

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 79



Produced by the Victorian Control Line Advisory Committee

July 2004
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**Copy Deadline for next issue is:
Wednesday 14th July 2004
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 or email. This makes formatting much easier on the editor.

Email address:- acln@ozemail.com.au



COMING
EVENTS



COMING
EVENTS

C.L.A.S. Contest Calendar 2004

CONTROL LINE CONTEST CALENDAR 2004

JULY 4	Simple Rat race (whipping permitted).	SMAC
JULY 4	C.L.A.G. Country Flying Day	Traralgon
JULY 11	FAI & Combined Speed, Jnr 2.5cc Combat, Mini Goodyear, Jnr 2.5cc Rat race.	CLAMF
JULY 25	FAI (Stuntmasters), Novice & Jnr Aerobatics, Class 2 Team race, Classic "B" Team race.	KMAC
AUG 1	Simple Combat.	SMAC
AUG 1	C.L.A.G. Country Flying Day	Knox
AUG 8	FAI Team race, 2.5cc Rat race, 1/2 A Combat.	CLAMF
AUG 22	Classic Stunt, Vintage "A" Team race, Combined Speed.	KMAC
SEPT 5	Knox flying day	SMAC
SEPT 5	C.L.A.G. Country Flying and contest Day Classic Stunt, Vintage Stunt, Simple Combat, Aust "A" Team race, Classic "B" Team race.	Moe
SEPT 19	FAI & Combined Speed, Simple Rat race, 1/2 A Team race.	CLAMF
SEPT 19	C.L.A.G. - Brimbank Classic/Vintage Stunt at Keilor Park	
SEPT 26	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	KMAC
OCT 3	C.L.A.G. Country Flying Day	Traralgon
NOV 7	C.L.A.G. Country Flying Day	Moe
DEC 5	C.L.A.G. Country Flying Day	Moe

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

CLAG Contact :- Graham Keene (03) 51924485

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

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

DATE	CLUB	EVENT
4th Jul	IMAC	F2B Aerobatics
11th Jul	KMFC	AGM. 2.5 Stunt, Simple Rat and Slow Combat
17th Jul	REMAC	Vintage Stunt (incorporating award for best All American)
8th Aug	KMFC	F2B Aerobatics
29th Aug	SSME	Slow Combat (Bonus points for WW2 Style model).
12th Sept	KMFC	Classic Stunt, Vintage Stunt, Simple Rat, Slow Combat, SWAP MEET"
26th Sept.	SSME	F2B Aerobatics
9th October	REMAC	Vintage Stunt (including special award for best Fox powered model)
17th Oct	IMAC (Berkeley)	F2B Aerobatics
24th Oct	KMFC	JUNIORS DAY
30th Oct	SSME	"Vintage 1/2 A, Vint B, Goodyear T/R, Combined Speed"
31st Oct	SSME	Phantom, Vintage A, Bendix T/R
7th Nov	SAT (Kelso Park)	F2B Aerobatics
14th Nov	KMFC	Vintage T/R, 1/2 A, A and B.
21st Nov	NACA at Gateshead	H.S.Classic Stunt & Cardinal Stunt.
		(I.Smith Ph:024975 2292)
28th Nov	KMFC	1.6 and Slow Combat
5th Dec	Doonside (at Kelso Park)	F2B Aerobatics
12th Dec	KMFC	Christmas Party and Fun Fly

Doonside. At Kelso Park North.

"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 HS, 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."

"MDMAS (Muswellbrook District Model Aero Sports Inc.) Mitchell Hill Field, New England Hwy, Muswellbrook"
"COMSOA (City of Maitland Society of Aeromodellers) Raymond terrace Rd, Metford. NSW. "

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.

CLASII CALENDAR 2004

CLASII FIELD HAS NOW REOPENED AND EVENTS WILL BE HELD AS SCHEDULED DEPENDING ON SUPPORT FROM COMPETITORS. **SEE OTHER ARTICLE IN THIS MAGAZINE FOR DETAILS OF NEW FIELD CONDITIONS.**

NB Please note that competitions will be held **every second month only** at this point in time, however days currently shown as Fun Fly could become a competition day if sufficient interest is shown to run extra or other events. **Third Saturdays will be general flying only.**

Regardless of what day it is **flying is only permitted between 9am and 5pm** (i/c. engines are not to be run before or after these times) and in accordance with **MAAA, MAAQ and Club policy**, permission must be sought from club executives for **visitors** to use facilities on days other than **Competition, Fun Fly or 3rd Saturday General flying**. Mufflers are to be used wherever possible. **Field entrance gate will be locked except for designated flying times.**

Aside from **published competition days**, after more than two casual visits, FAI licence holders would be expected to apply for Associate membership of Clasii. All members and visitors to the field will be required to sign an attendance book. This action assists in meeting insurance requirements and would be of great help in the event of a claim being made.

Intending members will be allowed two visits (training days) before being requested to apply for membership. Applications will be then be assessed by Committee and applicant advised of outcome before any fees are payable. **CLUB AND ASSOCIATE MEMBERS WILL BE ABLE TO ACCESS THE FIELD 7 DAYS PER WEEK BETWEEN 9am and 5pm**

Clasii **normal competition day for 13th June (2nd Sunday in month)** has been **changed to June 20th** Bayside's day as the Lota field can not be used at the present time.

Events to be contested will be **CLASII RAT T/R (with Mufflers), MOUSE T/R, VINTAGE STUNT (with Muffler)** \$5 entry Fee (1~3 events inclusive)

Saturday 19th June General flying 9am~1pm.

As insurance coverage ceases on June 30th, after this date, visitors to the field who can not produce a current FAI card will not be permitted to fly. (In point of fact the MAAA policy cover actually ceases on 31st May but the insurance company allows one month's grace for fees to be collected by clubs and forwarded on. So make sure you have paid your fees well before the cut off date)

Sunday July 11th Clasii Rat T/R (with muffler); Mouse T/R; JUNIOR RAT T/R (as per MAAA Rule book ie no muffler); 2.5 Slow Combat (with muffler) \$5 entry fee (1~3 events inclusive) **\$5 slow combat**, streamers **supplied**. Unfortunately rising costs of material and time involved have caught up with us, although we would be quite happy to reduce this cost if combat competitors supplied their own streamers or can come up with an alternative solution.

Saturday July 17th General flying 9am~1pm.

Sunday August 8th **Fun Fly**

Saturday August 21st **General Flying 9am~1pm.**

Sunday September 12th Clasii Rat T/R (with muffler); **ANNUAL INTERCLUB MOUSE CHALLENGE**; Vintage A; Classic B. \$5 entry fee (1~4 entries inclusive)

Saturday September 18th General flying 9am~1pm.

Sunday October 10th **(BATHURST 1000) Fun Fly.**

Saturday October 16th **General flying 9am~1pm.**

Sunday November 14th **Classi Rat T/R (with muffler); Mouse T/R; JUNIOR RAT T/R; Scale Fly In and Swap Meet** \$5 entry all-inclusive. Lucky Ticket Prize.

Saturday November 20th **FINAL GENERAL FLYING DAY FOR 2004** 9am~1pm.

Sunday December 12th **Christmas Fun Fly, BBQ and Breakup for 2004**

FIELD WILL BE CLOSED UNTIL Saturday January 15th 2005 for maintenance.

General Flying Saturday January 15th 2005 9am~1pm.

All enquires should be addressed to Club President Mark McDermott, Phone 07 32889263 Fax 07 32940308



Control Line Aeromodellers of Gippsland Inc.

Meeting held at Moe Sunday 6th June 2004

Moe put on an absolutely beautiful day, sunny and calm conditions ensured a lot of flying. With an impressive line-up of models the control line boys, 11 members and 2 visitors meant business.

Craig Hemsworth wasted no time and was first under way with a now elderly "Pirouette" with OS .45FSR, the model still looking nice in the air but Craig seemingly intent on retiring it. I believe Ken Dowell took an additional plane home at the end of the day. Craig's second model, his own design "Da Ducks Guts" with upright mounted OS .35S is certainly very distinctive. I didn't get to see the model fly but just seeing an original innovative design is very encouraging, we need more "own designs".

John Goodge was eager to get airborne and queue jumped to second off the blocks. His now familiar "Plagiarist" Stalker .51RE sounding very strong and flying smoothly. After several attempts at a perfect paint job, Johnno finally got his SV11 completed. The wait was worthwhile as the Thunder Tiger .54 four stroke powered model certainly looks the goodge, sorry, goods. Initially Johnno thought the four stroke would lack power in the 67oz model, but the opposite is true, with surplus power needing taming. I am sure upcoming venturi/propeller size testing will cure the beast.



Our youngest Club member, Rian Goodge, is flying his "Skyray" OS .25FSR very confidently, now performing loops. Despite being a heavy model the OS hauls it around effortlessly.

Ken Dowells "Pacer" Moki .51 sounding beautiful, was put

through its pacers (pun). Ken later flew Johnnos "Plagiarist", further adding to his desire to own a Stalker .51RE, if anyone can help, please put this man out of his misery.

Local lad, Ron Jones arrived with a model not seen before, an Irvine .20 powered "Banshee". Both Ron and model did their job very well.

If we had an award for, "Most consistent attendance at Club days", Vic and Steve Mitchell would certainly win. Again, generously offering tastings of his home brewed cider and ginger beer, Steve was made very welcome. Ken Dowell with a glazed look in his eyes pronounced the ginger beer as, "a very nice drop!" Both gents were happy to retire with their "Blue Fleet" to a quiet area of the ground and do their own thing.

Yours truly had a couple of models up, an OS LA.25 "Half Fast" wing and OS .35FP profile "Mustang" (club trainer). The "Half Fast" built from a plan supplied by Peter White, is anything but, being very fast and smooth. Actually Whitey explained that the name chosen by the designer was in its time a play on the saying "half arsed".

"El Presidente", Geoff Ingram arrived by motorcycle, model less, but was eager to try the OS .15 Coreflute Combat Clam. This was an opportunity I had been waiting for and Geoff's glowing comments after flying the model reinforced my own belief that this design shows a lot of promise.

Ever the inventor and innovator, Frank McPherson amazed all with his remote throttle controlled biplane. Frank provided the following details of this very interesting model.

[The model is a semi scale version of a biplane designed and built in 1937 by J.R Currie. When asked, " what are you going to call it?" he responded, "I don't know, what?" so he called it a "WOT". The machine then became known as the "Currie Wot".



The model I have was built by Ken Taylor around 2001.

Throttle control in the model is via an automotive access style key fob controlled transmitter/receiver operating at 433MHZ.

In the model a small R/C servo has had the guts removed and wires soldered onto the little DC motor, so the forward/reverse direction can be controlled easily by reversing the polarity. The key fob receiver has four on/off type channels, I use two channels to control the throttle. One channel opens the throttle, the other channel closes the

throttle, (the opening and closing can be done in small steps for good speed control), the other two channels are spares.

The key fob control receiver has a short wire antenna of 400mm which is left inside the fuselage, range is 80 metres. A 9 volt battery runs the whole thing.

When flying, using the key fob in my left hand I can control the throttle position from idle to full in 10% steps by pushing the UP button once for 10% increase. If I push and hold the UP button the throttle goes from idle to full in about 2 seconds. The same conditions apply when going from full to idle using the DOWN button, there are two other buttons that are spares.

All up weight is a little over 5lbs (2.3kg), the model is not aerobatic, purely "Fun-Fly". An OS .46LA provides plenty of grunt.]

As can be seen the system Frank uses is fairly straightforward and very reliable. If you want to give it a try I am sure Frank would gladly assist.

Graham Vibert, "Mr Good Vibes", invited along father and son team, Gavin and Robert Hillenaar. Gavin is an R/C model boat enthusiast so is no stranger to the ways of model two stroke engines. Young Robert very quickly got the feel for his Taipan 1.5cc glow powered profile "Sabre". With assistance from Graham both Robert and the model completed the day without mishap.

Not to be outdone, Dad Gavin, also took the handle and he also quickly adapted to going around in circles. Both guys, later tried the Club trainers, a Fuji .19 powered "Too-Up" and finally the OS .35FP "Mustang" stunter, to their credit no damage was done all day, great effort guys.

I learnt later that the 1.5cc Taipan showed a bit of wear, according to Graham the piston and rod assembly is similar to the Cox .049's in that it is a ball and socket arrangement. There is very noticeable play in this area, if anyone knows about this engine and if it can be fixed please get in touch via web site.

In all a great day was had by all, our next meeting is at Traralgon on Sunday 4th July, "maybe an American theme day?". Photos of the days madness can be found on web site www.clagonline.org.au

Graham Keene Sec./Treas. C.L.A.G. Inc.



SMAC Limbo/Balloon Burst 6/6/2004

Limbo		
1st	K. Hunting	36cm
=2nd	M. Ellins	48cm
=2nd	L. Follett	48cm
=2nd	R. Marsh	48cm

Balloon Burst		
1st	M. Ellins	1:41.09
2nd	R. Marsh	2:07.13
3rd	L. Follett	2:21.91

I'm talking with this guy in Canada, Les Akre and he has sent me photos of his neat Vintage 1/2A called 'Little Star'. It is powered by a modified PAW 149. Les is happy if we use the photos.
John Hallowell



News from 2VA By Charlie Stone VH 4706

TARMAC Notes for May and June

We are seeing more and more interest in the vintage control line classes here in WA. Along with that interest is a steady trickle of modelers coming from the radio fields to enjoy control line. Most (but not all) of them have had previous experience with models on wires. So when the TARMAC vintage stunt day rolled around this year, it was no surprise to see a very good roll up of entrants. The weather was looking decidedly dodgy before the event, but on the day was thankfully calm and dull.

Although all the models were built from old designs, one, a Super Zilch built by Lex Cunningham was a successful attempt to push the current boundaries (sorry about the pun) by using an electric power plant. There seems to be a plague of the Pete Cocks design 'KanDoo' models appearing at the field. There are three of them ready to go now, although I have so far only seen two of them fly. There were plenty of spectators at the competition and a few familiar old faces were scattered among them. We had

the skilled services of Noel Mitchell and Gentleman Jim Stivey as judges. Thanks also for the generous sponsorship by Pro Glow fuels who once again supplied some of the amazing Fred Adler formula stunt fuel for each of the entrants (it's the fuel that is amazing). At the finish we found that once again Peter White had won using a Fox .35 powered 'El Diablo', in second was Charlie Stone with an Enya .09 powered Mercury Marlin and third was Phil Trueman with a Veco .35 powered Mk 1 Thunderbird.

A photo from the archives. A 'before' shot showing Bill Cornish (age 13) in 1963 with his first Thunderbird, a Mark 1 powered by an OS .35.



And forty years later, the 'after' photo. This is Bill Cornish's latest Mark 1 Thunderbird. This one is powered by a Fox .35 stunt engine.



There are things that I think and there are things that I say (and there are people who will tell you that I say far too much). Quite often something that I see, hear or read triggers off thoughts (those voices in my head) that are either politically incorrect or if put into words might disrupt the harmonious relationships that I would like to think are Australia-wide in our hobby. So mostly I don't. However sometimes, as the song says 'I just can't help myself'. So if anything that I write causes a brief surge of teeth grinding or 'red mist', please don't take it too personally.

Reading the last issue of Australian Control Line News, I saw the comment that a newly available engine has brought new levels of performance in both speed and range and will be the future of Vintage A team racing in Australia. It brought a wry smile to my wrinkly cheeks as I re-read the introduction to the Vintage A rules. It goes 'Class A team race is a nostalgia event re-creating pre 1957 Class A team racing.' Although I can understand why the dedicated racers would want one (once they have passed the

approval process), it seems to me that putting the words 'Future of' and 'Pre-1957 nostalgia' together in that way is a bit like saying the reason that antique furniture is rising in price is because the cost of wood is going up.

And while I am on the subject of rules... Competition rules have been the cause of much studious examination by aeromodellers over the years as they searched for loopholes or interpretations that they could use to their own advantage. That is fair enough and an acceptably healthy occupation. Among other things it keeps the mind active, and in fact I recommend it, as you should know the rules that you are flying by. However what we are not supposed to do, is to cold bloodedly break them to give yourself an advantage that is not available to your more scrupulous opponents.

The rules for Vintage A say that only materials available in 1957 are allowable for use. So when I heard a confession from a modeler who lives in a distant part of this country that fibreglassing vintage A wings is routinely done 'at the place he comes from' I flinched a bit. Then bit my tongue and said nothing on the assumption that it was perhaps just a single aberration. And then what do I see in the ACLN, but an interesting article on the vacuum bagging of team race and speed wings with (to my horror) a photo showing a Vintage A team racer (Voodoo) being finished that way. Perhaps there should have been a disclaimer printed. You know, the sort of thing you see where examples of machinery are demonstrated for the camera and it says 'Posed photograph with safety guards removed for clarity.'. Maybe it should have said 'Example only'. What do you think?

Among the snippets of information that I have discovered this month is that there is a brand new Burford engine on the market. I am fairly sure that this is one that Fred Adler will not yet have in his collection. This engine is not built by Gordon Burford, but by his son Peter.

He writes: 'The engine is not really ideal for control-line, although I have thought to build one to fly in my backyard. Fly on dental floss? I like and have pictured the engine in a horizontal plane, with the tank to the outside of the circle. David Owen asked me why I had positioned the exhaust to the left. One reason was that I had visualised the engine in a C/L, exhaust down and venturi up. I have completed the first 38 engines and almost the second larger batch. I chose to not announce it or to sell until I was well prepared. Gordon and my son, Ben are both building R/C planes for the engine. Peter.



The latest Burford engine the PB .033. A tiny piece of precision engineering.

Peter Burford kindly gave me permission to use anything from his website in these notes, but I don't have the room

to do justice to it. To get a real insight into the making and details of this piece of jewellery, I think it will be better if you can visit two internet sites. One being Peter's own web page at: <http://www.peterburford.com.au> and another that can be found at: <http://archive.dstc.edu.au/BDU/staff/ron/>. It has an in depth review by Ron Chernich with many excellent photos and vast amounts of background information on the production details of the engine.

Another photo captured at the Busselton Nats shows the always happy Ron Hoogenkamp with his American sourced, open frame, Open Combat model. Powered by a FORA.36 engine that goes like stink. As John Hallowell has said, one of these might be worth trying for Bendix racing.



Here is a review of yet another product that aeromodellers have found a use for that is not on the label. This product is called 'Liquid Magnet' and is meant for removing oil stains on driveways. It probably does that, but it is more useful for removing gunk and oil from model aircraft engines without damaging them. You paint it on and then wash it off with water. It comes with high recommendations from Stuart Sherlock (Supercool himself) and also Norm Kirton. I saw the MAX I .29 that Norm treated, and it looks like new. I have used it myself and it worked very well for me too. If you are cleaning the outside of an assembled engine as I did, it is probably best to seal up all orifices so the mixture or the water don't get inside. I plugged the venturi and exhaust with Kleenex tissue and taped up the front bearing before the washing, then finally rinsed out the engine with petrol and re-oiled it with auto transmission fluid before it was put away. Liquid Magnet is available in WA from Bunnings stores at \$12.95 for 750 ml. It comes in a silver plastic container and the hardest part of the whole exercise was finding someone among the 15 year old shop assistants who knew where it was kept.

Mixed up in the flood of emails offering me pills to enhance my masculine characteristics and improve my life, wealth and access to women out of sight, are occasionally some that I actually want. Such as the aeromodelling related ones. One of these was from Chris Carpenter, an ex West

Aussie, now living in South Australia who has returned to control line after the usual 30 years rest break doing other non-essential things. He is now exercising his whole arm rather than just his thumbs

He reminded me that he used to fly over here with Jim Stivey, Fred Adler and Gary Turna and sent some photos of his new Peacemaker powered by the latest Enya .15BB diesel. Chris works at the Enya distributors 'Model Flight' in South Australia and tells me that they will be importing more of these engines soon.

This stuff is called 'Liquid Magnet' and is meant for removing oil stains on driveways. It probably does that, but it is far more useful for removing gunk and oil from model aircraft engines. It might be worth tracking down some for your stocks before they realise that it is good stuff and take it off the shelves.



A photo of the Enya .15D power plant on his new Peacemaker. The Enya diesels always seem to be hard to get and I hear on the grapevine (Internet) that the American distributors won't import them, so the Yanks that want them have to go offshore (to somewhere like Australia). Maris Dislers has written a very detailed engine analysis on this engine that can be found in issue 78 of the Australian Control Line News.



Thought for the day: Never be afraid to try something new. It is said that that a lone amateur built the Ark. We know a large group of professionals built the Titanic.

Charlie Stone VH4706
Email cestone@bigpond.com

RECENT RACING REFLECTIONS NSW STATE CHAMPS.

The 2004 NSW State Championships were in Sydney over the Queens Birthday weekend in June. The grass events were at Whalen Park where the weather Gods were obviously smiling. Aerobatics, team race and combat competitors took advantage of a smooth surface and perfect conditions.

"B Grade" Vintage A set the ball rolling and it was a resounding success. After all the fun and games in the heats, three teams qualified for the final. The youngsters in the middle, Matt Littlely and Steve Yeatman had a ball! Slightly older and just as enthusiastic, Greg Ardill really got into the spirit of the event.

As the race progressed, young pilots Matt and Steve were landing all around the circle and the older mechanics, Ray Fairall, Lance Smith and John Nolan were kept on their toes, doing a fair bit of chasing. It's practice makes perfect, but in the meantime, all good fun! Grant Potter was in the centre to offer advice and keep the pilots calm. It certainly worked as all teams finished the 180 laps.

The winners landed 1/4 lap short and instead of re-starting, actually carried the model across the line for a well deserved win to the Matt Littlely / John Nolan team. The entire park broke into thunderous applause for the young and not so young competitors. Bet they can't wait for the next event! "B" Grade Vintage A's enthusiastic promoter Andy Kerr was unfortunately unable to share the moment as he had a wedding to attend. No doubt he'll be circle side next year.

It was then time for the main event, **"A Grade" Vintage A** for the more experienced racers. As expected, the home teams looked spectacular in early practice with awesome speed and laps. Knight / Harvey, Potter / Hoggan and Camps / Pilgrim were the teams to beat. The R250's of the first two were right on song. Kerr / Justic couldn't make it and Rothwell / Hines were also out of action as Steve has a crook knee. This was a blessing in disguise as Steve did a top job in his role as Contest Director.

The visiting Vics of Hallowell / Baddock were there to keep the NSW hotshots honest. At this level though, even consistent times of 3.28 and 3.29 couldn't get them in the final. So, just like the Vic. State Champs, they missed out by the narrowest of margins, again by about one second.

The final was won by Peter Camps and Stan Pilgrim. Sharp flying, quick stops and a good engine tune was enough to ensure a sub 7 minute time. Grant Potter and Brian Hoggan would have been really close had the prop not clipped the ground on takeoff, necessitating an extra stop. Trying for extra laps, Gavin Knight and Ray Harvey had the needle a click or two lean and decided to call it a

day when the tune went hard.

Classic B had 5 starters but unfortunately the Potter's Crescendo ran in on its first test flight of the day and destroyed the lines, leaving just four teams.

A pity, as this model and Thunder Tiger 25 motor definitely has the ability to smash records. And we were looking forward to the Crescendo's challenge.

A highlight for the Vics was the continued improvement of Murray Wilson and Lance Smith. They recorded a personal best time of 3.23 with some slick flying and pitting.. Any time under 3.20 is usually a great chance to make the last three. This time they just missed.

So it was left to Hallowell / Baddock to set a new heat record of 3.06.55 for the 70 laps. Marky Mac had it for too long.... With Keith Baddock nailing some one flickers and Lance Smith being quick with the battery, the Flying Purple People Eater with OS25FP and 7x7 APC prop, eventually won the event. They were pushed all the way by the Knight / Harvey and their Thunder Tiger 25 Wharfdale inspired entry. A little more development by Gavin with this racer will see it collect many more trophies for the mantelpiece. In third place was Wilson / Justic with the 'Double Dice' and OSFP 25. This model had plenty of laps but lacked the outright pace of the other two.

After Busselton, Rob Fry sent across the original 1956 version of Sheb Woolly's Flying Purple People Eater song. He suggested that if we were lucky enough to have another win, then we should play the song out loud on the field. Fortunately, I forgot to ask Keith to pack the 'Ghetto Blaster' in the new Patrol, so the good people of NSW were saved the experience.

Bendix Team Race was the final event of the afternoon. Practice flying generated a few scary moments as pilots again got used to holding on to these big mothers. There were some good looking models like the Knight / Harvey Shoestring and the Victorian Nemesis which Kieth says is scale enough to be entered in a scale contest. It is also highly manoeuvrable as demonstrated in a couple of 'racing incidents'.

The Bonello family was well represented with Tony and son Daniel lining up for the final. Their pitmen Andrew Heath and Ian Gapps were ready for the showdown with the Hallowell / Baddock Nemesis.

As the grass was well worn, the surface was now quite slippery making precise control a bit more difficult. Much of the flying was done with two hands on the handles. Despite this, a clean race resulted and the Vics managed to complete the 160 laps first.

All in all, lots of really good racing at a top meet. The only thing lacking was a few more entrants in each event. No doubt commitments to travel to Muncie next month had some effect on the interstaters. It should go on record that Mark McDermott has promised to bring his super quick A, B & Bendix racers to NSW next year.

It was great to see the young pilots in "B Grade" Vintage A. However, it would be really nice to see more people involved in this exciting hobby/sport of building and flying model aircraft. I guess it's pretty much the same story the

world over.

You alone can do something about it. At least in Australia. It's up to each and every control line flyer to make an effort and get new blood involved. Don't shrug your shoulders and appear to be disinterested and say "What can I do?" *Be pro-active instead.* It won't happen unless we make it happen. Think about it...then do something positive!

GOOD LUCK TO THE AUSSIE TEAMS IN MUNCIE!

John Hallowell,
VH 1984

All is not going smoothly for some of the Australian representatives due to compete in the C/L world Championships in Muncie USA.

ACLN has heard that Hugh Simons (The current junior F2A Word Champion) had a line breakage whilst testing his number one engine/model combination which resulted in a complete demolition of the unit. Dave and Hugh have some new equipment but have been unable to get it performing up to expectations and therefore will not be attending the World Championships.

In a recent F2C practice session in South Australia the Fitzgerald/Ellins team had one of their Yugov engines grind to a halt which leaves them pinning their hopes on one good Yugov and a couple of Mazniaks. On the bright side the newly constructed model is light, quick and flies well.



This picture was taken on June 6th at Knox. It features the brand new "Vortex" model that P.J. Rowland intends to carry with him on the aircraft to Muncie. His first flights had left him well pleased with the models performance but shortly after this picture was taken an unplanned landing left the model with a broken fuselage.

P.J. is now in a race against time to manufacture a new fuselage and graft it to the rest of the model in time for the World Champs trip.

The Aussies will have upwards of 30 people attending the Word Championships either as competitors, team officials or spectators. Enjoy your trip, best of luck, hope you have a successful comp and the best wishes of ACLN readers go with you!
Ed.

ALL ENGINE COLLECTORS

and anyone interested in
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You are cordially invited to the next **MECA COLLECTO** at
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*for further details, please contact David Owen
Reg Dir MODEL ENGINE COLLECTORS ASSN*

Phone 02-4227 2699, or email
owendc@learth.net (Subject line: MECA Collecto)

“STARBOMB” Vintage B Class Teamracers fly again!

The Starbomb was an early Australian B Class teamracer designed by Bill Evans. It was published in the Spring 1952 edition of his magazine, Australian Model Hobbies.

The model was 29” span and featured a built-up wing. The upright engine shown on the drawing was the well-cursed Delta 490, a 5cc twin- ballrace, rear-disc glow marketed by Bill Evans.

Prior to the Veterans’ Gathering, which is held in May each year at Muswellbrook, Canberra’s Allan Laycock convinced several of us to build a Starbomb and distributed plans. In deference to the age of the flyers, it was decided to use 2.5cc diesels and in the event there were sufficient starters for a race, 20cc tanks and 52’ lines were stipulated. Weights averaged 20 oz.

Eight Starbombs appeared at the Vet’s from the ACT, NSW and Qld. All flew well. The big model sort of rises off the ground with little pilot input and landings are a breeze. Top speed of the author’s Starbomb, powered by a very early ED Racer, was 55mph for about 45 laps.

As it turned out, actual racing was a non event. Not one of the engines used would restart hot! However, the Starbombs were flown throughout the day, often three up. Although the models seemed slow, it is the relative

speed which matters and all flyers had a great time.

It was agreed that the Hearns Hobbies Demon would be the model for next year. Several modelers watching the Starbombs in the air have indicated that they too will build a Demon and it is hoped that well over a dozen will turn up.

These simple early control-line designs have shown that they can attract older modellers to once more have a go. It was felt that the lack of competition is an important factor in this sort of revival, as it completely removes the stress level of competitive flying and has to some extent returned us to Sunday morning in the local park. No stunt pattern is envisaged for the Demon flyers and they will be encouraged to fly only at their own comfortable pace, even if that is only straight and level (plus the odd loop!).

The author would welcome any comments or requests for Demon plans, (\$5 postpaid). The Demon is a basic, easily built, 41” span unflapped, barn-door type stunter which will fly well with most .19 to .35 engines on 60’ lines.

David Owen (AUS 2198) Phone 02-4227 2699



The author and ED Racer powered Starbomb



Barry Lee's ST G20D powered Starbomb

2004 C.L.A.S. inc NSW CONTROL LINE STATE CHAMPIONSHIPS – RESULTS



Vintage "A" T/R (B Class)		rd 1	rd 2	final
1.	M.Littley/J.Nolan	3:55.65	3:54.19	9:16.63
2.	G.Ardill/R.Fairall	4:47.40	4:20.45	10:05.12
3.	S.Yeatman/L.Smith	5:52.50	5:05.87	11:43.63
4.	B.Hoggan/G.Potter	dnf	dnf	

Vintage "A" T/R (A Class)		rd 1	rd 2	final
1.	P.Camps/S.Pilgrim	3:26.18	3:23.06	6:52.37
2.	G.Potter/B.Hoggan	3:27.19	3:24.25	7:25.97
3.	G.Knight/R.Harvey	3:18.00	disq	disq 104
4.	J.Hallowell/K.Baddock	3:29.6	3:28.19	
5.	G.Patterson/I.Gapps	4:14.47	3:44.60	

Classic "B" Team race		rd 1	rd 2	final
1.	J.Hallowell/K.Baddock	3:06.55	dns	6:37.91
2.	G.Wilson/R.Justic	3:17.69	dns	6:42.22
3.	G.Knight/R.Harvey	3:20.97	3:28.19	7:31.88
4.	M.Wilson/L.Smith	3:57.20	3:23.15	

Bendix		rd 1	rd 2	final
1.	J.Hallowell/K.Baddock	3:52.72	3:34.19	7:17.16
2.	T.Bonello/A.Heath	3:47.00	3:40.00	7:29.81
3.	D.Bonello/I.Gapps	3:44.00	dnf 45	8:17.44
4.	G.Knight/R.Harvey	3:56.34	5:18.25	
5.	G.Ardill/R.Fairall	dnf	6:13.14	

FAI Teamrace (F2C)		rd 1	rd 2	rd 3	final
1.	H.Simons/G.Potter	3:24.75	3:41.47	dnf	7:01.91
2.	G.Knight/R.Harvey	3:43.15	3:38.10	3:30.59	7:20.47
3.	R.Justic/R.Owen	4:11.94	3:37.28	dns	8:30.09
4.	G.Wilson/R.Justic	4:17.22	3:51.24	3:46.00	

FAI Speed (F2A)		rd1	rd 2	rd 3	km/h
1.	A.Heath	12.30	12.29	n/t	293.00
2.	I.Gapps	n/t	n/t	12.47	288.77
3.	R.Justic	n/t	14.32	14.34	251.46
4.	H.Simons	n/t			

Junior 2.5cc Combat		1	2	3	4
1.	M.Wilson	W	W	B	W
2.	M.Comiskey	L	B	W	L
3.	R.Comiskey	B	L	L	

FAI Combat (F2D)		1	2	3	4	5
1.	R.Owen	W	W	W	W	W#
2.	M.Comiskey	W	W	W	B	L#
3.	M.Comiskey (J)	W	L	W	L	
4=.	B.Fisher	W	L	L		
	N.Holden	L	L			
	G.Wilson	L	L			
7=.	R.Comiskey	L	L			
	P.Wallace	L	L			

Agreed to sudden death.

Junior 2.5cc Rat Race		final
1.	M.Wilson/G.Wilson	189
2.	W.Rogers/R.Harvey	167
3.	M.Littley/J.Nolan	151

Goodyear		final
1.	R.Justic/R.Owen	8:32.53
2.	G.Wilson/M.Wilson	9:06.22

2.5cc Slow Combat		1	2	3	4
1.	G.Wilson	W	W	W	W#
2.	M.Wilson	W	W	W	L#
3.	M.Comiskey (J)	L	W	L	W%
4.	P.Wallace	W	L	L	L
5=.	M.Comiskey	L	L		
	R.Comiskey	L	L		

Agreed to sudden death. % Winner of fly off for 3rd.

NOVICE STUNT

		Round 1	Round 2
1	Don Kyssecker	852.5	826.0
2	Dallas Healey	802.0	745.5
3	Stephen Yeatman	766.0	734.0
4	Len Horwood	623.0	663.0

CLASSIC STUNT

		Round 1	Round 2
1	Reg Towell	427.00	525.75
2	Dave Murrell	503.75	348.50
3	Frank Battam	485.25	473.75
4	Dennis Percival	356.00	414.00
5	Don Kyssecker	387.25	353.75
6	D Harvison	301.50	261.25
7	M Haines	230.00	DNF
8	L Horwood	181.50	DNF
	John McIntyre	DNF	DNF
	John Elias	DNF	DNF
	S Raymond	DNF	DNF

VINTAGE STUNT

		Round 1	Round 2
1	Dennis Percival	234.25	211.50
2	Frank Battam	196.50	229.25
3	John Goodwin	221.75	212.75
4	Robert Graham	217.50	144.00
5	Dave Murrell	205.75	213.50
6	P Barclay	187.25	200.00
7	John McIntyre	196.00	199.25
8	Don Kyssecker	192.00	DNF
9	L Horwood	147.00	DNF
10	M Haines	128.50	DNF
11	S Yeatman	87.00	DNF
	J Raymond	DNF	DNF
	John Elias	DNF	DNF

F2B EXPERT

		Total of best 3 rounds
1	Mark Batty	6235.0
2	Paul Turner	6154.0
3	Brian Eather	5944.5
4	Reg Towell	5723.0
5	Brian Gardner	5698.5
6	Jeff Reeves	5609.0
7	Bruce Hoffman	5381.0
8	Tim Gee	5357.5
9	Frank Battam	5220.0
10	John McIntyre	4899.5
11	John Elias	4880.0
12	Tony Bonello	4601.0

Full Stunt results, reports and pictures of the 2004 State Championships can be viewed on Ken Dowells Vic Stunt web site

<http://www.vicstunt.com/>

ADVANCED

1	Dave Murrell	4484.0
2	Steve Bakac	4446.0
3	Paul Kenny	4362.5
4	Robert Graham	4103.0
5	Dennis Percival	3414.5
6	Dallas Healey	2716.0

For Sale

For Sale: ST G15 conrods. Unbreakable, big end bronze bushed, quality item by Steve Rothwell AUD40. Supercool at 08 9247 2481

FOR SALE F2B pro stunt stuff:
 New in box Tom Dixon built balsa sheeted foam multi-cored wings and tail for Stiletto 660 F2B 60 inch stunter, light, strong and superb quality, cost \$235 sell \$125,
 New Stalker LT-EX 61 LS Pro stunt engine with muffler, probably as good a power unit as is available today, cost \$460 sell \$300,
 OS VF40 with tuned pipe, previously hailed by some experts as the way of the future, great screamer but inconsistent top end stability (transfer capacity too big, pipe capacity too small, convergent cone wrong angle), only a few flights before I realised the bleeding obvious, been on shelf for years, cost far too much, sell for \$5 or will swap for one very large banana.
 Derek (03) 9889 1149

OS MAX-H 40RR (Rat Race?) from the late 60's I believe. Used but in excellent condition. Has a venturi you can get your thumb down! Does anyone have any information or wish to give the brute a good home? No idea what its worth so I'll trust you chaps; may swap for similar capacity stunt engine or perhaps a small FF diesel in good nick. Phone Mat on 03 9376 0087
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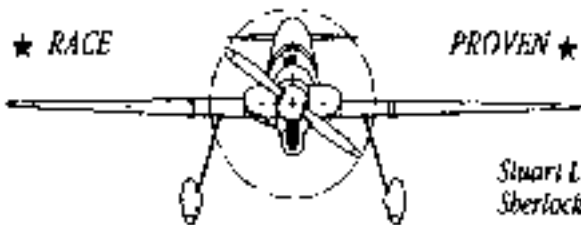
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F2C06	6.8 X 5.8	<i>First in Racing</i>
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