

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 82



Produced by the Victorian Control Line Advisory Committee

October 2004
INSIDE THIS ISSUE

Contest Calendars.
Around the Clubs.
Contest results.
News from W.A.
Vintage Combat Rules

**Copy Deadline for next issue is:
Wednesday 20th October 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

CONTROL LINE CONTEST CALENDAR 2004

OCT 3	C.L.A.G. Country Flying Day	Traralgon
OCT 3	Simple Rat race, Simple Goodyear.	SMAC
OCT 17	FAI Team race, Goodyear, Jnr 2.5cc Rat race, 2.5cc Rat race (Riverside Trophy), Jnr 2.5cc Combat.	CLAMF
OCT 26	FAI, Novice & Junior Aerobatics, Combined Speed, Vintage "A" Team race, Classic Stunt.	KMAC
NOV 7	C.L.A.G. Country Flying Day	Moe
NOV 7	Triathlon.	SMAC
NOV 21	FAI & Combined Speed, FAI & Modified Combat, Mini Goodyear (State Champs) 1/2 A Combat.	CLAMF
NOV 28	Monty Tyrell Memorial - Classic Stunt. Vintage Combat.	KMAC
DEC 5	C.L.A.G. Country Flying Day	Moe
DEC 5	Aust "A" Team race, Classic "B" Team race, Bendix.	SMAC
DEC 12	FAI Team race, 2.5cc Open Combat, 1/2 A Team race.	CLAMF
2005		
JAN 9	C.L.A.G. Country Flying Day	Knox
JAN 30	FAI (Hearns), Novice & Jnr Aerobatics, Classic Stunt, Vintage "A" Team race, Classic "B" Team race.	KMAC
FEB 6	C.L.A.G. Country Flying Day	Traralgon
FEB 6	Simple Rat race, Simple Goodyear.	SMAC
FEB 13	FAI & Combined Speed, 1/2 A Combat, Mini Goodyear.	CLAMF
FEB 27	Vintage Stunt, Class 2 Team race, Bendix, Classic Stunt.	KMAC
MAR 6	Hand Launched Glider.	SMAC
MAR 13	FAI Team race, Goodyear, Vintage Combat.	CLAMF
MAR 25-28	VMAA CONTROL LINE STATE CHAMPIONSHIPS Events to be advised.	CLAMF, KMAC, CLAMF
APR 3	Simple Combat.	SMAC

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

C.L.A.S. Contest Calendar 2004

DATE	CLUB	EVENT
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.)MitchellHill Field, New England Hwy, Muswellbrook"
		"COMSOA (City of Maitland Society of Aeromodellers) Raymond terrace Rd, Metford. NSW. "

CLASII CALENDAR 2004

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

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 Joe Tabuteau Reserve Moe Sunday 5th September 2004

The promised sunny, 19 degrees, with a slight breeze, was nowhere to be found at Moe. Instead we got a howling gale, overcast skies and barely 10 degrees. Despite the weather, 20 or so dedicated enthusiasts ensured this was a successful Fathers Day meeting.

We were joined by CLAMF and KNOX members who held their "Classic B" and "Aust. A" Team Race events. The racing went smoothly, as these guys are always well organised. John Hallowell's report will appear elsewhere in this issue.

A few Clagsters were prepared to battle the elements. John Goodge risked a first flight, with his newly finished Ken Taylor designed "F86 Sabre". Powered by an OS .40FP with some "secret" modifications, the model flew extremely well, justifying Johnno's high praise for this design. Unfortunately for those gathered, Johnno exposed a bit more of himself than was desirable. If he ever gets sick of the printing game, plumbing would seem an obvious choice, "Wot with a crack like that !!!"



John Goodge risked a first flight, with his newly finished Ken Taylor designed "F86 Sabre". Powered by an OS .40FP

Geoff Ingram flew his newly repaired "stretched Thunderstreak/Enya .35", with attitude activated speed control. I hope to have more details when Geoff sorts out this interesting speed regulating device.

Rian's newly completed "Warlord", powered by a Saturn Hobbies .15 size Russian engine, (name unknown), flew very well. The finish on this model is first class - well done Rian.

Craig Hemsworth took a break from house construction, to have a "fly", on Fathers Day. His unique model, "Da Ducks Guts" handled the wind with ease. Craig tells, he is planning an enlarged 72" version of this model with Saito four stroke power - can't wait for that one.

As promised, "Master Brewer" Steve Mitchell, brought along new samples of his cider and ginger beer. Both drops were excellent and very popular with the boys.

Our AGM was held during the morning, with the same committee being re-elected.

The day finished early at 4pm, most of us were fairly weather beaten by that stage and ready to call it quits.

Our next meeting will be at Traralgon on Sunday 3rd of October, further details can be found on our web site at www.clagonline.org.au All are most welcome, bring a snag for the BBQ, drinks will be available at a reasonable price.

Graham Keene Sec./Treasurer CLAG Inc.

TEAM RACING AT MOE, 5/9/04

The weather forecasters don't always get it right. We were promised morning fog followed by sunshine with light and variable winds. The reality was a very stiff breeze that certainly tested flying skills at the Moe Racecourse field.

Aussie A was first away. All teams were evenly matched, so close racing was the order of the day. Harry and Peter were getting plenty of revs from the OS 15 while Graeme and Mark were fighting hard to find a consistent setting on the Taipan 2.5 diesel. John and Keith were flying the old yellow FP 15 powered Voodoo 1, now fitted with a new u/c. Murray and Ken needed a little more speed from the Footprint, but enjoyed the chance to do some racing and breath the fresh country air.

The 180 lap final really was fun and games and one that Keith will long remember! The race was going well for

Hallowell/Baddock. Good airspeed, laps and quick stops. It would be fair to say they were well in front in the final with 40 laps to go. Then Keith did the unthinkable he signaled to his pilot that the race was over! So they stopped. The lap counter didn't even say "What are you doing??" Harry and Peter just sailed past, grinning like Cheshire cats. Realizing the situation after a couple of minutes, Keith restarted and completed the race. Must add that scenario to "101 reasons Why I didn't Win"

Graeme and Mark again had setting problems with the Taipan and could not hold a tune. Think they eventually found something loose on the motor. They soldiered on to finish third. Full credit to Harry and Peter whose consistency took them to a well deserved win. It was time to have a lunch break and take part in the sausage sizzle put on by the CLAG modelers. Much appreciated by those hungry city dwellers!

The black clouds were now threatening. Fortunately they soon drifted away, allowing **Classic B** get started. There would have been 5 teams if Ken Hunting had not left his racer in the boot and helped run the event. The Dream Team's other half, John Hunting, has not been at the flying field of late and rumour has it he is taking a bit of a break from modeling.



Are you ready yet? Classic B teams wait whilst preparations take place.

Fuel whiz Lance Smith had the Antares wound up to a cracking pace with a special brew that smelled quite different from the norm. Lance was heard assuring Mark Ellins that all the ingredients were strictly legal! However, despite good practice form and Murray enjoying himself in the middle, Murphy was lurking around the Moe racetrack. At the start of the 3 up final, Lance's strong arm went 'whack' and half the prop blade went flying across the field! Shades of Matty Korhonen! So Murray and Lance sat it out. It would have been their first Classic B final. There's always next time. And a lesson for all to always have a spare prop and spanner next to the model.

After success in A, Harry and Peter had a bummer in B. The orange Backtrack had a tank mount break and the metallic finished reserve Backtrack suffered a control malfunction and passionately kissed the Moe racecourse turf..... Retirement was the only option.

With Jim and Colin Ray unable to race this weekend, it was

left to Wilson/Ellins and Hallowell/Baddock to fight it out with the Double Dice and Swooper. Keith out flicked Mellins and was first in the air. The Swooper had a slight airspeed advantage on the first tank, making a couple of passes. Both teams had less than perfect landings, one too short, one too long (we'll blame the wind) This accounted for the relatively slow times. Mark leaned in the OS FP 25 on the final tank and equaled the airspeed of his rivals. However, the early passing had made the vital difference and Hallowell/Baddock scooted over the line first in 6.44.13.

Next Classic B race in Victoria is not until December 5th. That leaves plenty of time for practice in order to have everything working smoothly for then and the big one later in the month, the South Australia State Champs at Monarto / Murray Bridge. The Classic B race is on Thursday, 30th December.

Simple Combat was on the program, but with the wind picking up and black clouds again looming on the horizon, the guys voted to pack their cars, head back to the 'big smoke' and save their models for the next sunny day.

Australian A Team race

	rd 1	rd 2	final
1.H.Bailey/P.Roberts	4:19.65	4:11.19	9:04.34
2.J.Hallowell/K.Baddock	dnf 70	4:12.13	10:30
3.G.Wilson/M.Ellins	dnf 55	4:02.97	11:24.94
4. M.Wilson/K.Hunting	4:39.53	4:52.69	

Classic B Team race

	heat	final
1.J.Hallowell/K.Baddock	3:32.51	6:44.13
2.G.Wilson/M.Ellins	3:45.00	6:51.10
3.M.Wilson/L.Smith	dns	dns (broke prop)
4.H.Bailey/P.Roberts	dns	

John Hallowell
VH 1984.

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 _____

My plea for articles on the devious Scot McGillicuddy and his pet seagull 'Drambui' has been answered. Thanks mainly to Darien Cassidy of Victoria, who filled in all the many gaps between the issues that I already had. There were other offers that arrived slightly after Darien contacted me, so thanks to everyone that took the trouble to hunt through their old Aeromodellers and write to me. I appreciate it. The final tally indicates that there were 23 stories in total actually starring McGillicuddy. There were 19 written by his creator Robert Jamieson and printed between 1942 and 1946, and 4 later stories using the same characters by Brian Holmes that appeared in 1958 and 1959.



A plan view of the prettiest 'C' class team racer that I ever saw. Originally finished in snowy white, but now showing the stains from forty years of storage in less than museum quality conditions. This 48 inch span mono wheel racer was powered by a Fox 'Golden' .40 BB rat race motor fed from a 2 cell chicken hopper tank. Built by Geoff Barnes in 1963, it raced until the demise of 'C' Class here in WA. The dark circle on the nose was one of the copper 'Hot Glove' plates for glow plug connection.

My search for the McGillicuddy chronicles led indirectly to the discovery of a couple of other items of interest to me. As often happens to me when looking through old magazines, I got side tracked. In this case by reading one of the letters to the Editor in a 1946 issue of Aeromodeller.

The subject was diesel fuel ingredients, and the author, a Mr J.F. Turner of Bournemouth in England. He commenced the letter by saying that although he had little experience of fuels for miniature diesel engines he was interested in the subject. The letter however, seemed to me to be in the tone of a man who knew more than a little about fuels in general. What really caught my eye though was the final paragraph which said: *"In addition, it would be instructive to determine the effect of the additions of very small amounts of lead tetra-ethyl, since this material restricts the branched chain mechanism (chemically speaking) characteristic of detonation and it does not raise the self-ignition temperature much."*

Not being a chemist, I was not clever enough to understand what he meant by that, but his reference to T.E.L. so long ago seemed to me to be remarkably prescient; since I had been led to believe that it was unknown as a diesel fuel additive until it was used secretly by the USSR racers in the 1990s. That aroused my interest and after first checking with Steve Walton, our local F2C font of knowledge, I decided to go directly to the hub of the European control line racing world, Goran Ohlsson, and ask the same question. 'When, as far as you know, did people start to use Tetra Ethyl Lead in diesel fuel?'

Goran replied. *'I have in fact asked Yakov Mazniak this very question. According to him, it was Shevchenko who came up with it. Zhirov/Shevchenko won the European Champs in 1987, and placed third in 1986. It was probably around that period. The secret got out sometime in 1991, I think. People might actually have tested TEL earlier, but it took the much developed "Russian" engines to realize any advantage from it. As an example, Nelson users found none when they started testing the secret "Russian" stuff. Mind you, my information comes from Ukrainian eyes. Shevchenko was just the first Ukrainian to use it, and it is a possibility that Russians were first. On the other hand, he took a podium place in 1986 and victory in 1987, only to disappear. Maybe this speed secret of his was a player.'*

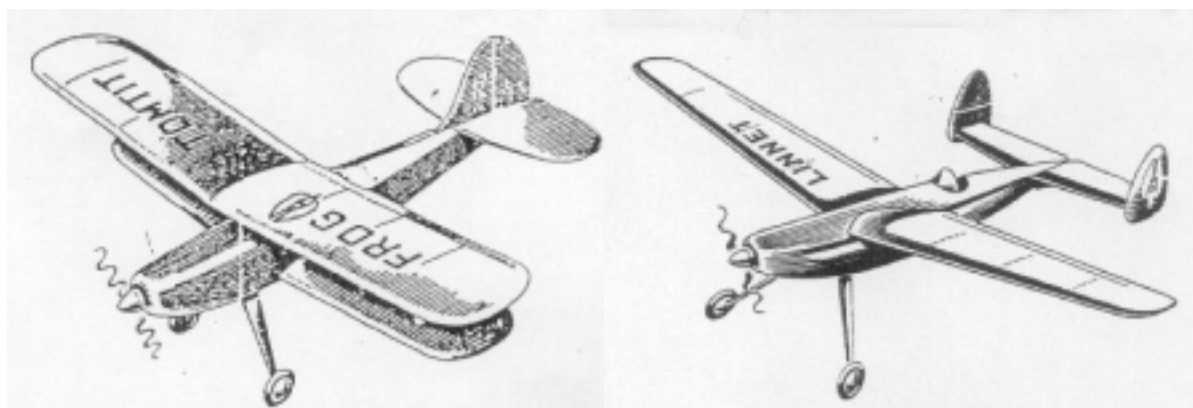
I didn't know that, and I found it interesting to think that if its first use was in 1986, the information had been sitting in the back of an Aeromodeller magazine waiting for forty years for someone to act on it. In case you would like to see that 1946 letter

for yourself, Goran has found a space for it on his web site. It is located at: <http://www.plasma.kth.se/~olsson/diesel1946.jpg>

Looking for McGillicuddy also led me by strange paths to a web site on 'Frog' rubber models that can be found at: <http://www.thestuarts.eclipse.co.uk/>. From this site some of the plans of these little aircraft can be directly downloaded by anyone with access to the Internet. They will just print out full size on your computer printer. This brought back some happy memories for me because one of these tiny aeroplanes was the first thing that I ever got to fly. Too well as it turned out. When I was about 8 years of age, I first began building model aircraft that I intended to fly. I worked in my personal cubbyhole under the house, toiling over kits of rubber powered 'scale' models built from balsa sticks that my long suffering Dad bought for me.

The first of several that I tried was a 'Wirraway'. I got the tissue covering on OK (I think), but try as I might, it never showed any sign of wanting to fly, nor did any of the others that followed. Of course, I didn't know what I was doing (not much has changed), and had no one to help me even if the planes had been light, properly built, balanced, and powered (which they probably weren't). Additionally I was too stupid to realise that I was beaten, and I just kept on trying.

One day Dad came home with a different type of model plane. It was made by Frog and was of all balsa construction with inked on trim and a red plastic propeller. The name FROG is an acronym that stands for 'Flies Right Off Ground', and was a trade name of Lines brothers. They were made in England. 'British and Best'. I wasn't greatly pleased with it's appearance, because I suffered from a scale fixation at the time and it didn't look enough like a real plane. But it was different in another way too. Out in the street in front of the house, I wound up the rubber motor as per the instructions on the box and released it. It flew. Beautifully. It climbed up and up alongside the pine trees over the road, turned gently to the left, drifted back over the houses in the direction of the next street and was gone forever. I couldn't find it, which sank me to the depths of despair, but I was hooked anyway. You can't adequately describe the feeling of seeing a plane climb away on your first successful free flight. But it certainly felt good.



A couple of the models from the Frog range. On the left is the 'Tomtit' the only biplane in the series and the 'Linnet' which looks a bit like the one that I remember.

WA s State Championships for Vintage A have just been held for this year and though the times were not anything the write home about, the racing was close. The weather had everyone struggling for range, but despite a spot of hair tearing by a couple of teams, most of the competitors seemed to enjoy themselves. Stivey/Adler showed promise at first, but suffered terminal engine problems with two motors, including a broken rod in Fred's Russian Oliver copy that put them out of contention. Fry/Taylor had blinding speed available, but had to pay for it in extra pit stops that slowed their race times leaving them finally in third place. The new pairing of Letchford/Morrow placed second but had their communal act together and looked to be a good chance to take off the event right to the very end. After a bit of initial gasping for range, the geriatric team of Kirton/Stone finally made it to first place. The actual results were as follows:

TEAM	HEAT 1	HEAT 2	FINAL
Kirton/Stone	3:50.21	Pass	7:44.01
Letchford/Morrow	4:05.03	3:58.66	7:57.00
Fry/Taylor	4:06.21	4:11.46	8:05.00
Stivey/Adler	4:05.17	DNF	
Turna/R Leknys	4:18.97	4:14.60	
Sherburn/Dyson	4:21.25	DNF	
Hoogenkamp/Leknys	4:22.78	4:35.9	

If rumours on the net are anything to go by, Brodak models are on the verge of releasing some Almost Ready to Fly (ARF) control line models to compete with the TopFlite Nobler and Flite Streak. The first ones for sale will be the .40 size profile 'Cardinal', a full-bodied 'Oriental' stunter for .35s, and the half-A size 'Baby Clown'. I believe that they are considering the 'Strega' and the 'Vector', for full on ARF stunt aeroplanes as well.



A 'Vector' stunter. This may be one of the forthcoming ARF designs from Brodak models.

Lots of aeromodellers have found uses for the family computer in their modeling activities and quite a few I can tell you, waste far too much time mucking about with them. However, it has to be admitted that there are computer programs that can be handy in many ways. I have discovered one called 'Tile Print' that has been produced by a Canadian gentleman called Andrew Donatelli. Tile Print is a tool for resizing, tiling and printing images. They can be photographs or model aircraft plans printed out on your home printer at any scale that you desire.

As an example, you might find a reduced plan for some ancient, rare design drawn on parchment in a cave you happen to be visiting (or even in an old magazine). You then decide that you would like to see it re-produced in full size. This usually happens on a Sunday night at 11 PM. In the distant past, (fond memories) you then had to grid the page, painstakingly measure and re-draw the whole thing. More recently it has been to take the much easier, but possibly slower path by waiting until you can get to your local plan printer with a few dollars and have it done for you. With Tile Print you can simply scan it into your computer, set the dimensions to any scale that you choose, and Tile Print will resize the image and tile it to your printer. You probably have to sticky tape a lot of A4 pages together, but you do get it the same night that you saw it and can change the size using either metric or Imperial measurements as often as you want. I think that it is just the cat's whiskers.

For more details or to download the evaluation program go to Blackflight Models page at: <http://www.blackflight.com>. The program is more or less unusable until you have purchased the key to unlock it and that will cost you US\$10. I think that it is money well spent.

Another picture from the archives. Viv Chappell, a well known figure in full size aviation these days with his low aspect ratio Dynajet powered model labeled 'Pure Unfiltered Noise'. And it was too. The photo was taken around 1960 by Ron Simpson.

Sometimes I wake up grumpy. (Other times I just let her sleep.)

Charlie Stone VH4706

Email cestone@bigpond.com



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.

CONTEST RESULTS



The contest that were listed to take place at Frankston on 19-9-2004 20/09/04 were FAI & Combined Speed, Simple Rat Race and 1/2A Team race. All contests excepting FAI Speed took place.

Combined Speed Results

Pos	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest Km/h	%
1.R Hiern	Class 1	Novarossi 11	15.15	15.33	D.N.S	15.15 237.62	96.63%
2.N Wake	Class 1	OS CZ11 PS	N. E. L	15.44	15.33	15.33 234.83	95.50%
3.R Hiern	Vintage2.5 1957	OS Max-2 .15	23.98	24.32	21.81	21.81 165.06	92.62%
4.R Hiern	Vintage .29 1960	Dooling .29	N. E.L	22.79	19.28	19.28 186.72	89.21%
5.V Marquet	Vintage Proto	Enya 19	45.00	47.58	44.98	44.98 128.80	80.04%
6.H Bailey	Proto	Novarossi 21	35.80	31.36	31.18	31.18 185.81	77.37%
7.K Hunting	Midge	PAW	N. T.	N. T.	N. T.		0.00%



The white model is a replica built by Robin Hiern of the FARNAN /RICE Class 1 speed model that they won 1957/58 Nats with and held the record with 110.2mph powered by a OS Max 2—15 glow. Robin is using the same type of motor but it is a bit worn.

It has a moulded FIBREGLASS pan as the original, flown on 2 x .012" line, although rules at the time allowed .010". He will try .010" lines later.

First day out did 102 m.p.h. on 3rd flight, so he hoping to break the old record later on. He is doing this for his own amusement with no intention of creating a new class.

Prop is Topflight 6x7, but original used 6x8 or 9, but the motor is slack, and will have to be rebuilt.

The green model is the original model believed to be used by Peter Ellis in 1960. It was obtained from Tony Cincota. It used a Dooling .29, and Robin has put his Dooling in it as well as giving model a major rebuild and paint job. The model is small in area but flies great. Rules allowed 2 x .012" lines but he used 2 x .014" for safety. It does not pull much anyway.

Tanks have been fitted in both models in place of bladders as it is against Robin's preferences to use a bladder because the needle has to be reset each flight.

Had very even run in all 4 flights and no blown plugs. Once again for FUN and try to break 1960 record of 130 m.p.h.. Prop was 7x8 ,but will try 7x9 as used by most Doolings in the good old days....

By the way where are all the combined speed fliers???????

1/2A Team Race

heat final

1. C.Ray/N.Baker 3:39.19 7:51.9
2. G.Wilson/M.Ellins 4:24.94 9:45.34

Simple Rat race

rd1 rd 2 final

1. M.Wilson/G.Wilson dns 106 212
2. H.Bailey/P.Roberts 108 dns 205
3. M.Ellins/L.Smith 92 88 179



Lance Smith with his Simple Rat Racer. The model is a "Grnzph" and is powered by an OS L.A.15.

Lance is on the lookout for a good OS 15 FP to use. Any offers?

Other models that were flown at Frankston on the Sunday included this "Tutor". The Pilot was Paul Stein and his Aerobatic flying is coming along quite nicely. Centre circle coaching was being conducted by Mark Ellins who also put in a flight with his F2B model.



Murray Wilson looked at ease whilst tearing up the sky with some F.A.I. Combat practice.

Peter Roberts gave his Peacemaker some airtime before the days proceedings concluded.

The contest scheduled for Nov 21 will have the Vic State Champs /04 Mini Goodyear competition flown.

Vintage Combat Rules

The success of the Vintage Combat event at the W.A. Nationals prompted the inclusion of Vintage Combat into the CLAC calendar. The first contest is at Knox on Nov 28th. Here are the contest rules.

4.4.1 The Model

(a) A Vintage model must be built in accordance with a design which was in common use prior to and up to December 31st 1970 or was kitted prior to that date.

(b) Models must be an accurate plan view of the original. The following alterations are permitted:

(1) Addition to, or omission of sheeted areas i.e. (centre sheeting.)

(2) Changes to wing section or internal structure or degree of asymmetry of wing (i.e. whilst retaining the original wing outline the engine pod and elevator may be moved inboard or outboard to give a different degree of asymmetry to the wing.

(3) Additional booms or replacement of wire booms with wooden ones and vice versa and spacing of booms (noting that the original elevator size and hinge moment must be maintained).

(4) Recessing the engine into the leading edge.

(5) A balanced elevator may be changed to a conventional elevator and vice versa. The elevator must retain the original outline.

(6) Such changes must be carried out using constructional techniques that were commonly used at the time the model was in use. The use of carbon, kevlar or boron fibre is not permitted. Modern adhesives are permitted. Neither Styrofoam nor any expanded foam may be used.

(7) Models must not exceed original overall dimensions or be more than 6mm smaller on any dimension. Elevators must be dimensionally accurate.

(8) Fins and fences may be omitted or altered.

(9) Where the original model had an upright engine this may be

converted to "sidewinder"

(c) The following alterations are not permitted:

(1) Any change to the original plan view except those outlined in b.3, b.4, b.5., b.7., b8 and b.9. i.e. no smaller or larger elevators, no increase in wing span, root chord or tip chord.

NOTE:-

The C.D. may decide not to accept a model which in their opinion has been altered in outline so as to change the appearance or performance of the model as originally designed.

Examples of such changes would be, for instance, elevator shapes and sizes being altered and external bellcranks which should be internal.

The onus of proof in any such case must always lie with the competitor.

By allowing a model to compete in the first round the Contest Director (CD) signals his acceptance that the model is legal and it will be considered to be processed. That model may not subsequently be disqualified unless illegal parts are added.

Combat damage that occurs during a competition will not be grounds for disqualification unless safety is compromised. The CD will point out any illegalities observed prior to a bout and give the competitor(s) the opportunity to make the infringement good.

(d) The model shall be covered in a material that was available at the time that the model was in use, i.e. tissue, glass cloth, nylon fabric, silk fabric, terylene netting or a combination of them. In addition, heat shrink fabric coverings, such as Solartex, Glosstex Polytex, Solarfilm, Monocote, or Micafilm may be used.

(e) The name (and mark no.) plus the year of the model must be clearly visible on the upper flying surfaces.

4.4.4.2 Engine

(a) The engine shall be a diesel or glow of 2.5 c.c. maximum displacement with plain bearing crank shaft. Engines of ballrace construction are also permitted if they are pre Dec. 31st 1970 under this definition (any mark or model unless otherwise stated) are as follows:

A.M. 25

A.M.35

C.S. Oliver Mk3 Replica

D.C. Rapier

E.D. Racer

Elfin 249 Enya 15D or G

ETA 15

Frog 249

Oliver Tiger Mks 2,3,4 OS 15D or G PAW 249, 249 TBR CT1&2

PAW 19D, 19DCT MVVS 2.5/1958 TRS&D7 Rivers Silver Streak

Russian Oliver Mk3 Replica Super Tigre G20/15D or G & G15

Taipan 2.5cc

Taifun Orkan Webra Mach 1 & 2

(b) Suction or pressure feed fuel systems are permitted, metal tanks only.

(c) The propeller may be any commercially available thermoplastic propeller.

4.4.4.3 Lines

(a) Control line length must be 15.92 meters (+/-0.04 meters). It is measured from the inboard face of the control handle to the longitudinal centre line of the model.

(b) The longitudinal centre line shall be defined as the axis of the propeller.

(c) Only two line control is permitted and each of these lines shall be multi-strand and of a minimum diameter of 0.34 mm No

free ends capable of entangling an opponents lines and no line splices are permitted. Line connectors at the handle end should be sleeved. A safety strap connecting the competitors wrist to the control handle must be provided by the competitor (as FAI rule F2D 4.4.(1).6) This strap will be subject to the full pull test separately to the line pull test.

(d) Line changes during the combat period shall be permitted.

(e) Line test as FAI rule F2D 4.4.(1).6, shall be applied to the assembled handle, control lines and model but the test force will be 10 kgf (22.5lbs). Replacement lines must be pull tested by the Circle Marshall before the model is re launched. Failure to do so will result in disqualification.

4.4.4.4 **Combat Site**

The combat site shall comply with FAI class F2D rule

4.4.4.5 **Streamers**

Streamers will comply with FAI Class F2D rule

4.4.(1).8. The streamer must be attached within 55mm of the longitudinal centre (thrust) line of the model.

4.4.4.6. **Number Of Models**

A contestant will be allowed to use one model per bout and three for the contest.

4.4.4.7. **Pitcrew**

Two pitcrew are allowed per contestant. During the combat period the pilot and mechanic(s) must wear protective headgear with an effective retaining strap. In exceptional circumstances of wet or windy weather an additional helper may be used as a streamer holder and must perform no other task during the bout. This helper must wear protective headgear as for the mechanics.

4.4.4.8. **Officials**

(a) A contest shall normally be run by a Circle Marshal, who shall be the overall timekeeper, and one scorer per contestant.

(b) The Centre Marshall must wear protective headgear.

The officials must not be members of the same team or club as either of the pilots; in order that this may be achieved contestants may be called upon to score when not flying.

(c) The scorers should hold their stopwatches so that observers can read them.

(d) The total time of each pit stop should be written down and penalty points calculated after the bout.

Should a time keeping error be made a scorer should advise the Centre Marshall immediately so that the bout may be stopped and reflown.

(e) The Circle Marshall will be considered to be part of the course and any model or line contact with him will be treated as if it had contacted the ground. It is the fliers responsibility to avoid the Marshall, not the marshals to avoid the models or lines.

(f) Times and scores are public information, and should be freely available.

4.4.4.9 **The Bout**

(a) A contestant's flight commences after a 30 second period for engine starting. The last 10 seconds to the launch signal shall be counted down by the Circle Marshall.

(b) The flight shall last four minutes from the launch signal and its completion shall be signaled by the Centre Marshall.

(c) The engine must be started by flicking the propeller by hand.

4.4.4.10. **Scoring**

(a) Scoring will commence at the launch signal and finish at the completion signal.

(b) One point will be deducted from a contestants score for every full period of 15 seconds that their model is not airborne during the flight period. Ground time is not accumulative and the stopwatch must be zeroed each time the model becomes airborne.

(c) Four points will be added to a contestants score for each single cut of their opponents streamer or string with

knot.

(d) In the event of a mid air collision, if the streamer falls to earth attached to any part of the model or engine it will not be counted as a cut, if however the streamer falls separate to any part of the model a cut will be scored.

4.4.4.11. **Attempts**

As FAI Class F2D, rule 4.4.(1).12.

4.4.4.12. **Conduct**

(a) A pilot must remain inside the centre circle while his model is flying except at the moment of release of his model by the pitman.

(b) After a mid air collision the heat shall continue as if both models had landed.

(c) If the pilot(s) accidentally leave the centre circle during a combat bout, the Centre Marshall must blow his whistle to stop combat although the bout timer will continue to run. He will then direct the flyer(s) back to the centre. The combat will be restarted as at the start of the bout. If the Centre Marshall declares that no-one flyer was responsible he need not penalize either. Any cuts taken during the period will not be counted, and attacking during the pause may lead to disqualification.

4.4.4.13 **Offences**

If during the servicing of a grounded model the mechanics break or cut the streamer it must be replaced with a new full length streamer prior to launch.

If during servicing the streamer should become entangled and subsequently fail to unfurl the pilot must immediately land to have the streamer untangled or replaced. No additional penalties other than ground time will be incurred.

The following offences will be a warning and each and every occurrence will result in a 2 point deduction.

(a) If a pilot unintentionally leaves the centre circle while his model is airborne.

(b) During the bout the mechanics enter the flying circle at an oblique angle or cut across the flying circle to reach a downed model. One penalty only will be incurred for each offence even if more than one mechanic is involved.

(c) If the mechanic(s)/pilot do not immediately, or after a line disentanglement withdraw a grounded model to outside the 20 meter circle prior to servicing it.

(d) If the model is launched prior to the launching signal.

(e) If the streamer becomes detached from the model during combat but not as the result of a mid air collision. (See also 4.4.4.14.(f))

(f) If the pilot leaves the centre circle without informing his opponent and the Centre Marshall.

4.4.4.14. **Cancellation of the Flight (Disqualification)**

An entrant will be eliminated from the heat and his opponent declared the winner if:

(a) He deliberately attacks the streamer of his opponents model prior to the Circle Marshall's signal to commence.

(b) His model fails to become airborne within two minutes of the signal to launch.

(c) He attempts to fly a model which at the time of launch does not have a strong effective control mechanism, or does not have a secure engine attachment, or does not have a running engine.

(d) He interferes with his opponent, or forces his opponent to leave the centre circle,

(e) He deliberately flies in a dangerous manner.

(f) He attacks his opponents streamer without his own, or the remaining parts, attached to his model.

(g) He is not present at his allotted flight time, unless he has

the express permission of the Circle Marshall.

(h) He leaves the centre circle intentionally whilst his model is flying, or without informing his opponent of his intention to do so when his model is grounded.

(i) He flies in such a manner as to inhibit his opponent, or his opponents pitcrew, from clearing any line entangle

(j) He flies other than in an anticlockwise direction when only his model is in the air and there is no line entangle

(k) At the start of each bout and after a restart when one or both models have been grounded, both models MUST fly level and anticlockwise and combat MUST NOT commence until a signal is given by the Circle Marshall. Attacking the opponents streamer before this signal will result in disqualification.

(l) For any other flagrant breach of the rules.

(m) He releases the handle, or removes the safety strap, for any reason, while the model is flying.

(n) He deliberately attacks or interferes with his opponents continuously level flying model which clearly has no paper streamer left. He may, however, follow closely.

(o) The mechanics jump over the opponents model and lines kept within the pitting area.

(p) He fails to clear any line tangle prior to relaunching his model.

(q) He flies level (upright or inverted) at a height of less than 6 feet for more than two consecutive laps whilst the bout is underway unless instructed to by the Circle Marshall. The Circle Marshall will warn a flier that he is approaching this limit.

(r) The Circle Marshall believes that he has behaved in an ungentlemanly manner.

4.4.4.15. Contest Procedure

(a) Contestants will normally compete with each other in a knockout competition chosen by random draw. The losers of each of the first round flights will be allowed to compete in a further losers re-fly round. These and any subsequent draws will be held in public, and if any member of the organising club or team are involved in the competition the draw will be made by an unbiased outsider.

(b) The winners from this round will be drawn with the winners from the first round to provide a second round of contests.

(c) The rounds will continue until eight contestants are left so that quarter, semi and final rounds provide an overall winner.

(d) It is permissible for the competition organiser to seed the draw on past results and known form, but members of the same team or club should be drawn apart as far as possible. The seeding committee must be neutral. Where an unseeded competitor eliminates a seeded one he will assume that seeding position for the remaining draws.

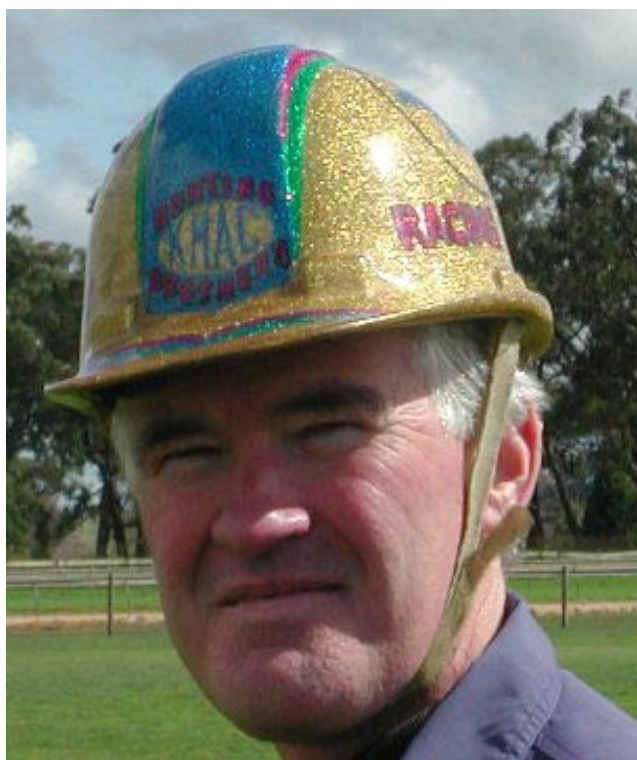
(e) If there is a uneven number of competitors. The bye in the first round is moved to the losers round with an extra life. (Each competitor should have two bouts)



Pictures from the safety headgear fashion scene.

Above:- Neil Baker shows off the helmet he bought for \$98 from the Canoe shop. Neil says he was on the look out for comfort and side protection. This one came in one choice of colour.

Below:- Ken Hunting with the flashy glitter paint job.



Results of F2C at the British Nationals

1st Smith/Brown	6.51
2nd Ross/Turner	6.58
3rd Heaton/Wallick	66 laps crashed

A very close and hotly contested final with everyone very close on airspeed, some lightning stops, unfortunately for David and Derek one stop was too fast and the wings folded on takeoff, but all the flying was very good considering the terrible windy conditions gusting over 30mph

Newsletter Editor

Harry Bailey.
37 Thompson Street.
Clayton.
VICTORIA. 3168.
Telephone (03) 9543 2259.

AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

**SURFACE
MAIL**

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".

MODEL RACING SERVICES



*** Services ***

Motor Modifying and Blueprinting for all competition classes, ie. Pylon, Control Line, R/C, FF, Aircraft, Boats, & Cars, Rebrush 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 1/4 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