

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 86



Produced by the Victorian Control Line Advisory Committee

March 2005
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**Copy Deadline for next issue is:
Wednesday 16th March 2005
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

VICTORIAN CONTROL LINE CONTEST CALENDAR 2005

MAR 6	Hand Launched Glider.	SMAC
MAR 6	C.L.A.G. Country Flying Day	Moe
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
APR 3	C.L.A.G. Country Flying Day	Moe
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 1	C.L.A.G. Country Flying Day	Traralgon
MAY 15	FAI & Combined Speed , Triathlon (Artmil Trophy), 1/2 A Team race .	CLAMF
MAY 22	FAI (Yeoman), Novice & Jnr Aerobatics, Simple Rat race, Classic Stunt, Class 2 Team race.	KMAC
JUNE 5	Balloon Burst, Limbo.	SMAC
JUNE 5	C.L.A.G. Country Flying Day	Knox
JUNE 19	FAI Team race, Goodyear , 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUNE 26	Vintage Stunt, Combined Speed, Classic Stunt, Vintage "A" Team race.	KMAC
JULY 3	Simple Combat.	SMAC
JULY 17	FAI & Combined Speed , Jnr 2.5cc Combat, Mini Goodyear , Jnr 2.5cc Rat race.	CLAMF
JULY 24	FAI (Stuntmasters), Novice & Jnr Aerobatics, Class 2 Team race, Classic "B" Team race.	KMAC
AUG 7	Simple Rat Race (Whipping permitted).	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. (NEW SOUTH WALES)

Contest Calendar 2005

DATE	CLUB	EVENT
Mar 5-6	"MDMAS (Mitchell Hill Fields, Muswellbrook"	2005 HUNTER VALLEY CHAMPIONSHIPS
Sun Mar 13	KMFC	JUNIORS DAY
Sun Mar 13	Werrington	F2B Aerobatics and Classic Stunt
Mar 25-28th	KMAC and CLAMF	VMAA C/L STATE CHAMPIONSHIPS
Sun Apr 3	KMFC	1.6cc Combat and Slow Combat
Apr 9-10th	MAAQ, Gold Coast MFC, MAAQ Classic /	Cancelled Vintage Stunt. State Championships
Sat Apr 16	KMFC CLUB STUNT . (Novice)	Cancelled
Sun Apr 17	COMBOA	"F2B Aerobatics. Buy, Swap and Sell. "
Sun Apr 24	SSME	"Phantom, Vintage 1/2A, Vintage A, Bendix T/R"
30 Apr-2nd May	"ALC field, Chetynd St, Loganholme. QLD"	MAAQ C/L STATE CHAMPIONSHIPS Ph: T.Barry 07 38074217
May 14-15	MDMAS (Muswellbrook)	VETERANS' GATHERING
Sun May 29	SSME	F2B Aerobatics
Sun Jun 5	KMFC	Palmer / Aldrich Classic Stunt and CLUB STUNT (Novice)
Sun Jun 26	KMFC	GALA COMBAT DAY
Sun Jun 3	IMAC	F2B Aerobatics
Sun Jul 3	KMFC	2.5 Stunt, Simple Rat and Slow Combat
Jul 8-14	"Benson's Lane, Richmond. NSW"	AUSTRALIAN MAAA 58th National Championships
Sat Jul 23	REMAC	Mid Winter Vintage Stunt.
Sat Jul 24	SSME	"Vintage 1/2 A, Vint B, Goodyear T/R, Combined Speed"
Sun Jul 25	SSME	"Phantom, Vintage A, Bendix T/R"
Sun Aug 7	KMFC	F2B Aerobatics
Sat Aug 13	KMFC	CLUB STUNT (Novice)
Sun Aug 28	SSME	Slow Combat (Bonus points for WW2 Style model).
Sep 10-11th	MAAQ. CLASII Ipswich	MAAQ C/L Scale State Championships. J.Taylor 0733927679
Sun Sep 11	KMFC	"Classic Stunt, Vintage Stunt, Simple Rat, Slow Combat, SWAP MEET"
Sat Sep 24	KMFC	CLUB STUNT (Novice)
Sun Sep 25	SSME	F2B Aerobatics
Oct 1-3rd.	MDMAS as host club.	NSW C/L STATE CHAMPIONSHIPS
Sat Oct 15	REMAC	Spring Vintage Stunt
Sun Oct 17	IMAC (Berkeley)	F2B Aerobatics
Sun Oct 30	KMFC	JUNIORS DAY

Sun Oct 16 KMFC
Sat Oct 29 SSME

Sun Oct 30 SSME

Sat Nov 5 KMFC
Sun Nov 6 SAT (Kelso Park) F2B Aerobatics
Sun Nov 13 KMFC "Vintage T/R, 1/2 A, A and B."

Sun Nov 20 NACA at Gateshead H.S.
Classic Stunt & Cardinal Stunt. (I. Smith
Ph: 024975 2292)

Sun Nov 27 KMFC 1.6 and Slow Combat
Sun Dec 4 Doonside (Kelso Park) F2B Aerobatics
Sun Dec 11 KMFC Christmas Party and Fun Fly

"Doonside. Kelso Park North, Panania. "

"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" "on Drive, 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 2005

CLASII FIELD HAS NOW REOPENED AND EVENTS WILL BE HELD AS SCHEDULED. At this point in time the only competition scheduled will be the **Queensland C/L Scale Championships to be held at one of our two fields on September 10/11.** Further details will be advised later in year. **Please note Club flying days have been changed to SATURDAYS.**

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 **SATURDAYS**. 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. Visitors to the field **MUST** show their current FAI Card. **NO CARD NO FLY** **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

JUNIORS' DAY
"Vintage 1/2 A, Vint B, Goodyear T/R, Combined Speed"

"Phantom, Vintage A, Bendix T/R"

CLUB STUNT (Novice)

F2B Aerobatics

"Vintage T/R, 1/2 A, A and B."

Classic Stunt & Cardinal Stunt. (I. Smith
Ph: 024975 2292)

1.6 and Slow Combat

F2B Aerobatics

Christmas Party and Fun Fly

ROCKET CONSTRUCTION NOTES



The first Rocket ship was built in the late 1990's. It was a bright red racer, powered by a MRS tuned Royal .28 and campaigned in Class 2. On it's first flights down at the Frankston field it made 124mph. A real eye opener! It won the Class 2 event at the Canberra Championships in a new record time. The red Rocket was then given a dual u/c and an OS25 for Classic B. It made the Nats final at Albury in 2001 in the competent hands of the Hunting brothers.

The next Rocket was all white and purpose built for Mark McDermott's effort at the next Albury Nats. The model set a new heat record which was to stand for 18 months. It also made the final and was just pipped by the 'Flying Purple People Eater'. The new Rocket is based on this triple Nats winner, with construction and systems almost identical. It could be called an elliptical winged version of the FPPE.

Building this racer is easy ...it's not really rocket science! Just follow these simple step by step instructions.

Firstly, select the 10 and 5mm balsa for the wing and tail. Chose the wood carefully as it will pay dividends later.

Join the two wing sheets together. Before you glue, ensure they fit together without any gaps. If you can, use 2 sheets of glass with weights to ensure the wing blank dries absolutely flat. Draw the outline in your preferred way. Carefully cut a straight line in the outboard wing for the strengthened leading edge. Epoxy the spruce strip separately to the 10mm sq. hard balsa. Use clamps for a tight join.

When dry, use strong rubber bands to clamp the laminated edge to the wing with epoxy. The epoxy glue allows positioning flexibility and the extra weight is good for the outboard side. Now sand the wing to exactly fit the plan outline. When the shape is perfect, use thin cyano all around the 10 mm edges. This will help make it stronger when carved down to a 1mm trailing edge. A building tip is to make a cardboard template of one of the wing outlines. Then you can match to see if the elliptical shape is exactly the same on both sides.

Next cut out the bellcrank mounting hole. With the wing blank shaped, using a new or really sharp scalpel blade, make two cuts in the inboard wing for the internal leadouts.

Remove this section and carefully cut a groove in the middle of both sides for the leadout wires. Then groove each side of the wing blank so the hole is centred in the cut.

When finished, use 5 min. epoxy to glue it all back together using two well greased (general purpose grease is good) 14 g. wire rods to form the leadout channels. Make sure everything is perfectly flat and that you regularly twist the rods around during drying. You should end up with two fuelproof leadout guides. Next install the 3mm ply bellcrank mount and the nylon leadout guides. The Pylon brand yellow ones are excellent.

Add the 1.5 oz tip weight and begin shaping. The wing is a $\frac{2}{3}$ rd - $\frac{1}{3}$ rd section with a 25% high point on top and a 15% high point underneath. Carefully mark all edges and surfaces for accurate shaping. Leave the centre section square to ensure a perfectly flat surface to mate with the crutch. Use a small razor plane to start shaping and then use progressively finer sandpaper, finishing with 600 wet and dry. Take your time and make sure the wing section is as accurate as you can get it. Sand 1mm washout in each tip. It can make a difference to the way a model flies and glides.

The same procedure applies to the tail. Cut from a 5mm sheet, get the shape exactly right, cyano the edges and start shaping to a symmetrical section. When finished, go through the same process as the wing right through to glassing. Now cut out the single outboard elevator. Make and install the 16swg one piece control horn (no solder joints to break). Use a piece of the 14swg pushrod wire in a vice and just wrap the other wire twice around it. Before final bending, make sure you slide on a 15mm long piece of close fitting brass tubing for support. Use one piece R/C hinges with holes to make an invisible elevator attachment.

The wing and tail can now be give a coat of 50/50 dope & thinners and allowed to dry thoroughly. They can then be covered in 3/4oz glass cloth. Sand both to a smooth finish and then install a fully bushed bellcrank, leadouts and pushrod.

For the leadouts, attach a 40 mm piece of 16swg with a Z bend to the bellcrank. File a flat surface on top of the wire, then bind and silver solder heavy duty Pylon brand leadouts to each wire. Bind tight but not too closely as the solder must be allowed to penetrate. The idea is to make the controls bullet proof and last for a very long time. Grease the controls well after soldering and before final assembly.

It's time to start work on the crutch. There are two options here. You can begin with two 12mm x 3mm strips of spruce and build it up using epoxy. Or find some basswood or even a light piece of radiata pine and jigsaw and mill from a solid 12mm blank. Your choice.

Use hardwood to mount the 4.40 Du Bro threaded brass inserts to hold down the laminated pan. Only drill three quarters of the way through the hardwood bearer stock to stop the inserts working their way up. The strongest glue is 24 hour epoxy. It is recommended for the crutch and hold down cross members.

Start the engine pan by cutting two bearer lengths. Rock Maple is great if you can get it. Use your motor to get the correct spacing and glue to a 3mm ply base. Add the cross supports. When dry, laminate fibreglass cloth between the

ply and the top balsa block.



Clamp or use weights for a strong join. You will need to use a strip of 5mm balsa on each side of the pan to get the required 2 inch width at the pilot's location. Line up and drill the holes for the 4.40 hold down bolts. Now make up the steel motor mount from 3mm stock. Carefully lighten by drilling underneath in non critical areas. 2024 aluminium is an alternative, but steel will last longer. Dremel out sections for the electrics and tank as shown. Face the bottom of the pan with light spruce strips. Make sure all is perfectly flat and ready to mate with the crutch. Finish the shaping.

Now is a good time to make up the 30 cc tank. Use low temperature silver solder for stronger joins. Pay particular attention to the two mounting brackets as they need to be strong. Test underwater for leaks when finished. The tank is removable and is held to the pan by two self tapping screws. When re-installing the tank after painting, use some silicone to help absorb vibration.

At this stage it is time to hook up the controls and glue the wing and stab to the crutch. Careful alignment is critical at this stage. Remember to slip the support tubing over the pushrod wire before making the bends.



Next comes the 5mm fuselage sides. The extra width over 3mm balsa allows for shaping and gives extra strength. Shape the cowl blocks to fit around the motor with a 2mm air gap and glue in place. Make holes for exhaust, plug, needle and fuel tubing. Finish the bottom sections before starting on the top by positioning the tail fin. The fin can be glassed and finished before installation. Plank the rear

fuselage and glue the fin support blocks in place.

You are now ready for final sanding of the fuselage. Use fillets to strengthen and streamline where the wing, tail and fin join the fuselage. Sand smooth and give the balsa a coat of thinned dope. When dry, sand again with 400 wet & dry and then cover the engine pan and fuselage with lightweight glass cloth. Sand well, but be careful not to cut through the glass cloth. You are now ready for priming and the 2 pack paint colour of your choice.

Motor used is an OS25 FP, although the LA25 and Thunder Tiger 25 will also work very well. The motors used by Keith Baddock and I have been modified for team racing by Robin Heirn of Model Racing Services.

You will note that no shutoff has been included. The speed style tube crusher units are very light and can easily be fitted. We have not found them necessary in Australian rules Classic B. It is something else to go wrong, i.e.; accidental shutoff taking off into a strong wind or taking evasive action to avoid another model. However, they can be justified on safety grounds.



The finished model should weigh somewhere between 20 and 25 oz. It will depend on wood selection, glue application and the amount of resin and paint used. Obviously, the lighter, the better! Flying is easy with no handling vices. Balance point is 28 mm back from the wing leading edge. As with all control line racers, lead the model on takeoff and you'll be right! It should be steady enough to fly 'eyes off' yet respond quickly to control input. Moderate wind will not worry the Rocket. Good flying!

If you would like a full size copy of the Rocket plan, send a \$5 note with your address to PO Box 181, North Melbourne, Victoria, 3051 and it will be sent by return mail. John Hallowell, VH 1984.

Editors note :-

An A3 size copy of the plan is on the centre pages of this months ACLN



ST G20 15 Diesel engine.

Phone Ken Maier 03 9398 8244

Rules conference.

We have just two weeks to get these rules to our members and for you to get feedback to me and for a consensus to be achieved on proposed changes. Should we be unable to meet this timeline then there will be no rules changes for three years except safety rules.

Fred Adler, Technical secretary MAAA,
Temporary chairperson C/L subcommittee



Oliver Tiger Cub Schnuerle 1.5D 1/A Team Race Motor

1/2A Team Race Motor
Brand new, Oliver Tiger Cub Schnuerle 1.5D.
Un-run outside of factory and never mounted. Bought from John Oliver, September 1983, delivered April 1984, Number 485. Complete with box, decal, price list and original instructions. All in immaculate condition, due to condition it would suit collector.
Cost £500 plus postage to Aus

CS Oliver Tiger 2.5D Vintage Team Race Motor

Brand new in box, CS Oliver Replica, bought October 2003, un-run and never mounted. Disassembled and internally cleaned and polished. In excellent condition. Not as fast as a Timmy Tiger or a Rothwell 250, but a good starting point for VTR.
Cost £100 plus postage to Aus

1994 BP 15 RIFE with integral valve F2C Team Race Diesel

Brand new in box, un-run F2C Team Race motor bought from Dave Campbell in 2001, in immaculate condition.
Cost £250 plus postage to Aus

1991 BP 15 RIFE TRD with integral valve CL F2C TR + 1992 carbon fuse model

Built and flown by Langworth / Campbell in UK BMFA Centralised comps and at least one World Champs and one Euro Champs, still in good flyable condition. Still relatively competitive in the right hands.
Cost £ 300 plus postage to Aus

Enya 29 square venturi Model 5224 CL Vintage B Class Team Race Motor

2nd hand with very little running, flown in stunt model 5 times, with work will make a good TR motor, or as is a good standard Classic stunt motor.
Cost £ 50 plus postage to Aus

Contact
Duncan Bainbridge
31 Glyn Road
London
E5 0JB
UK
Tel + 44 (0)20 7682 0421
Mobile +44 (0)7956 370 648
Email duncan@east-two.co.uk



Changes to 2005 VMAA C/L State Championships

FRANKSTON First event on Saturday 26th - FAI Teamrace :- 1st heat starting at 0930, practice before this time or on Friday 25th.

KNOX Vintage Stunt 10.00am start. FAI Aerobatics practice only.

FAI, Novice & Junior Aerobatics Rd's 1, 2 & 3 to be flown on Sunday 27th, 1st flight is to be 09.00am.

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"

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The Knox Model Aircraft Club's flying ground is an all-grass area large enough to comprise five circles, three of which have a concrete centre pad. It is used for all major Melbourne competitions, including State Championship Aerobatics.

On Wednesday 2nd February, Melbourne suffered 24 hours of continuous rain, resulting in flooded areas in many suburbs.



This is the view from the edge of Stud Road at 10:30 am Thursday morning. Clearly visible is the height that the flood waters had reached overnight - the flotsam and jetsam against the fence and gates. At it's peak, the pine log railings would have been totally submerged.



The carpark area, barbeque, open pavilion, and behind that the toilet block.



*The entire flying area - not a concrete pad to be seen.
The open pavilion is to the right in the background.*

The following Sunday, the team race fraternity and the Springvale Club still held their Simple Rat Race and Simple Goodyear competitions, and there is surprisingly little debris remaining after the flood waters drained away - but the grass was certainly well-watered !!!

Photographs are courtesy of Frank McPherson.

The Knox Council have since had a working party at the field and they have cleaned up the debris.

TARMAC Notes for January and February

I suppose that by now, most control line fliers will have heard of the death of Bob Palmer from pancreatic cancer at the age of 87. Bob is one of the icons of aeromodelling and is famous for his many popular model designs and innovations, most notably the immortal Thunderbird and his pioneering work on coupled flaps for stunt models. As well as his career in model aviation, he also worked for many years for Lockheed aircraft. It is a sad passing, but Bob has left plenty for us to remember him by. R.I.P.



Bob Palmer with one of his models.

Here is a little snippet of historic aviation general knowledge that you will never need. But it is satisfying for some of us gadgeteers to know these things. In 1927 Lucky Lindbergh flew the Atlantic solo and became part of history. I doubt that many people have wondered what instrument he used to find his way, or if they have, just figured that he used a 'compass'; He did use a compass, but not just the simple magnetic needle type, he also had a clever device that you would be hard pressed to find nowadays.

It is called the 'Earth Inductor Compass' and can best be described as a small DC generator using the Earth's magnetic field instead of local (Part of the device) magnets. An armature (mechanically powered by a wind driven anemometer), spins on a vertical axis. The commutator brushes are set so that their alignment with the earth's magnetic field produces zero volts when on the desired heading (the brushes can be rotated around the armature by the Navigator to set them at the desired position relative to the axis of the aircraft). The pilot steers to null on a centre zero voltmeter (keep the needle in the middle and you are pointed the right way). The device was typically adjusted so that that one graduation on the pilot's instrument panel mounted voltmeter corresponded to four degrees. There, I feel much better now.

This is a design that I have considered building ever since I first saw it published in Model Airplane News back in April 1960. I am sure that lots of them must have been made, but this is the first that I have ever seen built. Not to be confused with the profile design of the same name and published by Aeromodeller, this is the Peacemaker Stunt designed by George Aldrich. It was re-published along with a free full sized plan in Aviation Modeller International in 1997. Originally designed for Oliver Tiger power, this one was built by Adrian Dyson and is towed along by an Enya .19. It

performs very well.



A worthwhile safety message for the modeler or the home handyman, is to always wear suitable clothing when in the workshop. And remember to put it on before whipping in to the shed to 'Just put on one dab of paint'. Oops. Short sleeved clothing for working with machine tools like the lathe or drill press, and attire that allows you to clutch heavy and/or oily objects (like my models) close to your chest for back safety when carrying. It can be very hazardous to carry heavy objects at arms length in the (usually forlorn) hope of avoiding the transfer of oil/glue/mucky stuff to your tuxedo. It is easy advice to give, but how many times have you done it? Wear something that can absorb oil or paint without getting you into strife.

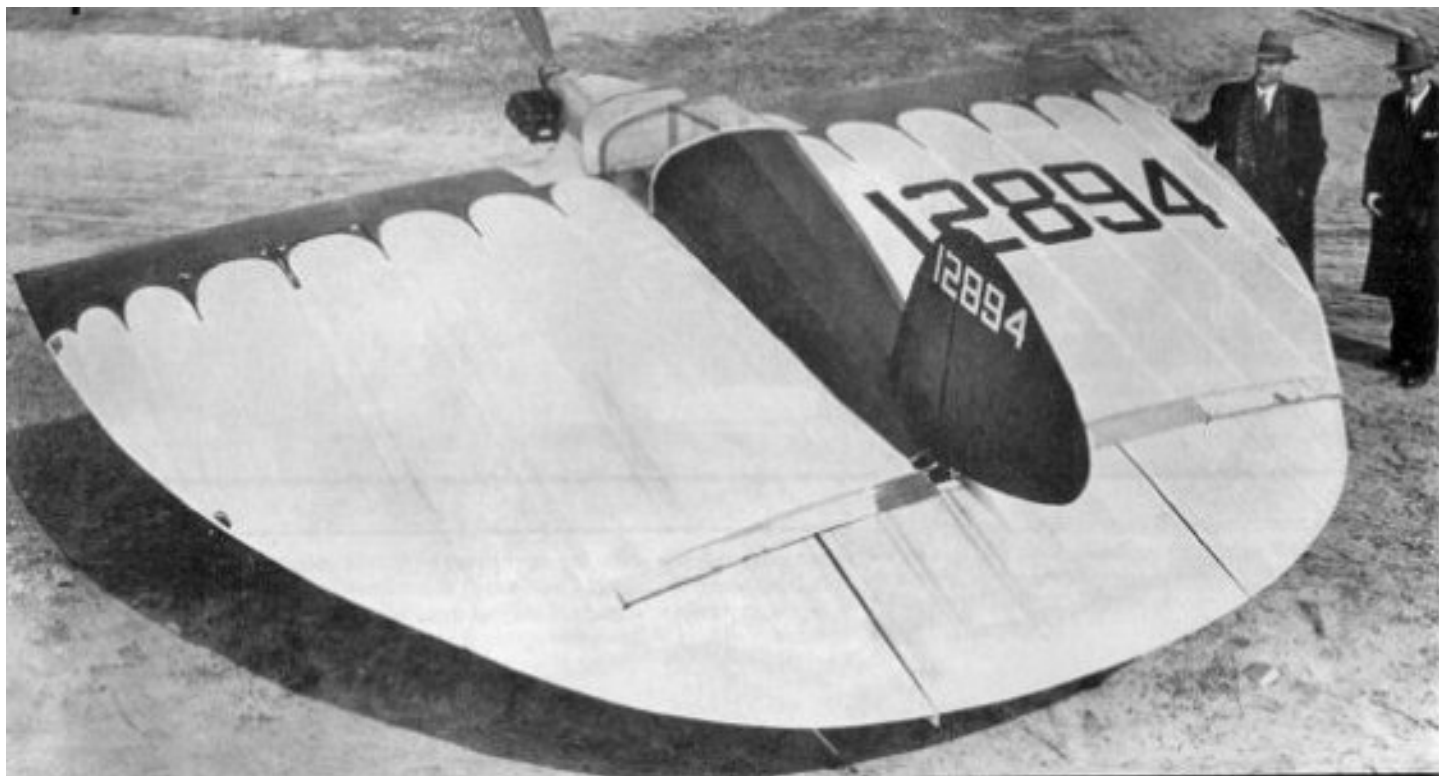
I speak from bitter experience here, having converted several items of 'respectable' wear into 'workshop only' clothing, and in so doing incurred the wrath of the household fashion consultant and cleaning service. As a young bloke I used to often wear a very ragged boiler suit, sleeveless and hacked off and frayed at knee level. It was good in the workshop and cool clothing for the summer flying at the Causeway; but was once described by the late Geoff Barnes as making me look like Huckleberry Finn in poorer times. I didn't care particularly, not being a dedicated follower of fashion. I still don't care much, but some about me do.



Here is the latest creation that I have seen from the workbench of that prolific builder the well known West Australian (we've got him now) stunt pilot Peter White. It is a slightly reduced (54 inch span) GEO XL for .40 power. It flies well, looks great, near perfect in every way as we have come to expect from Peter.

Some time back I had the opportunity to examine the wreckage of a well used 'Pluto' vintage A class racer. One of the things that I noticed was that the now easily studied inside rear of the fuselage was completely covered with a mixture of oil and the metallic powder that had come from the worn out elevator clevis that had caused the crash. I don't know how the oil had migrated to that part of the plane, but when my even older 'Pluto' was destroyed after the down line snagged on a competitor pilot's hat (that isn't going to happen again), the internals were found to be quite oil free.

I was peeved about the crash, but happy to see that right up until the point of impact the machine had been as airworthy as it had been when new. Rightly or wrongly, I attributed this to a combination of careful fuel proofing of the engine and tank area, and my habit of thoroughly cleaning the aircraft after each use before storage. The engine and tank are removed and the whole plane cleaned. Then the oily recesses are washed out and the engine bay mopped completely dry with tissues or paper towel before the power plant is re-fitted and the plane stashed away in it's box until the next use. This means that even if there are minute cracks in the paintwork, the oil doesn't sit there for weeks soaking through into the woodwork.



Over the years, many people have bewailed the fact that FAI team racers (F2C) have changed from the elegant styles of Nery Bernard's 'Startiger' and Ken Long's 'Tigress' to the current crop of seemingly identical flying wings. I have heard a few times that the rules call for semi-scale designs and 'surely no real aircraft ever looked like that'. Maybe this photo of a mid 1930s Arup aircraft will put the lie to that statement. It is definitely a flying wing design and not too unlike a current F2C model for them to be called 'Semi-scale'

Rumour has it that Ray Sherburn is hard at work producing a replica of his 1950 version of the 'Juggler' with his original Frog 500 as a power plant. Stand by for more information and perhaps photos of that on when it appears at the flying field.

The TARMAC secretary, Adrian Dyson, has finally been given a date for the Triathlon event that he has been promoting for some time. Triathlon is a one model (and pilot) event that has the pilot flying three classes on the same day. In our case it will be Stunt, Rat Race, and Combat. This competition will be run at TARMAC's home field on the 13th of March. Another thing that Adrian is interested in is the verifying of current email addresses for any TARMAC members that have them. Just send a short message to Adrian at adriandyson@mundaring.wa.gov.au. So that he can send out any club related messages such as the location of upcoming club meetings.

I am still looking for more photos of past events, models and people related to past Control Line and free flight activity in Western Australia to add to the TARMAC archives and for use in these notes. Any help with stories, news, ideas or gossip for these TARMAC notes would be greatly appreciated. Scanned photos in good resolution are easiest for me, but any printed photos forwarded will be copied and returned immediately.

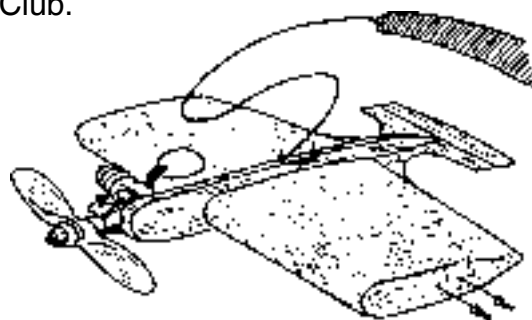
While I am on the subject of West Aussie control line history, a list of all the known place getters of W.A. State Stunt since about 1949 has been put up on the VICSTUNT website at <http://www.vicstunt.com/>. There are a lot of gaps – mainly in the second and third places. If you can add any information to this list, could you please forward it to the VICSTUNT webmaster via the Web site, or send it to me at the address below.

From the TARMAC archives this month we have some verse instead of the usual photograph. It was supplied to me by Ray Sherburn who has unearthed it from his collection. I hope that you enjoy it.

The Last Combat (Author unknown)

They came down from the country, The Cornfields Flying Club,
to fly a combat mission, before they hit the pub.
Their models were a greasy mess, their motors old and worn,
Their lines were in a tangle, and their fuel was brewed from corn,
They topped it up with Nitro, to make their motors roar,
and when they launched their models, they couldn't ask for more,
They hadn't had much practice, but they knew they'd make some cuts
for what they lacked in expertise, they made up for with guts,
They practised flying combat, while chest high in the scrub
They were demons were the members of the Cornfields Flying Club.

The opposition flyers were a team both tried and true,
The Metro Model Combateers, could make a cut on cue,
They won their share of trophies, and were very hard to beat,
and in the last six months I'm told, they hadn't lost a heat,
Their models were all shiny, and their motors all brand new,
Their fuel was freshly mixed, and their lines were perfect too.
This was to be a grudge match, to settle an old score,
and they wouldn't let the country boys beat them now for sure,
They all agreed that on this day. The Rule Book would be lost,
NO holds barred was all the talk, no matter what the cost.



Someone found a C.D. who couldn't see too well,
and took away his glasses, you should have heard him yell,
The pilots were both ready, and the pit crews set to go,
They glared across the circle, at their long awaited foe,
The C.D. blew his whistle, and the pit crews sprang to life,
The motors started instantly, two models were in flight
with streamers trailing at the rear, they screamed around the sky,
neither one could gain an inch, it just might be a tie,
They looped and dived and "bunted, and with 50 seconds gone,
a pit crew copped a whiplash, just from merely looking on.

Then someone stamped upon a toe, the yell was plain to hear,
and knees and boots came into play, and elbows in the ear,
The pit crews couldn't stand the strain, and ducking their heads low
they dashed into the circle, to trade a blow for blow,
The models were forgotten, and they crashed upon the ground,
and soon the scrap was finished, with bodies all around,
the C.D. quickly called a draw, and shot through with a frown,
and then the modellers came to life, and grins were all around,
They helped each other to their feet, and now here is the rub
while slapping each other on their backs, they headed for the pub.



"Growing old is mandatory; growing up is optional."

58th Nationals - Richmond NSW 2004/2005

Date	Activities	Radio Flying Fields				Free Flight Fields		Control Line Fields	
		Field 1	Field 2	Field 3	Field 4	OUTDOOR	INDOOR	GRASS SURFACE	HARDSTAND SURFACE
8th July Friday	Registration Day & Processing Opening and Briefing at the Hawkesbury Indoor Stadium					Practice Cornwallis Road	Registration Briefing Hawkesbury Indoor Stadium	Bensons Lane Sporting Complex	Penrith Lakes
9th July Saturday	Scale Static Judging FOR all Scale Models F4C, Large Scale Free Flight Control Line Banquet at The Richmond Club	Oldtimer Duration	Pylon Formula 400 1/4 Midget	Aerobatics - Sportsman Advanced Expert & F3A	Glider F3B	F1A Junior Vintage Power	Scale Static Judging H.L.G. Open & Peanut Scale	F2B Aerobatics - Expert, Advanced, Novice & Junior; Vintage A Team Race - A Grade; Vintage A Team Race - B Grade; Classic B Team Race	F2A Speed, Combined Speed; Jet Speed
10th July Sunday	Night Scramble	Oldtimer Texaco	Pylon Q 500	Aerobatics - Sportsman Advanced Expert & F3A	Glider Hand Launch Thermal Glider	F4A & Rubber Scale H.L.G. & CLG F1H P30 Night Scramble	Closed	F2B Aerobatics - Expert, Advanced, Novice & Junior	
11th July Monday		Oldtimer Gordon Burford Standard Duration	Pylon F3D F5D	Aerobatics - Sportsman Advanced Expert & F3A	Glider Hand Launch Thermal Glider	F1C Open Rubber	Closed	F2B Aerobatics - Expert, Advanced, Novice & Junior; Bendic; Junior Rat Race	
12th July Tuesday		Oldtimer 1/2A Texaco Nostalgia	F4C Scale	Helicopter	F3J Thermal Glider	F1J Vintage Rubber	EZB F1D	F2B Aerobatics - Expert, Advanced, Novice & Junior; 2.5cc Slow Combat Senior; 2.5cc Slow Combat Junior;	F2C Team Race; Goodyear; Mini Goodyear
13th July Wednesday	Swap Meet at the Indoor Stadium	Oldtimer 38 Antique R/C Glider	Large Scale	Helicopter	Electric Glider F5B 10 Cell & Open	F1B Open Power	Bostonian Hangar Rat	Classic Aerobatics; F2D Combat; F2D Junior Combat	
14th July Thursday			Large Scale	Helicopter	Electric Glider F5B 10 Cell & Open Junior T/Glider	Day Scramble F1G Vintage Glider	Closed	Vintage Aerobatics; F4B Scale; Standoff Scale; Open Combat	



Richmond - Nats 2005

8th July to 14th July 2005

OFFICIAL ENTRY FORM



Radio Control Events	Frequency	Free Flight Events	Control Line Events	Competitor's Name:
1 Oldtimer Texaco	1	F1A Glider	1 Aerobatics F2B Expert	Address:
2 Oldtimer Duration	2	F1B Wakefield	2 Aerobatics F2B Advanced	Postcode
3 Oldtimer STD Duration	3	F1C Power	3 Aerobatics F2B Novice	Telephone: Aus No. /
4 Oldtimer G. Burford	4	F1G Coupe D'Hiver	4 Aerobatics F2B Junior	Date of Birth(If Junior): / /
5 Oldtimer Junior Texaco	5	F1H Glider	5 Aerobatics Vintage	Senior Event Fee = \$12.00per
6 Oldtimer Glider	6	F1J 1/2A Power	6 Aerobatics Classic	Junior Event Fee = No Entry Fee
7 Oldtimer '38 Antique	7	Open Power	7 Speed - F2A	Administration Fee \$40.00
8 Oldtimer Nostalgia	8	Open Rubber	8 Speed - Combined	No. of Events x Event Fee \$12 \$
9 Oldtimer 1/2A Texaco	9	Outdoor H.L.G.	9 Speed - Jet	No. of Events x Event Fee Free Free
10 F3C Helicopter	10	Outdoor C.L.G.	10 Combat F2D Senior	Banquet at The Richmond Club
11 Advanced Helicopter	11	Junior Outdoor H.L.G.	11 Combat F2D Junior	No. of Tickets x \$40.00 \$
12 Novice Helicopter	12	Junior Outdoor C.L.G.	12 Combat 2.5cc Slow - Senior	Extras (Over and above Goodies Bag)
13 F4C Scale	13	Day Scramble	13 Combat 2.5cc Slow-Junior	No. of Metal Badges x \$8.00 \$
14 Large Scale	14	Night Scramble	14 Combat Open	No. of Decals x \$4.00 \$
15 Sportsman Aerobatics	15	F4A Scale	15 Scale F4B	No. of Cloth Patches x \$8.00 \$
16 F3A Aerobatics	16	Rubber Scale	16 Scale Stand-Off	No. of Caps with Embroidered Logo x \$14.00 \$
17 Expert Aerobatics	17	P 30 Rubber	17 (Team) Race F2C	Total \$
18 Advanced Aerobatics	18	Vintage Rubber	18 (Team) Race Vintage A-A Grade	Closing Date For Entries - 30th May 2005
19 F5B Ten Cell Electric Glider	19	Vintage Power	19 (Team) Race Vintage A-B Grade	Late Entries accepted until 1800 hrs on Registration
20 F3B Thermal Glider	20	Vintage Glider	20 (Team) Goodyear	Day. Penalty - Double Administration fee
21 F3J Thermal Glider	21	Jnr. F1A Glider	21 (Team) Mini Goodyear	58th National Championship Registrar
22 Thermal Glider	22	Indoor Open Scale	22 (Team) Junior Rat Race	Lyle Broadbelt
23 Junior Thermal Glider	23	Peanut Scale	23 (Team) Bendix	P. O. Box 3058 ROSEMEADOW N.S.W. 2560
24 Hand Launch Glider	24	Indoor H.L.G.	24	
25 F5B Electric Glider	25	F1L EZB	25	
26 Open Glider	26	F1D Microfilm		
27 (Team) Electric Pylon Racing	27	Hangar Rat		
28 (Team) Pylon Racing	28	Bostonian		
29 Q 500 Sports		Competitor / official Statement of Agreement.		
30 Formula 400		I agree to abide by all rules as laid down by the Association and as stated in the official Rules Book or Special Rules as designated.		
31 1/4 Midget Pylon		I agree to compete in a sportsman-like manner and will also make myself available to assist with the running of the National Championships in any way I am able.		
32		Signed:		
33				
34				
35				

PLEASE FIND ENCLOSED A CHEQUE/POSTAL NOTE:
PAYABLE TO "The 58th NATIONALS" AS
CALCULATED ABOVE.
NOTE. Goodies Bag.
A metal Badge, Cloth Patch and Decal are included
In the Goodies Bag.

CONTEST RESULTS



Combined Speed held at Frankston 21-11-2004 21/11/04

Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1.N Wake	Class 1	OS CZ11 PS	15.02	15.06	DNS	15.02	239.68	97.47%
2.R Hiern	FAI	Irvine 15R	13.14	DNS	DNS	13.14	273.97	95.36%
3.N Wake	Class 5	Novarossi 21	15.81	14.71	DNS	14.71	244.73	95.31%
4.R Hiern	Class 1	Novarossi 11	15.40	15.49	DNS	15.40	233.77	95.06%
5.V Marquet	Vintage Proto	Enya 29	44.23	44.85	47.04	44.23	130.99	81.39%
6.R Hiern	Vintage .29 1960	Dooling .29	26.15	DNS	DNS	26.15	137.67	65.77%
7.R Hiern	Vintage 2.5 1957	Os max -2-15	NT	DNS	DNS			0.00%
7.L Smith	Vint/FAI	Super Tigre G15	NT	NT	DNS			0.00%

Results from the State Champs (2004) event held Sunday (13/02/05) at Frankston.

MINI GOODYEAR	rd 1	rd 2	final	engine
1. G.Wilson/M.Ellins	3:34.37	dns	7:18.84	OS CZ 11PS
2. M.Wilson/P.Stein	4:13.90	4:11.03	8:48.37	OS CZ 11P
3. C.Ray/J.Ray	4:39.37	4:06.09	9:39.66	OS CZ 11PS
4. M.Ellins/K.Hunting	4:43.50	4:30.34		OS CZ 11P
5. H.Bailey/P.Roberts	5:17.15	6:40.91		OS CZ 11PS

Combined Speed Sunday, February 13, 2005

Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1.R Hiern	Class 5	Novarossi 21	14.37	14.32	DNS	14.32	251.40	97.91%
2.N Wake	Class 1	OS CZ11 PS	15.05	15.13	15.18	15.05	239.20	97.28%
3.R Hiern	FAI	Profi	12.97	DNS	DNS	12.97	277.67	96.64%
4.R Hiern	Vintage 2.5 1957	Os max -2-15	21.00	21.22	DNS	21.00	171.43	96.19%
5.R Hiern	Vintage .29 1960	Dooling .29	18.67	18.48	DNS	18.48	194.81	93.07%
6.R Hiern	Class 1	Novarossi 11	15.86	15.81	DNS	15.81	227.70	92.60%
7.V Marquet	Vintage	Proto Enya.	46.09	42.62	45.36	42.62	135.94	84.47%
8.K Wareham	Midge	PAW	14.93	14.40	13.22	13.22	109.56	66.94%
9.N Wake	Proto	Cippolla 20	N.E.L.	N.E.L.				0.00%
9.K Wareham	1/2A	AME .049	DNS	DNS	DNS			0.00%

Results of SMAC events 6 February 2005

Simple Rat Race

Place	Team	Heat 1	Heat 2	Final
1st	Ray/Ray	84 laps	109 laps	215 laps
2nd	Hunting/Ellins	94 laps	98 laps	200 laps
3rd	Bailey/various(!)	100 laps	101 laps	180 laps
4th	Marsh/Reeve	87 laps	96 laps	
5th	Wilson/Wilson	94 laps	79 laps	

Simple Goodyear

Place	Team	Heat 1	Heat 2	Final
1st	Wilson/Wilson	5:27.27	-	11:15.66
2nd	Hunting/Ellins	6:30.02	6:43.31	12:36.13
3rd	Marsh/Reeve	5:34.45	-	13:00.57
4th	Ray/Ray	5:38.43	DNF 34 laps (and withdrew from the final because of model damage)	
5th	Bailey/various	8:10.40	6:35.04	

Kmac 30/01/2005.

Vintage A Teamrace

	rd 1	rd 2	final	engine	model
1. G.Wilson/M.Wilson	4:08.56	4:08.59	8:06.56	CS	Footprint
2. H.Bailey/P.Roberts	3:42.31	dnf 44	8:53.16	CS	Olympian/Taipan Footprint
3. M.Ellins/K.Hunting	5:02.22	4:30.65	11:28.88	Taipan	Phppt
4. J.Hallowell/J.Ray	dnf 51	4:37.13		CS	Gengangaren
5. J.Hallowell/L.Smith	4:54.15	dnf 41		CS	Voodoo 5

Classic B Teamrace

	rd 1	rd 2	final	engine	model
1. G.Wilson/M.Ellins	3:24.75	3:40.78	6:41.91	FP25	Double dice
2. J.Hallowell/J.Ray	3:35.97	3:35.78	7:17.81	FP25	Swooper
3. M.Wilson/L.Smith	3:41.78	3:30.97	10:54.96	LA25	Antares
4. H.Bailey/P.Roberts	3:42.06	3:43.75		FP25	Double dice
5. J.Hallowell,G.Wilson/K.Hunting	4:00.28	3:54.03		Enya 30SS	O/D.

Newsletter Editor

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

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