

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 68



Produced by the Victorian Control Line Advisory Committee

July 2003

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**Copy Deadline for next issue is:
Wednesday 16th July 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



COMING EVENTS

CONTROL LINE CONTEST CALENDAR 2003

JULY 4	CLAMF A.G.M.	
JULY 6	Simple Rat race (whipping permitted).	SMAC
JULY 13	FAI & Combined Speed, Jnr 2.5cc Combat, Mini Goodyear, Jnr 2.5cc Rat race.	CLAMF
JULY 17	KMAC:- A.G.M. and Auction	
JULY 27	FAI (Stuntmasters), Novice & Jnr aerobatics Class 2 Team Race	KMAC
AUG 3	Simple Combat.	SMAC
AUG 10	FAI Team race, 2.5cc Rat race, 1/2 A Combat.	CLAMF
AUG 24	Classic Stunt, Vintage "A" Team race, Combined Speed.	KMAC
SEPT 7	Classic Stunt, Vintage Stunt, Aust "A" Team race, Classic "B" Team race, Simple Combat.	Warragul
SEPT 14	Vintage "A" Team race, Aust "A" Team race.	SMAC
SEPT 21	FAI & Combined Speed, Simple Rat race, 1/2 A Team race.	CLAMF
SEPT 28	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	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

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

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.



COMING EVENTS

CLAS 2003 CONTEST CALENDAR

DATE	CLUB:	EVENT:
13th Jul	KMFC	"AGM, 2.5 Stunt, F2CN & Slow Combat"
19th Jul	REMAC	Vintage Stunt (incorporating award for best All American)
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."

Subscribers to ACLN can have the latest edition of the newsletter emailed to them as a PDF file at no extra charge.

Simply send a request for this service to the editors' email address which is on the front page.

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 johndt@iprimus.com.au

July 13th.	Clasii Rat T/R Senior/Junior Vintage A & B Classic B
August 10th.	Clasii Rat Fun Fly
July 13th.	Clasii Rat T/R Senior/Junior Vintage A & B Classic B
August 10th.	Clasii Rat Fun Fly
Sept 13/14	INTERCLUB COMPETITION "Festival of the Bridge" Mouse/Clasii Team Races. Senior / Junior. 2.5 Slow Combat. Also separate Junior Comp. Trophies and Prizes including Perpetual Replicas. Further details in June. A.G.M. to be advised.
October 12th	Fun Fly. (BATHURST 1000)
November 9th.	Clasii Rat, Mouse T/R Senior /Junior. Triaerathon.
December 14th.	Christmas Breakup and Fun Fly.
January 11th.	2004 Fun Fly

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.

JUNIOR RAT AT THE NSW STATE CHAMPS

The good roll up and high standard of flying in junior rat went a long way to making up for the very poor number of entries in the senior events.

There were five juniors—the most for several years: **Michael Comiskey Jnr**—mainly a combat flier but with plenty of T/R experience;

Lachlan Hines—seasoned competitor and former Hunter Valley champ;

Matt Littley—former state champ and current Hunter Valley champ;

Jonathan Norrie—a newcomer who acquitted himself very well;

Will Rogers—another newcomer who has been putting in the practice and handled it all like a pro.

The top three were neck and neck through the heats. Matt: 85 & 91; Will: 81 & 86; Lachlan: 83 & 82; Jonathan: 76 & 66; Michael: DQ (no stop) & 41.

There was only one awkward moment when Jonathan had a run in after a pit stop, but he saved it, Matt dodged it, and things settled down.

A mention of thanks is due to the two tall boys who kept ducking when their shorter opponents passed them—nice sportsmanship fellas. Fortunately the three boys who made the final were all about the same height. It was fast, close, and flown very smoothly.

1st Will Rogers 171 laps

2nd Matt Littley 169 laps

3rd Lachlan Hines 167 laps

They had fun out there—talked and laughed the whole ten minutes and didn't make a mistake.

Well-done boys, and thanks to CD Robert Owen.



Winners of Junior NSW Rat Race

from left to right

2nd place Mat Littley

1st place Will Rogers

3rd place Lachlan Linef

Report from John Nolan

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.

TARMAC Notes for May and June

This is the month that Fred Adler's pre-emptive strike on the contest calendar took effect. Some time back, young Fred decided that what we West Aussies needed most was a vintage stunt competition, and by the simple process of inserting an advert for the event in Windsock, Lo and Behold one was organized. Or in the fullness of time he no doubt hoped, one would be. And it was. Notwithstanding the fact that his advert nominated the wrong date for two successive months, everything finally worked out OK.

When the actual Saturday (rather than the advertised Tuesday) rolled around we discovered that this had been one of Fred's better ideas. The Gods smiled on us and the weather couldn't have been more perfect. There were clear blue skies and the windless conditions that anyone with a 1.5cc powered stunter (me) would have wanted. There were ten quite varied entries for the competition, and better yet, there was a large crowd of spectators. As I had hoped, the comp itself was quite low key and lots of the visitors renewed acquaintance with old friends, some of whom hadn't been seen for many years. I was pleased to hear several of the bystanders expressing an intention to have another crack at control line if only for old times sake and more importantly because they had just been reminded that it looks like fun. (It still is).

This vintage stunt day really shook a few old stagers out of the cobwebs. Some had even tried a few surreptitious rotations in private to test their ability to turn round a few times, but found that they soon became giddy. That wasn't a fair test. If I do that sort of thing I get giddy too, but I don't once there is a model tugging on those control lines and I have something to focus on. So don't be put off by those considerations, give it a go again. And remember; practice makes you better (I don't think that any of us are ever going to be perfect).

I would have liked more chances to talk to some of these elder statesmen of our hobby, or at least eavesdrop on the myriad conversations, but there was just too much going on to keep track of everything. I didn't take enough photos either. I know that Phil Trueman who did a sterling job as contest director was in an even worse position. He was kept very busy with the organizing of the event and got almost no opportunity for idle chit chat with anyone. He did however bring down the uncovered framework of his beautifully built radial cowl Thunderbird for us to check out. I am really looking forward to seeing that one finished.

Another nearly finished model that was briefly on view was the KanDoo built by Russell Christensen, who also provided the answer to a mystery that had been puzzling me for a while. While gathering photographs as part of my developing record of West Aussie control line history, I had been given a photo of a young lad showing his plane for the photographer. The mystery for me was that the VH number on the wing was mine. The lad in the picture turns out to

have been Russell himself and the number for a time was his. The reason for this doubling up of numbers that are usually exclusive to one person was probably an administrative error, although it was at a time when my MAAA membership had lapsed. Thankfully for me, the number is mine again, and Russell has had to make do with a new one.



This is the archive photo of Russell Christensen taken in the mid 1960s with that model featuring the 4706 VH number that had me so confused. (Photo supplied by Dick Beilby)

But I digress. That is a bad habit of mine as you may have noticed. I must try to control the urge to wander from the main point. Returning ever so briefly to the vintage stunt, I noted that seven of the ten entries had engines of 5cc or 6cc, two were 2.5cc and just one tiddler of 1.5cc.

The entries were (in descending order of engine capacity combined with random chance):

1. Mal Bone with a Fox .35 powered 'Flite Streak'
2. Steve Houlahan with a Fox .35 powered series 2 'Thunderbird'
3. Adrian Dyson with a Fox .35 powered 'Nobler'
4. Dicky Gibbs with a Frog 500 powered 'Flapjack'
5. Fred Adler with a Frog 500 powered 'Demon'
6. Peter White with a Fox .29 powered 'All American'

7. Rob Rowson with an OS .29 powered 'Yoiks'
8. Theo Merrifield with an ED 2.46 Racer powered 'Junior Champeen'
9. Trevor Letchford with a PAW 2.49 powered 'Chaos'
10. Charlie Stone with an Enya .09 powered 'Mercury Marlin'

When the dust had cleared, and the scores carefully calculated, the final results revealed that the recent immigrant from Victoria, Peter White had triumphed once again. This is starting to set a pattern. Charlie Stone was second and Mal Bone third. All in all, it was a fantastic day, helped along by Pro Glow fuels, who kindly donated 2 litres of special Vintage Stunt formula glow fuel to each of the entrants.



Flown at our vintage stunt day was Rob Rowson's brightly coloured 'Yoiks'. Powered by an early OS .29, it had a few tank problems, but shows great promise for the future.

This fuel was blended to the exacting requirements and formula of Smiling Fred Adler (The well known fuel chemist and initiator of Vintage Stunt competitions) who has managed somehow to get his name on the souvenir quality label of the bottles. (He says that they will be worth money when he is famous). So thanks to Pro Glow, thanks to all the entrants, to Fred Adler for initiating the whole show, and especially thanks to Phil Trueman (the CD) and his team of willing helpers, Dick Morrow, Jim Stivey, Alasdair Taylor, Trevor Letchford, Fred Tower and Alex Cunningham.

As you can see from the list above of engines used, a lot of modelers chose to use Fox .35 stunt engines. They are a good choice for vintage stunt because they perform very well in the traditional stunt run (424) and as the design has been built continuously since the early 1950s, they score high static engine age points. But, (and there is a but that may concern some people), many (if not all) of the recently made Fox .35 stunt engines have engine bearer lugs that have been left just as they came out of the casting dies. Although the finish looks excellent, the lugs taper on both the upper and lower surfaces. This means that the undersides of the lugs are not on the same plane. So, if you have carefully made your model's engine bearers flat and just bung the motor in to the mounts, it may distort the crankcase when firmly tightened down. It is possible to bed the slightly angled lugs into the bearers, but as far as I

am concerned, the correct solution is to have someone with the skills and machinery mill the underside of the lugs to get them truly flat. That fixes the problem and makes the engine interchangeable with other similarly improved engines.



Charlie Stone's Mercury Marlin. Powered by an Enya .09 turning a Top Flite 7x4 nylon prop and weighing a total of ten ounces (including 1/2 ounce of wing weight) it flew very well in the still air conditions on 45 feet of .008" wire. I got this rare plan thanks to Alwyn Smith of Victoria

Thanks to those of you that have helped with photos of West Aussie control line historical value - keep them coming. Dicky Gibbs has not only personally negotiated access to several modelers collections of photos, but has supplied quite a few himself. As have Dick Beilby, Phil Trueman, Theo Merrifield, Danny Maslowicz and Fred Tower. Fred also discovered a mysterious West Australian model club called the 'Kirinona model society' complete with a photo of about 30 Free Flyers in an early 'Model News'. That had us baffled for a while, but it seems to have just been a typographical error. The name should have been the 'Kwinana model society'. Also, while I am still on the hobby horse, please write a few words on your C/L activities and pass them on to me before it is too late and I have forgotten what I am doing. I was pleased to get responses, (both written and phoned) about the writings of Kim Ashton and Ray Sherburn and the photo of Ron Simpson in recent TARMAC notes.

Since for no good reason that I can discern, our insurance costs have been rising so rapidly and it is alleged to be very hard to get any form of public liability cover, it occurred to Norm Kirton to ask whether his old mates in England were having the same sort of troubles. Surprising as it may seem to some, the response that Norm got back was: 'Our fees are stable and have been for years'. So, my question is - why aren't ours?



This is the ED Racer powered 'Junior Champeen' built and flown by Theo Merrifield. It is covered with silk and has a drop off undercarriage that works very well. Theo's research indicates that ED Racer diesels do NOT run well on glow fuel, (Even if it is Pro Glow special Vintage Stunt blend).

The week after the Vintage stunt we had another round of Vintage combat. That wasn't as well attended as the stunt and there were rather less spectators, but we did have another perfect flying day and another good event. There were seven entries and the show was organized as usual by Jim Stivey. We saw the return of Garry Turna to the control line circles after a long break, and despite the time away, he was still as big a threat as ever. Matt Picken made the trip down from Northam to enter as he always does for combat with his wife Karen and daughter Holly along for support. I noticed another family gathering among the spectators and have been told that this belonged to Peter Mills, a new Mercurian member who is interested in Vintage combat.



Matt Picken acclimatising Holly to the sights, sounds and smells of a combat contest.

There were several good bouts, but as usual I noticed that having your engine running when the starters flag goes down gives a tremendous advantage. Third place was decided by a bout between Kim Parks and Mark Sherburn, with Mark taking the place. The final was fought between Garry Turna and Trevor Letchford. After the wreckage was cleared away, Trevor was the winner and Garry in second place.

That's it for this month. Just remember folks. The stone age did not end because they ran out of stones! (My family is full of them.)

Charlie Stone

VH4706

Email cestone@bigpond.com



Control Line Aeromodellers of Gippsland Inc.

Meeting held at Moe on Sunday 1st June 2003

Despite forecasts of wind and rain, fourteen enthusiastic fliers took the gamble and were rewarded with a perfect

Moe day, excellent conditions prevailed all day with just a slight breeze.

Twelve CLAG members were present, joined by visitors Ken Dowell and Ken Donnelly, who both commented on the relative short drive from Melbourne. It was great to have your company gents.

Not content to chin wag all day Ken Dowell brought along an ex Doug Harlow "Pacer" (Moki .51), his subsequent flights left all in no doubt that his skills of old had been well and truly maintained.

Ken Donnelly accompanied by wife Coral, on a Craft shop expedition in nearby Yarragon (sounds expensive), aired his Sig "Skyray .35" with a Tom Muggleton (USA) modified OS .40FP, a nice flying model.

Frank McPherson joined by friend Jan, brought along two newly acquired models, an ex Doug Harlow "Eclipse" (Moki .51) and a Doug Grinham built "SV-Novar" (Stalker .61) both pilot and models performing their required tasks very well.

The next report on Mr Good Vibes new model is from John Goodge, who is well known for speaking his mind... "Graham Vibert had this new yellow piece of crap with a s.t OS .35FP and borrowed needle valve and spraybar"..... thanks Johnno. Actually the model was a Carl Goldberg "Shoestring" which I built many years ago however because much of the wood consisted of die crushed wood it was only used as templates, with new wood it came out at 33ozs and despite Johnno's comments flies very well.

Vic and Steve Mitchell made the trip down and were content to do their own thing on an adjoining oval. Ex Harley now Triumph rider Paul Richardson brought along his "Doctor" (OS .46LA), a new batch of fuel (less nitro), caused an engine cut-out and despite a heavy landing no serious damage was done.

Plain (plane) speaking John Goodge flew his new "Plagiarist" (Stalker .51RE), he seems very happy with his new creation. Apparently Johnno has acquired the logging rights to a portion of rainforest in Ecuador as I believe he has five (5) models under construction. The balsa requirement, mostly 4-6lb will require a healthy supply of wood.

Nothing much else new or exciting to report on, the July meeting also at Moe will have come and gone by the time this reaches print so keep in mind the August and September meetings at Traralgon, all are welcome, details on website www.clagonline.org.au

Graham Keene Sec./Treas. CLAG Inc.



Queensland State Championships reports

Vintage A and Classic B at the Queensland State Titles

Vintage A

The weather was warm and the pitch was in top shape. We were lucky to have 2 circles for racing plus 2 for combat and two more for stunt. This would be a great venue for a Control Line Nats.

Unfortunately only three teams fronted for this premier event. Round one had the teams of Roy Buchoz/Rod Smith, John Major/Ian Garton and Paul Dillon/Mark McDermott. Ian was using his new piston and liner set-up from M.R.S. and didn't want to run it to hard to soon. This heat resulted in a win for Dillon/McDermott in a sizzling time of 3:22.72. Buchoz/Smith 5:23 followed by Garton/Major on 5:29.

In the second round Buchloz/Smith improved to 4:43.49 and Garton/Major were not far behind with a 5:01.

In the final all teams were off the deck quickly. Dillon/McDermott had some excellent stops with a resultant time of 7:04.25. Buchoz/Smith motor was a little over compressed and had to back off the comp screw in the pit stops and resulted in a time of 9:44.88. Ian and John were not getting enough laps, which resulted in Ian getting extra practice in the pits and a time of 10:57.20.

Results

Dillon/McDermott	3:22.72	DNS	7:04.25
Buchloz/Smith	5:03	4:43.49	9:44.88
Major/Garton	5:29	5:01	10:57.20

Classic B

The same teams as in Vintage A fronted up again for this event. Ian and John had tank problems with their "Double Dice" and Rod and John broke a plug wire in the first heat. Dillon/McDermott had a good run to post a time of 3:12.29. The final was a two up affair between Dillon/McDermott and Smith/Taylor. Both teams were off to a good start but the Dillon/McDermott "Rocket" had too much grunt for the Smith/Taylor O.S. powered "Riveter" to keep on the pace. During the first pit stop Mark McDermott had a small fire. This resulted in an extra long pit stop of at least one and a half minutes whilst the fire was extinguished. Even with the delay Dillon/McDermott managed to win with a two-minute margin.

Results

Dillon/McDermott	3:12.29	3:14.32	7:40.28
Smith/Taylor	DNF	DNF	9:29.39
Garton/Major	DNF	DNS	

It would have been good to have some of the top teams make the trip up to Queensland for Classic B and Vintage A but it was not to be.

Despite this, it was a great State Titles. I would like to thank John Taylor for his great organising efforts.

Report from Mark McDermott VH 12373

Combat

Five combat events were held over the long weekend 3/4/5 May at the Ivor Marsden Memorial Park complex on the western outskirts of Ipswich. Facilities available were excellent offering lots of practice room as well as ablutions block and established canteen.

The weather was mostly warm and dry with little or light winds at first for half the weekend, building up to very high cold winds with occasional moistness for the last half. Despite aerobatics ceasing and some racing events being postponed, combat continued until completion.

Junior combat was held first and saw Bowie Pollard win the third year running. Trent McDermott didn't fly leaving second and third to Ryan and Michael Comiskey. Junior entries have declined somewhat in recent years but should increase next year as more newcomers gain experience.

Results

1. Bowie Pollard	3 wins
2. Ryan Comiskey	1 win 2 loss
3. Michael Comiskey	1 win 2 loss
4. Trent McDermott	DNF

Next event was FAI Combat which had twelve entries including the three juniors who flew in the previous event. Most seemed to take a little time to warm up before intensity lifted. Unfortunately, the Comiskey siblings had little luck whilst flying well and joined Jessie Burns (returning after a year off), Peter Wallace who is the new combat altitude holder and Jeff Poulsen who retains the combat free flight endurance record set last year as non winners but not quitters.

Flu ridden Michael (father) Comiskey who despite a couple of re-fly's went into the final without loss, just held off Young Turk Paul Dillon for the crown. Paul edged out multiple Nats champ Robert Owen whilst local tough nuts John Major and Rod Smith shared fourth place.

Results.	Win	Loss
1. Mike Comiskey (S)	6	1
2. Paul Dillon	5	2
3. Robert Owen	4	2
=4. John Major	3	2
=4. Rod Smith	3	2
=6. Bowie Pollard	2	2
=6. Mark Dillon	2	2
=8. Peter Wallace	-	2
=8. Ryan Comiskey	-	2
=8. Michael Comiskey (J)	-	2
=8. Jeff Poulsen	-	2
=8. Jessie Burns	-	2

Open combat is still a bit of a blur as I was beginning to succumb to the "Flu Bug" along with a couple of others. Maybe that is why I didn't notice the handle was upside down until I'd stuffed up two take offs. "Codral" enhanced Mick Comiskey won the Monday final from his No 1 son Michael with perennial top finisher Rod Smith edged out to third. Most bouts were short and sharp as fatigue set in (possibly because most had been involved in flying or running F2D) and bladder problems resulted from the cold weather.

Carnage wasn't terribly high (if a little more than previous years) despite the high winds and entry numbers.

Results.	Win	Loss
1. Mick Comiskey	5	1
2. Michael Comiskey	4	2
3. Rod Smith	3	2
4. Mark McDermott	1	2
=5. Peter Wallace	-	2
=5. John Major	-	2
=5. Brian Burke	-	2
Rob Owen	-	DNF

For some reason 2.5cc Slow Combat was re-shuffled ahead of .35 Slow and was flown in absolutely atrocious conditions. Despite this, of the fourteen that entered, twelve brave souls tempted fate and most learned lots about how to handle low powered models in such circumstances.

Tactics were interesting to see emerge and develop. Initially one tried for a third to half a lap separation then used the wind to accelerate onto ones opponents' streamer. Michael Comiskey then began flying downwind lazy eights, which often gave him two chances at cuts whilst coming and going. His old man astonishingly refined this approach with his flat-bottomed wing all balsa trainers but succumbed to re-starting problems. The Sport O.S./Enya .15s used are a pain to re-start unless you have Jeremy Pollards' bionic flick! Attempting any upwind manoeuvre stood about 80% chance of falling out of the sky. The Nambour guys usually use .012" lines and seemed to have more penetration than most. Rod Smith kept airborne with sheer determination and once more showed that he is the one to beat year in and year out, any time, any place.

Results	Win	Loss
1. Rod Smith	5	1
2. Mark Dillon	4	2
3. Bowie Pollard	3	2*
=4. Mick Comiskey	3	2
=4. Jeff Poulsen	3	2
=6. Col Mayberry	2	2
=6. John Major	2	2
=8. Wayne Jackson	1	2
=8. Jessie Burns	1	2
=8. Jeremy Pollard	1	2
=11. Michael Comiskey	-	2
=11. Ryan Comiskey	-	2
Rob Edgerton	DNF after draw	
Peter Wallace	DNF after draw	

Queensland's own 35 Slo Combat was flown at the end of the last day and of the eight entries received Rob Owen and Mark McDermott had to forgo involvement because of work commitments. Ray Bucholz survived to deservedly win after Rod Smith and Mark Dillon his fellow finalists both used up (wrote off) their two allowed models. End of day fatigue resulted in half a dozen models damaged. I had a ball, didn't have a scratch and got four cuts in my two losing bouts!

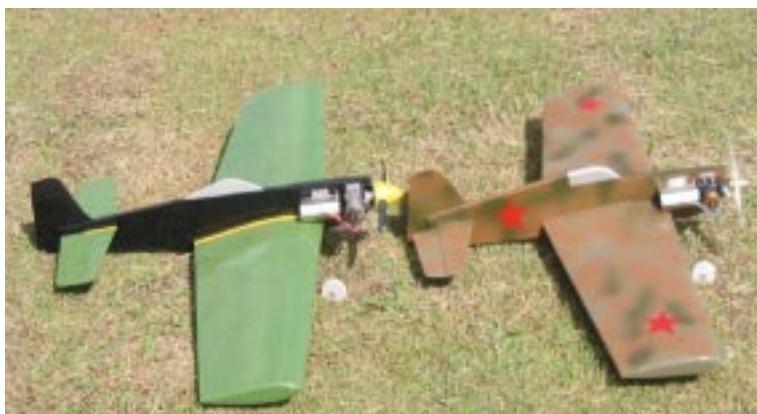
Results.	Win	Loss
1. Ray Buchloz	5*	1

2. Rod Smith	4	2*
3. Mark Dillon	3	2*
=4. Mick Comiskey	1	2
=4. John Major	1	2
=4. Peter Wallace	1	2
=7. Michael Comiskey(J)	-	2
=7. Brian Burke	-	2
Rob Owen	DNF	
Mark McDermott	DNF	

Once again the competitors would like to thank ALL who made Combat not only possible but also enjoyable. Old age being what it is I would like to apologise to anyone not mentioned below.

Thanks to John Taylor and CLASI members, Mark Dillon for streamers, John Dillon for not stopping for a break and getting things done Nev Lindemeier and Keiron Rado who came to watch and knuckled down to help, the Pollards, Col Mayberry and the rest of the NYPC guys together with the Comiskey kids who stepped in when help was critical and finally our C/L Administrator Tony Barrie who stuck out twenty plus bouts as centre marshal and could hardly move afterwards.

With re-fly's, eighty plus bouts were flown over the three-day weekend. Considering the time "lost" whilst racing took place, this was quite an accomplishment. Report from Brian Burke.



Burkies new 35 Slo Squadron



Combat Pits

Pictures from the Queensland State Championships



Joe Parisi model



Vintage Stunt entries



Brian Gardners model (Above) Brian Eather model (Below)



WANTED

Oliver Tiger Mk 3. Any Sabres, Taipans, etc. AE; AM; ME; Kingcat Enyas - any; preferably C/L type especially .049 to .10 size

Robin Coulson

Geelong (03)52 781557 (No answering machine!)

4" Dremel table saw any condition.

Normale ABC Piston/Cylinder for OPS 29 RI/RE

Please phone Jim on 0417928974

E-mail jimtrevaskis@bigpond.com.au

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DON'T FORGET

KMAC A.G.M. & AUCTION THURSDAY 17TH JULY

CONTEST RESULTS



2003 Victorian Control Line State Championships

Simple Rat Race	rd 1	rd 2	final
1. M.Wilson/G.Wilson	96	104	202
2. C.Ray/J.Ray	106	dnf	199
3. J.Hunting/K.Hunting	90	104	115
4. H.Bailey/K.Baddock	98	101	

This event had not been run at easter due to the lack of time. The Ray/Ray (left) team were only just edged out of first spot by the Wilson/Wilson (centre) team. The brothers John & Ken Hunting made it a strictly family affair final by taking third place.



CLAMF Contest Results – 25/5/2003

TRIATHLON – Artmil Trophy

Place	Entrant	Stunt score	Pts	Rat Race	Pts	Combat	Win/loss	Pts	Total
1	M.Ellins	141	7	79	7.5	340	W	8	22.5
2	K.Baddock	144	8	79	7.5	235	L	3	18.5
3	J.Hallowell	129	5	75	6	330	W	7	18
4	G.Wilson	132	6	69	5	240	W	5.5	16.5
5	M.Wilson	126	4	66	4	315	L	4	12
6	J.Hunting	61	1	44	1	240	W	5.5	7.5
7=	H.Bailey	114	2.5	53	2	149	L	2	6.5
7=	A.Nugent	114	2.5	56	3	0	L	1	6.5

Combined Speed held at KNOX 22/06/03

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 4	Super Tigre X40	13.18	13.44		13.18	273.14	98.48%
2	R Hiern	Proto	Novarossi 21	26.87	NEL	25.50	25.50	227.20	94.61%
3	N Wake	Class 5	Novarossi 21	15.25	15.21	15.14	15.14	237.78	92.60%
4	N Wake	Class 4	K&B 40	14.46	14.15	14.12	14.12	254.96	91.93%
5	K Hunting	Midge	Taipan	10.99	10.75	10.88	10.75	134.74	82.33%
6	N Wake	Midge	Silver Swallow	11.75	12.38		11.75	123.27	75.32%
7	R Hiern	1/2A	AME .049	DNF					0.00%



June 23rd 2003

I wish to inform you of the fees applicable for the 2003/2004 financial year.

	MAAA	VMAA Admin	Total
Seniors	\$110.50	\$27	= \$137.50
Pensioners	\$110.50	\$20	= \$130.50
Juniors	\$97.85	\$15	= \$112.85

Chris Caulcutt Secretary V.M.A.A.

Sad news that Dave Campbell passed away on Wednesday 25th June after a serious illness. It is, perhaps, very appropriate that he became a double champion in his last 2 major contests, winning the British Nationals 2002 F2C and the Grand Prix of Luxembourg for he was an allround champion aeromodeller and a champion bloke.

Congratulations to Richard and Pheobe Justic on the birth of daughter "Emma May"

Best wishes for a speedy recovery after a recent operation go to regular C/L race timekeeper Glenis Ray.

F2C Team Race at N.S W State Champs

Name	Time
1.G. Knight/R. Harvey	8.02.07
2.G. Potter/H. Simons	103 Laps
3.R. Owen/R. Justic	D.N.F

More results will be in next months ACLN

Testing, testing...

Regarding A Pilot Proficiency Scheme For Control-line Flyers

Over recent months, there has been discussion within Victoria regarding the possibility of a pilot proficiency scheme for control-line flyers. There have been some good ideas for content, but there is still no common understanding of the need for, and aim of such a system.

Why does there need to be a proficiency scheme?

The structure and details cannot be properly finalised without defining what the scheme is supposed to achieve. There must be some genuine function, otherwise it becomes a pointless and burdensome administrative exercise, and runs the risk of being seen as a meaningless badge for egotists.

The purpose could be:

- Competency ranking – for seeding competitors in contests to ensure either an even competition or strong final rounds
- Basic proficiency certification – like a “solo” licence, testing the ability to operate a model safely; possibly mandated as a necessary qualification before being able to fly “unsupervised” or to enter contests
- Elementary safety awareness – guidelines for safe conduct, with no “pilot skill” component

A competency ranking has proved useful particularly in R/C aerobatics, providing a way to manage the number of entries at large contests. When applied to control-line generally, such a system could become quite complex. An expert C/L racing pilot for example is not necessarily an expert aerobatic pilot and vice versa. The applicability of this concept is also limited by the fact that many flyers will have no interest in competition at such levels, and hence would have little interest in pursuing any such certification.

A basic proficiency certification could be of value to clubs in understanding the capabilities of visiting flyers, although there does not appear to be any generally available evidence to suggest this is currently a serious problem. Such a qualification could be used to show a responsible, self-regulatory attitude toward risk-minimisation which may have value during discussions with government bodies and insurers. If the qualification was a pre-requisite for contest entry however, it would be necessary to understand how such requirements applied to non-flying pit crew members. Also, the naming of a basic proficiency standard will need careful consideration, since using the term “Bronze Wings” (simply to align with the VMAA’s R/C scheme?) in isolation gives the impression of something missing (ie, Silver and Gold!).

A basic safety course should perhaps be a regular part of any club’s operation (and not just for control-line flying). Currently, the essentials (inspections, pull-tests and the like) are at least observed during major contests. Perhaps all clubs should adopt a simple quiz as a condition of membership...

How would a test be conducted?

Much of the debate so far has focussed on the content of the tests (both theoretical and practical). It would also be necessary to define the test procedure. Presumably, any test will need to be administered by an examiner or panel – what qualifications would be necessary to be able to fill this role?

What is being tested?

Any test should assess only those attributes relevant to the purpose of the test. For example, a basic flight proficiency test which includes “aerobatic” manoeuvres runs a risk of being considered too specialized – the pilot may only intend to fly racing or scale models. Certainly, any flying test needs to assess the ability of the pilot to control the model, but care must be taken to ensure the test is applicable across a broad base.

How is a pass/fail mark decided?

Assessment of results should be transparent. Allowing overly subjective marking (particularly for competency ranking) leads to debate and dissent.

A practical test should have clear, unambiguous requirements to avoid confusion and ensure consistent grading. The theory test material should avoid lengthy discourses. Instructional and study sheets can go to great detail (although structure and layout is important to remain understandable) but the test should require either specific key words or awareness of the general concept only. As an example, is it necessary for an answer to mention specific techniques for making a line end (bound, soldered, epoxied, crimped, with/without bobbin, t/r style etc – all of them?), or is it sufficient to simply state “ensure line ends/terminations are secure”?

Where do we go from here?

Obviously, this matter needs further discussion to ensure the opinions of all interested parties are taken into account. Currently, this is only a Victorian debate (as far as I’m aware), so presumably CLAC will drive it, but what about a national approach...

Reeve C. Marsh AUS 13953

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