



THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 83



Produced by the Victorian Control Line Advisory Committee

November 2004
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**Copy Deadline for next issue is:
Wednesday 17th November 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@optusnet.com.au



COMING EVENTS



COMING EVENTS

CONTROL LINE CONTEST CALENDAR 2004

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
APRIL 17	FAI & Combined Speed, Goodyear, 2.5cc Rat race.	CLAMF
APRIL 24	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix	KMAC
MAY 1	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 15	FAI & Combined Speed, Triathlon (Artil Trophy), 1/2 A Team race.	CLAMF
MAY 22	FAI (Yeoman), Novice & Jnr Aerobatics, Simple Rat race, Classic Stunt, Class 2 Team race.	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

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
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. "

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 Clasi. 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 November 15th Class 1 Rat T/R (with muffler); Mouse 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



5th October 2004
Dear Harry,

Thanks very much for the October edition and to all those helping to keep A.C.L.N. going. Having been involved in running combat competitions for quite some time now (50 odd bouts last weekend and around 80 or so each State Champs), I wonder if I might offer some suggestions concerning the Vintage Combat rules published therein.

We have numerous Team Racing classes/categories where some have fuel tank size limitations (FAI, Vintage A & B, Classic B and Class II, etc.), some have a minimum number of mandatory pitstops (Goodyear, etc.) and some have both (Bendix). All have different numbers of laps per heat or final and FAI has either three heats or two combined with a semi-final. And then there is Mouse and Rat racing...!

Finding enough people able or willing to time keep and lap count is hard enough, finding enough people aware of all the complexities involved to run these events is virtually impossible! Fortunately from an event organiser's point of view, we don't get to run all the events in the rule book(s).

FAI/F2D combat rules underlie all of our present combat events. This ensures that any changes especially in the area of safety are transmitted automatically to all classes of combat. This makes RUNNING events far less difficult than would otherwise be the case. (Some years ago I coerced a modeller who has been at the forefront of another discipline for twenty or so years to cut judge/time keep a few bouts. I was flabbergasted to find that he did not know

the first thing involved having never been interested in combat).

We already have international F2D and national F2D Modified ("2.5cc Australian Fast") rules available. All that is required is a minimum of supplementary regulations that expressly specify only the essential changes to shape the event desired, e.g. engine, fuel, model, streamer, model number per bout and/or per day, cut off date, etc. For instance a flyaway outside the "box" with a one model per bout limitation predicates from either set of rules and can only result in a re-fly because the competitor affected is not permitted a second model.

Having different rules for RUNNING the different combat events simply makes it just that much harder to find sufficient, reasonably competent officials to ensure that they can take place. From a semi promoter's point of view, I am rather loath to become involved in RUNNING an event which introduces unnecessary complications. Anyhow, wasn't vintage combat 35s in the late 50s / early sixties Jolly Rogers, Guided Missiles, Voodoos, etc.; so why are we aping Pommie events? (No offence intended)

Regards,

(Brian Burke)



**Frankston held on the 17th Oct 04.
2.5cc Rat Race (Riverside Trophy)**

	HT	Final	Engine
1.M.Wilson/A.Lumsden	198	406	Nelson
2.C.Ray/J.Ray	196	340	OS 15 FP
3.M.Ellins/K.Hunting	187	301	ST G20/15D
4.H.Bailey/G.Wilson	158		OS 15 FP

It was decided to run the event a little bit different with a 7 1/2 min heat & 15 min final with 1 & 2 pitstops respectively. The standard of flying was good with no mishaps. Alan Lumsden had his model going well with Murray doing a good job on the handle, him & Colin having a battle in the centre but with all the work Colin put in to pass Murray just went over the top with not a lot of effort. Mark went in spurts depending on how he felt at the time and mixed it with the others for a while. The Ray's had trouble in the end with a glow plug connection and wasted some time doing repairs, this stopped them from being a bit closer. The only other entrant was using his simple rat race model and was off the pace compared with the serious teams.

Well done to Murray & Alan on gaining the Riverside Trophy.

FAI T/R & Goodyear models were flown but no contest was held.



4 Stroke Stunt - why bother?

(David Murrell AUS 9912 dtmis@hot.net.au)

Disclaimer; This is a story of what worked for me, will it work for you? Who knows?

Disclaimer 2; Everything here was bought or made by me.

Having had some experience with OS 4 strokes in scale and retro fitting in an old aerobatic model (48 surpass engines) I thought that a 52 Surpass would be light and economical for a medium size stunter. This is what I ended up with and what problems I struck along the way.

The model chosen was a scaled up rough approximation of the old "Kookaburra" Hawker Typhoon V plan, 58 inch span, shortened nose to compensate for the extra weight and because I only needed a small tank, "I" beam wing covered with SIG Koverall, silver 2K automotive epoxy, all up weight 49 ounces. The model turned out light & straight, the only trimming required was the engine offset (needs plenty, this is apparently common with 4 strokes) and the "Rabe rudder". The thick wing works well and it grooves nicely.

From day one there was problems with overheating, which was partly due to insufficient cowl openings and, as I found out later, tappets too tight. (Lessons one & two).

After much playing around I now have a reliable, powerful and economical engine in a model that flies well, so what are the secrets?

Engine: OS52 Surpass with a fixed, 0.25 inch venturi with a Super Tigre style spray bar (you need the finest needle thread available as the setting is very twitchy), Eather 11.3x5 undercambered carbon prop, fuel 9% castor, 9% synthetic, 13% nitro. The tank is a standard 2ounce clunk (yes that is right, two ounce) with muffler pressure. The advantage of muffler pressure is that you can block off the exhaust to prime the motor, it also gives a steady run through the entire tank. No uniflow or other tricks. Ground setting is for 9300 to 9400 RPM, giving 5.3 second laps on 66 feet overall lines. The only change to the motor, apart from the fixed venturi, is to set the tappets to 0.006" inlet and 0.007" exhaust. This has the effect of stopping the motor from sagging if it gets too hot and is quite critical but once set you can forget them for a long time. As there is no cooling flow of fuel and air through the motor as with a two stroke, you need plenty of cooling for the head and crankcase, too much is barely enough!

Was it worth it? If the proof of the pudding is needed, the model won me the NSW state advanced aerobatics last June, after much coaching, practice and fiddling. Now I am familiar with the set-up I am more than happy with the way it pulls through the manoeuvres, and with careful setting of the RPM gives a consistent 6 minutes run. The good bit is that you can fly all day on a litre of fuel, the only real problem is that the needle is VERY sensitive and needs to be set before each flight as it needs to be opened up as the day warms up. Starting is a "black art" and only comes with practice, too much fuel or too much power in the glow plug and it will start backwards, which is not good as with the muffler pressure it will continue to run. An "electric finger" is recommended.

As for cost, 4 stroke engines are becoming cheaper and with the fuel economy it is not an expensive proposition. It is time consuming to make the venturi, the one I made has an insert that can be changed (of course the ones I made first were all too big).

Would I do it again? Probably, but there are so many options for motors these days that I would have to think hard about that, in the meantime I really enjoy flying this one.



TARMAC Notes for September and October

WA State Vintage Combat was held in mid September and drew eleven entries, which is not all that bad I think. The weather was good and the spectators and pit dwellers were all able to cower behind the demountable safety fencing that is erected on competition days since safety has become a more prominent issue than it used to be. Fred Adler broke all the rules about Aeromodellers taking performance enhancing drugs by having himself injected with painkillers (at great expense to the taxpayer I presume) to ease his back ache for long enough to do his usual job in the centre. He does take this combat stuff seriously. The day proceeded smoothly enough apart from the odd minor tantrum from aggrieved competitors. At the finish Jim Stivey had scored first place with an MVVS D7 powered 'Dominator' that looked rather like the termites had been at it. In second was Trevor Letchford using a Super Tigre G20 .15D powered 'Ironmonger', and third was Richard Bellis and his Super Tigre G20 .15D powered 'Liquidator'. The CD Alasdair Taylor and his helpers all did the usual great job.

Bri-Stunt

I now have the new Brodak "Almost Ready to Fly" (ARF) available. They include the oriental and Profile Cardinal, more designs available shortly. The Orientals are \$200 post included to Melb and \$205 to QLD. Don't know about Perth "approx price \$180 plus post"
Anyone interested can phone 02 4262 5110, or email bristunt@fishinternet.com.au
Brian Gardner



A sketch of a combat cut judge as seen by the competitors (and the 'Boys on the hill').

While I am still on the subject, I noticed that the rules for Vintage Combat exactly as flown in WA have been published in the latest issue of the Australian Control Line News. I can only presume that the Victorians are showing an interest in competing in that class.

To follow up on last month's TARMAC notes rumour of the imminent arrival of the Brodak line of ARF's on the market, I hear that there are already some in Australia. Brian Gardner, the proprietor of BRI STUNT products has already taken delivery of 4 'Orientals'. They are quite neatly built and cost \$180 plus postage. If you are interested, you can contact Brian at BRI STUNT by E-Mail: bristunt@fishinternet.com.au Or Ph: 02-4262 5110

There is quite a lot of interest in Stunt here in WA of late with regular stunt activity at the flying field. There are F2B models, Vintage stunters in plenty, and a few ARF ones as well. There is also more than a bit of interest in Semi-Scale stunters that seems to have been inspired by the increasing number that have featured in the larger competitions (such as the World Championships and US Nats).

A photo from the TARMAC archives. This was Bob Spackman's giant scale control line Spad. To the best of my recollection, this one was NOT stunnable. The photo was taken at Perth airport around 1960. We were allowed to fly there whenever we wanted then. Security (as it is now understood) was thankfully non-existent and small Ito medium sized boys could wander unrestrained all over the place, even into Woodsie's hangar to gawk at the DeHavilland Mosquito that rested there under it's layer of dust. Were you one of those kids?



We have seen magazine photos of the various P51 Mustangs, the hugely impressive Boeing B17 of Paul Walker, and the P47 Thunderbolt of Bill Werewage, a Spitfire from Windy Urtnowski and others like Dick Morrow's DeHavilland Mosquito twin. However, most of these are to a greater or lesser degree SEMI-scale models that have had some proportions adjusted to enhance the stunting ability. Most are also given a high gloss finish that does not truly represent the standard of paintwork that was usually applied to the military aircraft.

In fact to digress briefly on that subject, I am acquainted with a gentleman who served in North Africa with the R.A.F. during WW2 and actually had the job of applying camouflage paint to the squadron aircraft. He told me that the colour schemes had to be changed on several occasions as they moved to areas of different terrain colour and it was always done in a rush. I was curious as to how the airframes were cleaned before painting and if the patterns were masked up or sprayed free hand. He told me that he worked from a sketch of the pattern desired on a piece of paper that he was given. They were sprayed free hand and the aircraft were only cursorily cleaned before painting if they could find any local labour to help. And that was almost never. He told me that the paint ended up being very thick and it was not all that unusual to include a fair helping of sand as well. Definitely NOT a mirror like gloss finish.



A photo of Ron Burn's F4F 'Wildcat'. Not a typical stunt model, but one that is very close to scale.

Now to return to the subject of stunters, I was curious as to how the designers of these models went about producing the changes that made a scallish model into a stunter. I had seen some photos of beautifully built near scale stunters that had been produced by Ron Burn of the USA. These are real scale aircraft painted in colour schemes and finishes representative of actual full size prototypes, and not the glossy typical American stunt ship. Because of that, I suspect that he must have suffered a handicap because of the US system of counting appearance points as part of the competition scores and as far as I can work out, it seems to be the more gloss, the more appearance points. I wrote to Ron to ask what changes, if any, he made to produce these realistic models. Ron replied:

"It is my belief that the real "trick" is to reverse your perspective from "how do I make a stunter look like a real airplane?" to "how can I make a scale airplane stunt?" The basic answer is to select the right prototype, then make the loading low enough to get the required maneuverability. The best way to build a close to scale stunter is to choose a prototype with the basic proportions of a stunter. An almost surefire starting point is aircraft designed for carrier operations. These generally have plenty of wing, lots of tail authority, and good low speed handling. Try to look at three views without the fuselage, but as areas and moments. You'll be surprised how many aircraft are good candidates.

From there, it's a matter of discipline. Change only the things necessary to address a problem. "Outside the box" thinking is mandatory. Example: Most full scale have short nose moments and relatively long tail moments. Most stunters don't.



Another view of Ron's F4F Wildcat from an angle that shows the rather tubby outline of this naval fighter.

SO WHAT! The nose is determined by the engine weight, a short nose allows a larger engine. Can't get the tank in? Better design a new tank. Longer tail means more authority for less area, or farther aft center of mass for the same stability. By stunt standards, full scale fuselages are "fat", but shape drag is actually better with a lower aspect ratio and more than compensates for increased skin drag. The only real difference is frontal area, and that's an advantage going downhill.



A photo from Ron Burn, showing the cockpit detail of his Japanese 'Zero' stunter. Note the careful weathering of the paint to give the appearance of an aircraft that has been in use.



A shot of Ron Burn's 'Zero' at rest. It looks very real to me.

I'd say the greatest challenge is weight. After all, increased wetted area is also increased material, in both structure and finish. This almost requires learning to use new materials and techniques. Molded balsa turtle decks are fairly common, but fuselage monocoques of molded 1/20" sheet balsa are not. My last three wings were carbon foam composites.

To directly address your question, most of my airplanes are close enough to scale to be competitive in sport scale competition, and have won trophies in that arena. As I said above I never change a scale dimension unless the numbers just will not work. Even then I try to do it in as unobtrusive a way as possible." Ron Burn

If you are interested in scale stunt, those comments are worth reading and digesting. In Australia, we have the advantage that we do not have to worry about a very subjective issue like 'Appearance points' affecting the final result where theoretically at least the only issue is the pilot's ability to make his aircraft fly the pattern, rather than the gloss of his plane or whether he is wearing colour co-ordinated clothing.

Well, that is it for this month and to finish up here is a quote gleaned from the net and alleged to be from Bill Werewage, the World Stunt Champion. Make of it what you will.

Bill had great words of wisdom when it came to life and modeling. 'A beautiful woman is like a beautiful new model, Sometimes the old beat up ones are just better. And sometimes if you keep the new beautiful ones around long enough, they get to be the old beat up best ones.'



AROUND THE CLUBS

Meeting held at Moe on Sunday October 3rd. (Transferred from Traralgon)

The day was to have been at Agnes Brereton Park in Traralgon but was moved to the Joe Tabuteau Reserve in Moe due to the Traralgon venue having 200mm long grass.

The weather in Moe was kind to us with very little in the way of wind, and the cloud cover just sufficient to block the sun, making sunglasses unnecessary.

There was a good turn-out of members as well as some extra people wanting information on our Club. Our West Australian member Peter White also chose to visit us, and he was given the opportunity to fly a few member's sub-standard models (which has probably turned him off Control Line).

Steve "BrewMaster" Mitchell brought along a good supply of Cider and Ginger Beer to cheer up the majority of members. He also brought with him a boot full of models - a "Thunderstreak" with an OS Max III .29; a "Peacemaker" with an Enya .19; and a plane he calls a "Quad", being his own design, and using a Merco .35 with 10x6 prop. Luckily, Steve was also able to fit brother Vic in his car with Vic's model "Urk" which uses an Enya 19 with a 9x6 prop; and a "Peacemaker" with a Taipan .15 diesel.



Damien Sammut - with Peter White making himself useful.

Damien Sammut came down from Knox MAC for a first-time visit to a Gippsland venue.

Gavin Hillenaar and son Robert had a whale of a time in Circle 2, with Graham Vibert acting as "mentor". Gavin's ARF F15 Strike Eagle, powered with an OS .15, flies quite well and looks superb in the air. Robert was observed claiming equal air time too. Graham "Mr. Good Vibes" had his "All American" with him, but didn't fly it as he was helping for most of the day. He did however find time to fly the Club Trainer, and teach the beginners how to do a good quality crash manoeuvre.

Ron Jones brought along his "Banshee" with an Irvine .20, which seemed to not want to run until Peter Roberts lent a helping hand to fire up the diesel.

Peter Roberts flew his very light "Peacemaker" which has an old OS .15 using an 8x4 APC prop. He had also brought along a "Frisky" with a Taipan .15, but he was forced to leave it in the car as he felt it was "too cold" and 'he couldn't

be bothered".

Paul Richardson had his "Doctor" model (a Ted Fancher design) with an OS .46 LA in it.



Gavin Hillenaar - F15 Strike Eagle ARF - OS .15

Ken Dowell flew his "Pacer" (Big Yellow Beast!) with Moki .51, but spent most of the day with his camera recording the proceedings; and I would like to take this opportunity to thank Ken for the excellent work he does as Webmaster for VicStunt (www.vicstunt.com) as well as CLAG. Peter White had a fly of this too, and quickly verified Ken's opinion of it - a high-powered TRUCK!!! Ken has become so accustomed to it now that he has trouble with a normal-response model - "Try flying an F2B pattern with a big Kenworth prime mover complete with B-Double trailers!"

Graham Keene had a stash of models with him: a "Supa Stunt Runt" with OS .46 LA; a "Peacemaker" with OS .15; a "Viper" with an OS .35; and a "Half Mast" using an OS .25 LA. Unfortunately, he didn't fly any of these, but he did fly a fast flying wing with an OS .40 but he failed to tell me what it was.

Rian Goodge flew his "Skyray" with an OS .25, and had a short fly of his father's new "Shark" with a Stalker .51.

After lunch (who said liquid?), we all gathered for a bit of "Plastic Fantastic" combat using Graham Keene's plastic OS .15 combat models. Everyone joined in one way or another, and the grins on everyone's faces showed that we all won.

Our next meeting is at Moe on Sunday 7th November. Details can be found at www.clagonline.org.au. All Control Liner's are welcome.

John Goodge .. Safety Officer - CLAG Inc.

2004 EASTCOAST COMBAT & TEAM RACE CHAMPIONSHIPS

Although rather breezy on the first day, the otherwise hot, dry, clear weather over the weekend 2nd/3rd October contributed towards a quite successful competition held at the Aeromodellers of Logan City Inc. facilities at Loganholme on Brisbane's southern outskirts. Considering that the RAAF Amberley air show was held at the same time and that some of our "regulars" from south of the border were unable to attend, entry numbers especially in the combat events were still more than satisfactory.

2.5CC SLOW COMBAT

Once again combat was run to a modified round robin format with one model per bout and no 2 minute forfeit. To further maximise air/combat time electric starters were able to be used. Each of the 13 participants (14 entered) flew 4 bouts (1 less than 2004 because of the fairly enervating conditions) with 4 flying off for second and third. Rod Smith who had returned from flying in the U.S Nats and Europe, once again topped the charts by winning all his bouts. Michael Comiskey (the older) emerged victorious from the fly offs to take Second whilst evergreen Rob Edgerton (who's definitely no younger than I am) had to settle for Third after a hectic day of pitting and competing. Rick Justic who appears to really enjoy the occasional foray into slow combat these days tied with Ryan Comiskey for Fourth.

Peter Krenske who first competed in last year's event was Fifth just ahead of Wayne Jackson and Simon Burchill in his second major competition, in Sixth. Michael Comiskey (the younger) couldn't take a trick and had to settle for equal Seventh with Peter Wallace, who ran out of models and debutant Michael Crawley. Local junior Kurt Kranen endured a partially impacted tooth but hung on to be Eighth. John Major suffering a dearth of competitive flying during the past year or so said he had had a great time despite not winning very much. Mark Dillon who had cut judged about 30 bouts was prevailed upon to have a go towards the end of the day but was handicapped somewhat when the lines shifted in the handle.

Engines in use included most versions of the OS 15 and Enya 15 with perhaps one or two Thunder Tiger 15s. Peter Krenske said that he counted 18 Mavericks, 1 Machete, 1 Terminator and a Peacemaker or two on the flight line.

2.5cc FAST COMBAT (F2D Modified)

Although I had intended to sneak in for a couple of bouts with my Cipolla powered foamies, I found the conditions a bit draining and copped out. Rob Owen had had the misfortune to have had his van broken into on Friday night at his motel and thousands of dollars worth of tools, computers and modelling gear stolen. (Ring Rob on 0417 411 774 if you're ever offered some exotic engines, etc.)

Despite this, 9 entries competed including Peter Krenske who did pretty well with his pre-FP OS15 powered ex-David Clements, Grant Potter designed models. With some borrowed gear Rob managed Third after fly offs with Peter K. and the two Michael Comiskys who had weird problems and together with Ryan went through some 20 Nelson plugs despite continuously lifting cylinder heads. As the winner of both combat events is given free entry in combat the following year, defending champion Rod Smith who went through the whole weekend without loss, won't have to cough up for the 2005 weekend.

Mark Dillon who was positively awesome last year appeared a little off form (too much work?) and left Second to son Paul who is well overdue for a major title. Peter K. left the fly offs tied with Michael the younger for Fifth whilst Peter Wallace competed well to match Mark D. and Ryan Comiskey for Sixth.

VINTAGE B TEAM RACE

With only two Classic entries, it was a pleasant surprise to see three models practicing. Yep, VB has returned with a vengeance. Peter Wallace fronted up with his unflown for the past 5 years Rivetter and teamed with young Michael

C. Les Winterton the class mainstay used Rod Smith on the handle whilst Mark McDermott shanghaied Rick Justic. Unfortunately the Wallace/ Comiskey model ran in after a pit stop and devoured its lines. Winterton/ Smith managed 36laps (heat) and 49 laps (Final) whilst McDermott/ Justic achieved a 4:15 heat and won the Final in 8:06.

CLASSIC B TEAM RACE

Rod and Les collaborated to win the event in 9:17.84 using the ex-Hallowell, ex-McDermott (ex-Orange) rebuilt LA Rocket. I'm not sure what Mark and Rick used (Mark has one or two or ...) and I believe the model ran in at 116 laps.

VINTAGE A TEAM RACE

Four teams entered with Mark McDermott pitting both his own and son Trent's entries. Andy Kerr and Rick Justic took both fastest heat (3:24.19) and the final (7:10.43). Mark and Rob Owen almost matched Andy and Rick with a (3:24.87) and were only a couple of laps adrift at the end with 7:16.26! Trent and his dad took Third with a 4:22 heat Smith/Major and Winterton /Smith (Rod must have had his skates on!) did reasonably well considering the dearth of events up here to achieve a 4:30 and 5:17 with their non Timmy Tiger/Rothwell power plants.

With the Dillons occupied with combat, others not completing their models or enjoying the Amberley air show, 2.5cc PB Rat did not proceed and could possibly now be held in November at the 2.5cc Funstunt Festival. Bendix had only one entry and unfortunately is not looking good. Finally the club would like to thank all those who entered and/or helped especially the "Mexicans" who had only recently returned from the U.S., as well as Andy Kerr whose idea of a relaxing weekend was to cut judge with Mark Dillon and Noel Corney all day Saturday and run Vintage A for us on Sunday! Sharon Kranen and Jill Hopkinson together with Liz and Terry Chapmen produced beaut food and cool drinks that were sorely needed. Paul Kranen was a veritable tower of strength whilst sons Lachie gophered and Kurt mowed both fields.

Wayne Jackson told me that he could watch combat all day and did so whilst cut judging virtually all Sunday. My older daughter Angela seems to be always there to so competently handle the scoring, drawing bouts and paperwork whilst others too numerous to remember assisted in any way they could. Rod Smith whetted a few appetites by giving Wayne, Michael Crawley and Peter K. a flight of his V&V powered Wakkerman although the absolute highlight was 9 year old Lachie Kranen airborne on Paul Dillon's Wakkerman, streamer, loops, eights and all!

Brian Burke
ALC Comp. Sec.

Get well soon

KMAC member Peter Rowland (Senior) recently underwent a 5 way heart bypass operation and is now recovering. ACLN wish Peter a speedy recovery.

CONTEST RESULTS



SMAC Simple Rat Race 3/10/2004

Only three teams made an appearance, so just one heat round was flown then straight into the final. Reeve Marsh and Steve Reeve showed the dangers of practicing in an attempt to improve settings etc -sticky controls resulted in their rat racer landing rather abruptly (and very steeply!) after a shut-off - they resorted to their Goodyear model which was supposedly resting up to be ready for later in the day...

Team	Heat	Final
Wilson/Wilson	97 laps	200 laps
Ellins/Hunting	79 laps	186 laps
Marsh/Reeve	74 laps	176 laps

SMAC Simple Goodyear 3/10/2004

Team	Heat 1	Heat 2	Final
Wilson/Wilson	6:28.17	5:42.69	11:41.75
Marsh/Reeve	5:53.25	6:01.90	13:30.41
Hallowell/Baddock/Smith	5:43.97	7:07.10	17:47.71
Ellins/Hunting	5:55.46	5:55.22	

Propellor vs Fingers - Props win!

Many will be aware of the incident at the Victorian State Championships earlier this year where a stunt flyer who thought his motor was running too fast attempted to slow it down by grabbing a prop blade. Well, he says he was trying to adjust the needle...

Seriously, we should all stay alert to the dangers inherent in operating motorised models. In this instance, the flyer was doing everything "right" - using an electric starter and moving to the rear of the model before making adjustments - but simply misjudged the propellor arc when reaching for the needle. The result was a trip to hospital and some permanent injuries. We will all enjoy our flying much more if we don't injure ourselves through avoidable accidents. Be careful out there people!

Adam Kobelt (right) was the winner of the combined Yeomans Trophy and Stuntmasters F2B competition. Also in the picture are Mark Ellins (left) and Doug Grinham (centre)



WANTED

FEBRUARY 1987 FLYING MODELS

2nd HALF OF MISS BJ ARTICLE.

PHONE JOHN LEDITSCHKE :- 08 82647238

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.

These results apply to both the 2004 Stuntmasters Championship and the 2004 Yeoman Trophy held on August 22nd.

Here are the scores from the day.

Contestant	Round 1	Round 2	Round 3	TOTAL
Adam Kobelt	1682.50	1948.50	1834.00	3782.50
Mark Ellins	1700.00	1894.50	1755.00	3649.50
Doug Grinham	1713.50	1765.50	1825.00	3590.50
Dave Nobes	1083.00	1430.00	1406.00	2836.00
Col Collyer	1250.00	1349.00	0.00	2599.00
Ken Taylor	0.00	0.00	0.00	0.00



REMINDER: TEAM RACE AND SPEED WEEKEND

*WHERE: SSME Model Park.
Luddenham Road
Luddenham NSW.*

*When: Sat 30th and Sun.31st
October 2004 (9.00am start)
Cost: \$5.00 per head per event.*

Events Sat 30th

*Vintage 1/2 A Team Race
Goodyear
Vintage B Class Team Race
Combined Speed*

Events Sun 31st

*Phantom Team Race
Vintage A Class Team Race
Bendix Team Race.*

*All events flown on grass.
Events flown in order as per list.*

PLUS A LOT OF FUN

Plenty of room, bring your caravan or tent.

Or bring your sleeping bag as accommodation provided.

Saturday: Lunch and evening BBQ.
Sunday: Breakfast and BBQ lunch.
Meals, cold drinks, tea and coffee available at minimal cost.

**Ring Tony Bonello 02 9836 0890 ah
or**

Email tony_bonello@hotmail.com



These results and pictures came from Duncan Bainbridge in the U.K.

The Wharfdale Vintage B 1000 lapper.

2-up heats were run due to only 4 entries. The pre-race weather forecast was bad so only a few teams travelled.

Results and some photos of the Wharfdale1000 lap 'B' T/R.

Toogood/Ward/Toogood	46 mins 33 secs Double Dice Enya 29
Whitehouse/Watson/Grainger	49m mins 54 secs MDS 25
Holmes/Orchard/Delgado	51 mins 02 secs Double Dice Enya 29
Miller/Court	59mins 35 secs Rambler PAW 19



Delgado / Orchard



*Winners
Toogood/
Ward/
Toogood*



Toogood/Ward in action

MASA Control Line State Championships 2005
To be held In Monarto / Murray Bridge, South Australia.
Hosted by Adelaide Model Aerosport
30 Dec 2004 – 3 Jan 2005
Bulletin 2

Program of Events:

	Wed 29 th Dec	Thurs 30 th	Friday 31 st	Sat 1 st Jan	Sun 2 rd
9am-1pm	Open Practice	(J) F2B (J) Classic Stunt (M) F2C (M) F2A (M) F2F	(J) F2B (J) Classic Stunt (M) F2C (M) F2A (M) F2F	(J) F2B (J) Vintage Stunt (M) F2C (M) F2A (M) F2F	(M) Goodyear (M) Combined Speed
2pm-6pm	Open Practice	(M) Vintage Stunt Static Judging (M) F2D	(M) Vintage A T/R (M) Classic B T/R	(M) Event Prize Presentations (M) 1/2A Combat	(M) Open Rat Race
8:30pm			(S) FF Night Scramble		

Flying Sites:

NOTE: There has been a change in venues for the grass events since publishing Bulletin 1. Aerobatics events will be held at Johnstone Park. This site offers a flat and even grass covered surface with clubrooms and a large sheltered area. Other grass events and the lunchtime BBQ will be held at the Adelaide Model Aerosport site.

(M) *Adelaide Model Aerosport, Monarto:*

Located on the Princess Highway, 6km on the right travelling towards Adelaide from Murray Bridge.

(J) *Johnstone Park, Murray Bridge:*

Located on the Adelaide Road near the corner of Thomas St and opposite the cemetery.

(S) TBA

Conditions:

1. All entrants to be current MAAA or FAI affiliated organisation members and Licences will need to be produced at the event.
2. Programmed events will be run as per current MAAA rules book. (exceptions - see condition 4)
3. Junior competitors as per specified MAAA age requirements.
4. Effective silencers are required in all Aerobatics classes at Johnstone Park.

Accommodation:

Princes Highway Caravan Park:
313 Old Adelaide Road,
Murray Bridge.
(08) 8532 2860
www.murray-river.net/princes

Murray Bridge Visitor Centre:
3 South Terrace,
Murray Bridge.
(08) 8539 1142
mbvc@rcmb.sa.gov.au

Murray Bridge Motor Lodge:
212 Adelaide Road,
Murray Bridge.
(08) 8532 1144
Ask about 10% group discount

For more information contact:

Rob Fitzgerald
35 Main Street,
Eastwood, 5063
South Australia
Ph: (08) 8271 2889
Email: rfitzgerald@cssp.biz

MASA Control Line State Championships 2005 Entry Form

Entrant:

Surname: _____ Given Name: _____

FAI Number: _____ Address: _____

Phone: () _____

Email: _____

Events:

Team Member

F2A	SPEED	_____	_____
F2B	AEROBATICS	_____	_____
F2C	TEAM RACE	_____	_____
F2D	COMBAT	_____	_____
F2F	TEAM RACE	_____	_____

VINTAGE STUNT	_____	_____
CLASSIC STUNT	_____	_____
VINTAGE A TEAM RACE	_____	_____
CLASSIC B TEAM RACE	_____	_____
GOODYEAR	_____	_____
OPEN RAT RACE	_____	_____
1/2A COMBAT	_____	_____
\$\$\$ COMBINED SPEED	_____	Classes: _____

*** FREE FLIGHT NIGHT SCRAMBLE _____ *** Unofficial event – No entry fee

Fees:

Senior: 1 Event	\$ 10.00	per Team Member per Team Event
2 Events	\$ 19.00	
3 Events	\$ 27.00	
4 Events	\$ 34.00	
5+ Events	\$ 40.00	

Junior: Per Event \$ 2.00

\$\$\$ Combined Speed:
There is an entry fee of \$5.00 for each additional class entered after the initial entry.

Total Payable:	Senior Nomination	\$	10.00
	Event Fees	\$	_____
	Total	\$	_____

Cheques payable to: Adelaide Model Aerosport Inc.

Signed: _____

Post to: Rob Fitzgerald
35 Main Street, Eastwood,
South Australia. 5063



Monty Tyrell Memorial Classic Stunt

* Don't miss it

The annual Monty Tyrell Memorial Classic Stunt is on again.

Make a note to be at the KMAC field (Melway 72 K9) on **Sunday November 28th.**

* Great range of Classic Stunters.

* Meet old friends.

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

Catering will be available at the field.

Rules of Nostalgia Aerobatics

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

(2) Model must have an effective muffler.

(3) Flight time 7 minutes maximum

Also happening on the day will be
Vintage Combat

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- 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**

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