and it is reputed to be lightweight, temperature stable, warp free, moisture resistant, and fast to apply. I tend to live in the past and use mainly old technology products that I understand, since most of the new wonder materials that I have tried (except for cyanoacrylate super glue) have produced only disappointments for me and short lived models for the rubbish bin. The following note was found by Norm Kirton during his rambles around the net and he passed it on for the interest of those that like to dabble with the new technology products. I have checked out the web site and there is lots of interesting information there as well as some other interesting products. For example, there are lightweight viscous fluid timers for De-Thermalisers that could be very useful if you are a Free Flight flier. The writer says:

"I purchase my Mylar from [www.MODELRESEARCHLABS.com](http://www.MODELRESEARCHLABS.com). Product no Item 6 which is .0015 thick and pre-glued. It's around \$25.00 US for 75 feet (24 inch wide), so you will have it for quite a few models. I've noticed that pre-covered models getting sent through are now starting to use this. Just use it as you would for Monocote, Solarfilm etc. The heat required to shrink is a bit hotter than a normal modelling gun. I use a paint stripping heat gun. The effect is a very tight & light finish. The mylar itself is a lot lighter than the stuff supplied in most kits. Coloured finish can be applied by spray painting fluoro type paint onto the glue before covering. It's quite effective. The pre-glue really takes out a lot of the work." Neil Holden

Welcome to the only sport where dope is not only legal, but often recommended! (I recommend it anyway - and you won't be banned from our contests for using it.)

Charlie Stone

VH4706

Email [cestone@bigpond.com](mailto:cestone@bigpond.com)



## Stunt at the Vic State Champs

F2B Aerobatics at the Vic State Champs looks as though it will attract a large entry level. A change of programme has been

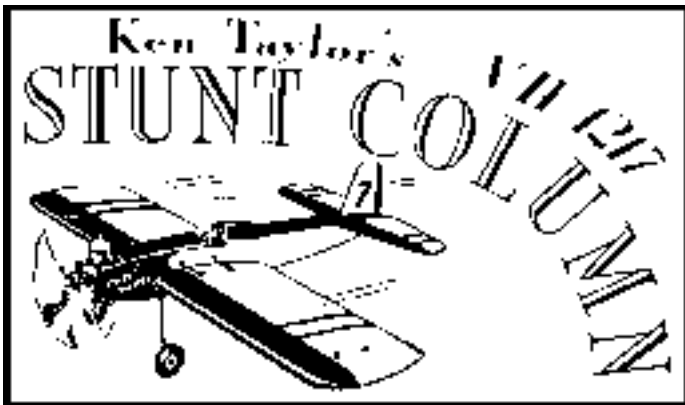
made to make sure the events do not run out of time. Saturday will have one round of F2B at Knox in the morning starting at 10a.m. This will be followed by two rounds of Vintage Stunt in the afternoon.

Two more rounds of F2B will take place on Sunday at Knox.

Other events and venues remain unchanged.



Smiling Fred Adler and his latest vintage stunt model. It is an 'Ambassador' built from Aeromodeller plans. Silk covered and powered by a rare Gordon Burford 'Sabre .15' 2.5cc diesel engine.



## My thoughts on what has happened and is happening to Stunt.

**Vintage:** - To restore, rebuild or duplicate a vintage object be it boat, car, train or plane. The work in the form of labour skills, research and documentation that is put into the project by the worker should be rewarded. The Vintage Stunt rules have approximately 90 allowable points for the above and this does not include the points that can be gained for the age of the model and engine plus bonus points for biplanes and models without flaps.

My question is, why isn't there a builder of the model rule? (Juniors could be exempt.)

Most Vintage designs are fairly simple and both plans and materials are more readily available than 40-50 years ago. Materials used should be commercially available or made by the modeller himself/herself. Photo copying and enlarging of old plans is readily available. I believe that the cut off date for designs should be brought back to 1955!

Flying rules are just fine as they are.

### Classic Stunt

Please, no more hassles on flying rules.

Stunt models in the 50's and 60's were admired for their beauty, finish and style and designs. Hence the name "Classic"

Again I ask the question as to why there is not a builder of the model rule?

Up to the early to mid 60's model appearance points were added to the points for the flight pattern. (There is some confusion as to when this practice ceased.)

Juniors built their own models (mostly) in these years so why not now?

The flow on from these comments is that All Classic flyers should be building their own models if we are truly flying "Classic" at Nationals and State Championship level. Club competitions could be exempt from these conditions if so desired.

Have some pride in the models we are flying!

*Below is a picture taken at the Nationals of John Elias "Tucker Special"*



### F2B.

I believe that the F.A.I. has a lot to answer for. It has taken F2B out of the hands of the average flyer.

Full marks to the flyers that build the most beautiful models that are semi-scale with great designs and finish etc.

We have little or no say on F.A.I. rulings etc. So be it.

I only hope that F2B does not end up like F.A.I. team race and it's delta wing models that look the same and can be bought and sold complete with engines ready to race.

### Summary.

Bring in Builder of Model (B.O.M.) rule for Vintage and Classic.

Leave F2B for the experts, semi professionals and whoever else wishes to compete at the top level. There are always "club" events.

## Vintage Stunt Flying.

Don't apply F2B judging standards to these models. Some designs are very fast, some are very slow and some just flip flop. These models were designed this way and should be flown in the same style as the originals.

I have been criticised for having a model that flies too fast at some Nationals and State Championships. Why?

Stunt Wagons and many other vintage designs were designed to fly at 80-100 MPH. Other examples are "Madman" "Stunt Rocket" "Lethal Lucy" using a Fox 59 to speeds of 80 MPH plus and the "Tucker 903". This information is available if you research these designs!  
"Nuff Said"

Ken Taylor  
VH1217 formerly M.A.A.A. 1217



*The Focke Wolf semi scale stunter that was flown by Bruce Hoffman at the Albury Nationals.*

*Pictures provided by Ken Donnelly*



Hon. Secretary  
**HELEN MILWAIN**  
24 Kamilaroi Street  
MUSWELLBROOK  
NSW. 2333



REMEMBER  
THE  
WEEKEND  
AFTER  
MOTHERS  
DAY

**THE AEROMODELLING  
VETERANS' GATHERING.**

**Hello and Greetings from the Mouth From The South.**

This year has a special significance, not only is it the 14th Gathering ( 13 for Mr. Hudson and a couple of other players, see I do recognise the fears of my peers sometimes) but is also the **Centenary of Flight**, for those other interested bystanders who enjoy a statistic or two. 100 years ago one Wilbur Wright gave his brother Orville a Christmas present to remember by pushing him off Kill Devil Hill and he survived by flying for 12 seconds in a vehicle which was to give us an amazing century.

Now I have got over the thrilling introduction, I would like to remind one and all that this years Gathering will be on the **17th and 18th May 2003**. Everything is in readiness and this years Saturday Night Speaker will be ..... fabulous as usual! The dinner will be at the **Hilltop Restraunt 6.30 for 7PM** and the cost will be **\$35.00 per head**. As usual we would like some indication of numbers so please contact us and let us know you are coming. For those others who want to know more just wait for my pleasantries on the field, everyone usually can hear me so be prepared.

Camping is available on the field and full Canteen facilities will be provided to those who need sustenance and revival, breakfast will also be on for Sunday Morning and of course lunch for both days.

I will be camping on the field myself and will be there from Friday 16th May so you can gain entry when you arrive.

Best wishes to you all and Helen will be available to give any other details you might like you can contact either of us by **EMAIL:**

**HELEN..... millie@hunterlink.net.au**  
**The Mouth. rosdennw@netcentral.com.au**

## Where are they now?

Dave Nugent (brother of Andrew) was a Melbourne control liner that now resides in Mildura. His present passion is gliding and this picture was taken at a recent gliding competition in Horsham.



# BUSSELTON NATIONALS 2004

## **Bulletin No 1.**

**April 17th – April 23rd 2004.**

Busselton during the school holidays is a busy town. Accommodation should be booked as early as possible or you may find it difficult. Details of accommodation are attached. Please book through the Tourist Bureau giving clear indication you are attending the model aircraft championships. We will attempt to book you into the accommodation recommended so that the Nats doesn't get too scattered and is very social.

## **Getting to WA.**

It's a long way – true. But if WA competitors can attend a Nats in the East then you can come west. It is costly. These tips may help. They come from experience.

**Driving.** If you've never done it before do it before you get too old. With the cost of petrol you need three or four in the car. For your models – tow a trailer or send them road freight direct to your accommodation. It will take you three days driving but its something you just have to do once in your life. Standing on the edge of Australia looking from the cliffs on the Nullabor over the Southern ocean is a once in a lifetime experience. If you are too old for this adventure hire a bus between a group. There is plenty of room for models underneath.

**Flying.** You can reduce the cost by advance purchase airfares. If you haven't booked by Christmas it gets expensive. Travel on the late night flights is a lot cheaper. You can get a model box on as a second piece of luggage. Usual cost \$10 each way. Not sure if Virgin will do this for you but Qantas usually is not a problem. Don't expect to bring fuel by air. Nicads have to be packed in certain ways. How big a box? Usually 450mm square by 1.2 metres or so will get through OK. The AWA president attends jet meets on the East coast. His model box fills the back of a Falcon wagon ( back seat down). That's pushing your luck for \$10.

**Train.** Not cheap - but one of the great railway journeys of the world.

**Car Hire.** From the airport – not cheap but convenient. Quite reasonable if you share. Light utes are cheaper to hire than cars. For cheap hire cars try Bayswater hire cars about \$25 a day for Corollas. Bigger cars from Carousel Rent a Car.

**Go on – this is the excuse you have been looking for to come West.**



## Extracts from CLAS meeting minutes 10/3/03

T Gee commented that Hugh Simons has now been inducted into the MAAA Hall of Fame in recognition of his achievement at the 2002 World Championships.

Nationals for 2005 to be hosted by NSW. Site to be determined.

**State Championships 2003.** M Comiskey advised that Blacktown Council has approved use of Whalan Reserve for the June long weekend. Approval is verbal at this stage but a formal letter of approval will be forthcoming. (Mr. Greg Evans, Secretary Whalan Reserve Park committee). There will be no fee charged. Field is located at Debrincat Avenue, Whalan, NSW. A hard surface is available at the International Regatta Centre at Penrith at a cost of \$10.00 per competitor.

---

## Extracts from CLAC meeting minutes 20/2/03

### Rules

Andy Kerr requests that submissions regarding rule changes should not be sent to him directly by the proposer but directed through the State bodies. He will put them on his web-site for comment before the next Rules Conference (2005)

Classic B rules have some anomalies.  
Modern engines are to be plain bearing as manufactured and not modified ball-race.

Need to dissociate Australian Team Race rules from FAI. This will mean a full set of rules for Class 2 and 1/2A Team Race. An example of these differences is the line length and pitting circle diameters and how they impact on the race conduct.

Vintage Stunt should have builder of the model rule.

Need consistent rules on line diameter and tolerance for ALL classes.

Team Selection – Every class except Combat gets double points for Nationals. Propose that Combat gets double points for Nationals

Model weight issues require further investigation.

These proposals are to be forwarded to Reeve Marsh (Victorian Rules Delegate). He will in turn pass them on to Andy Kerr.

---

## Note from the Editor

Some of you readers may have visited the web site of Dave Kidd ([dkd.net/clmodels](http://dkd.net/clmodels)) and viewed this newsletter on line in the Current Newsletter section. The last edition was posted in Acrobat Reader format and as such retains the layout as intended by the editor. This process will continue but will not be accessible on the web site until a few weeks after each print publication.

As a follow on from this new venture I am now considering emailing (at no extra charge) the newsletter to subscribers that request it. This would mean you will be able to read your ACLN as soon as it is ready to go to the printer and about one week earlier than the post man puts it in your

letter box. If you wish to avail yourself of this facility then send an email to that effect to [acln@ozemail.com.au](mailto:acln@ozemail.com.au)  
I will put you on my mailing list.

On a similar note:- this message came from Peter White *I've been thinking for a while of the idea of listing club members' e-mail addresses in an edition of ACLN for those who wish to be included.*

*Maybe also a list of business e-mail addresses for sources of materials, bits and pieces, etc could be considered. Do you think there's any value in doing this? Quite likely it has already been suggested but I've heard nothing of it. As you can see, I obviously have too much time on my hands when I can sit around thinking up things like this when I should be building models.*

What do you think readers? ED

## Which kind of oil is better - synthetic or castor?

Each side has its very strong proponents, and each side is right .... to a point. "Old-timers" tend to still favor an all-castor fuel, or at least one containing a liberal amount of castor oil. Modelers who have come to the hobby in the last 15 or 20 years have a strong affection to synthetic oils, or at least want their fuel to have mostly synthetics. Let's take a look at both types statistically:

### SYNTHETIC OILS

#### Strong Points

Good Lubricity (It's "slick")  
Little to no carbon or varnish buildup inside  
Leave less oily mess on models  
Available in a variety of viscosities  
Totally soluble in nitromethane

#### Weak Points

Most tend to cause corrosion if adequate inhibitors aren't added  
Burns off surfaces at about 100 degrees lower temperatures than castor oil  
Many types and qualities, making it hard to choose the best one  
Expensive - good ones cost almost twice as much as castor oil, increasing the cost of the fuel.  
When used as the sole lubricant, a greater quantity is required, which increases the cost of the fuel.

### CASTOR OIL

#### Strong Points

Great Lubricity  
Reduces the amount required, resulting in more power and better idle.  
Will tolerate internal temperatures about 100 degrees higher than any synthetic  
Almost 50% cheaper than good synthetics - reduces cost of fuel.

Great natural rust and corrosion inhibitor

#### Weak Points

Tends to cause carbon and varnish buildup in engine if cheap grade and/or too much is used.  
Messier on model than synthetics  
Somewhat sensitive to extremely cold temperatures -mild separation in solution, residue on model becomes almost "buttery" in consistency.  
Insoluble in nitromethane. In solutions above 40% - 50% nitro, will separate unless some sort of co-solvent is used.  
Generally available in only one viscosity

# CONTEST RESULTS



## SMAC contest 2/2/03

### Simple Goodyear

1st	Bailey/Ellins	Mr D/OS FP15	5:24.34	-	10:59.59
2nd	Hunting/Hunting	Cassutt/OS FP15	5:31.49	-	11:22.79
3rd	Marsh/Baddock	Shoestring/OS FP15	5:34.62	5:46.60	12:05.02
4th	Ray/Ray	Booray/OS FP15	5:52.53	6:14.15	

### Simple Rat

1st	Ray/Ray	OS LA15	106	-	214 laps
2nd	Marsh/Baddock	OS FP15	94	93	190 laps
3rd	Bailey/Ellins	OS FP15	101	-	189 laps
4th	Hunting/Hunting	Norvel 15	79	83	

## RESULTS OF THE HUNTER VALLEY CHAMPIONSHIPS

MARCH 1st & 2nd, 2003

### VINTAGE 1/2A

1. Justic/Nolan	9.55.62
2. Knight/Harvey	10.15.69
3. Camps/Pilgrim	10.38.62
4. Patterson/Kerr	5.41.83
5. Bonello/Brodie	6.06.40
6. Potter/Potter	6.48.20

### VINTAGE A

1. Camps/Pilgrim	7.23.91
2. Rothwell/Hines	7.50.16
3. Justic/Kerr	DNF 69
4. Knight/Harvey	4.04.22
5. Tilley/Bailey	4.05.53
6. Patterson/Fisher	4.14.81
7. Bonello/Brodie	DNF 89
8. Potter/Potter	DNF 35

### VINTAGE B

1. Harrison/Nolan	8.11.?
2. Knight/Harvey	?
3. Potter/Potter	DNF

### JUNIOR RAT

1. Matt Littley	186 laps
2. Lachlan Hines	129 laps

## CLAS RACING TROPHY POINTSCORE

Peter Camps	12
Ray Harvey	12
Richard Justic	12
Gavin Knight	12
Stan Pilgrim	12
Andy Kerr	9
John Nolan	9
David Hines	7
Steve Rothwell	7
Graham Patterson	6
Dave Bailey	4
Tony Bonello	4
Peter Brodie	4
Peter Tilley	4
Bob Fisher	3
Geoff Potter	3
Grant Potter	3

## Frankston. March 16th

### FAI F2C Teamrace

1. G.Wilson/P.Stein	3:31.66	3:24.47	3:10.94
2. A.Nugent/M.Ellins	4:38.31	3:46.31	3:54.72

### Goodyear

1. G.Wilson/M.Ellins	4:22.25	4:00.38
2. C.Ray/J.Ray	4:19.97	4:11.75
3. J.Hunting/K.Hunting	dnf 67	dnf 35

### Simple Rat Race

	Heat 1	Heat2	Final
1. M.Wilson/G.Wilson	106	dns	209
2. J.Hunting/K.Hunting	65	105	201
3. C.Ray/J.Ray	101	104	197
4. H.Bailey/M.Ellins	98	97	

## CLASSIC ENTRY BOOSTS NUMBERS

by Derek Pickard

KMAC's decision to increase competition stunt numbers by including a "classic pattern" class with all F2B monthly competitions this year is working. The March meeting saw the usual handful of fliers nearly doubled by the new category.

The Classic pattern fliers appreciate the way this new class (flying the classic pattern) allows them to use a plane and engine of their choice in an excellent introduction to competitive stunt.

Two rounds were flown. In the excellent Melbourne autumn weather, everyone had fun.



Doug Grinham's "Bear" Photo by K Donnelly.

But whatever the line-up and conditions, it was Doug Grinham who predictably came out on top. He clearly won

the day with some excellent flying of his favourite plane, and immaculate looking, Jett 60 powered Bear.

Surprise of the day came from some-time stunter Craig Hemsworth who fired up his 20 year old stunter (complete with equally aged repairs) to make second place showing he has lost none of his skills from years ago.

Ken Taylor had engine problems as he struggled to get his preferred MVVS 49 to run right.

Results (Judge, Peter Roberts)

F2B:

Doug Grinham	(Bear/Jett 60)	1581
Craig Hemsworth	(OD/OS46)	1439
Mark Ellins	(Manito/ST46)	1426
Derek Pickard	(Jazzer/Stalker 61)	1346
Ken Taylor	(Slappy/MVVS49)	651

Classic pattern:

Ken Maier	(Jet/Fox 35)	138
John Boys	(OD/OS35)	130
David Nobes	(Stealth OD/OS25)	91
Frank McPherson	(Magnum/Fox 40)	88

### SUBSCRIPTION APPLICATION ARE YOU BORROWING?

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"

You can order from:

G. WILSON  
PO BOX 298  
SEAFORD  
VICTORIA 3198 AUSTRALIA

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

POSTCODE \_\_\_\_\_

TELEPHONE \_\_\_\_\_

### A.C.L.N. ADVERTISING

For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic 3198); if you want to save a stamp, I can forward on any cheques sent with ads but please make them payable to "Control Line Advisory Committee"

# WANTED

Diesel head to suit 1984 Nelson team race engine - Allen head comp screw (10-32 thread)  
Ring Alan Lumsden 03 9 874 2824

1.5cc (0.09 cu in) reasonable sport glow motor in running condition, preferably with muffler. Such as OS, Enya, etc.

Derek Pickard 03 9889 1149

PAW 1.5 Diesel.

Late model Russian F2D motor.

Call Tony 0419 006 571

## LOST AND FOUND

Lost or mislaid at the Albury Nationals at the Airport on the 30th December.

1 speed control line handle. Square metal FAI with yolk pegs. Wooden handle grip. Plaited white nylon safety thong. If you can assist with returning this item to it's owner please contact:-

David Axon

Tel (03) 9337 4853



In response to last moths photo question.

*I think the pilot flying the plane is the one in front extreme right of the photo, trying to whip the model around to his mechanic*

*Yeah? Alan Matthieson-Harrison [ AUS 4409 ]*

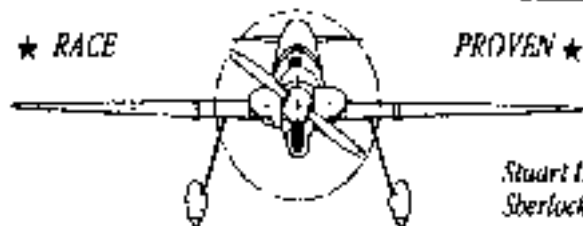
*Spot on Allan. It is John Hallowell flying the Keith Baddock built Voodoo.*

## SUPERCOOL RACING PROPELLERS

42 Hepburn Way, Bayside, 6061 W.A. Australia Tel/Fax: 61 8 9247 2481  
Email: props@space.net.au http://www.space.net.au/~props

★ RACE

★ PROVEN ★



★ Minimum induced loss computer designed propellers

★ Advanced technology precision mouldings

845141-36

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	

# AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

**G. WILSON**

**P. O. BOX 298**

**SEAFORD VIC 3198**

**SURFACE  
MAIL**

## MODEL RACING SERVICES



### \*\*\* Services \*\*\*

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

### \*\*\* Kits \*\*\*

- "Arrow" - 2cc - 2.5cc speed kit includes pan, pre cut wood, hardware, plans etc. **\$90 .00**
- "Ol Blue" - 2cc Mini Goodyear - pre cut wood, hardware, wheel, shutoff, plans etc. **\$69 .00**

### COMPONENTS FOR THE COMPETITION & SPORTS MODELLER

- |  |                                   |
|--|-----------------------------------|
| Goodyear Shut Offs                     | Venturis                          |
| Head Inserts ¼ x 32 & Nelson           | Check Valves                      |
| Wheels 27, 40, 50 & 60mm               | Stunt Mufflers                    |
| Racing Undercarriage Leg & Box Sets    | Line Reels                        |
| Prop Nuts, Prop Drivers & Extensions   | Piston Rings                      |
| Elevator & Flap Horns                  | Pan Hold Downs                    |
| "Adjustable" Team Race & Stunt Handles | Alloy Wings                       |
| Tank Valves - Pressure & Suction       | Exhaust Extensions                |
| Single Blade Counter Weights           | Mono-Line Torque Units            |
| Mono-Line Handle Units                 | Single Strand Lines               |
| Paxalon & Steel Bellcranks             | Bobbin Bellcranks                 |
| Magnetic Prop Balancers                | Time Traveller valves and fillers |

**“ Plus Many More Items ”**

**For Mail Order or for complete price list to :-**

**Robin Hiern Model Racing  
Services**

**P O BOX 976 CRANBOURNE 3977 VIC**

**Phone 03 59 96 0339 Fax 03 59 96 0307**

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