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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 87



Produced by the Victorian Control Line Advisory Committee

April 2005  
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**Copy Deadline for next issue is:  
Wednesday 20th April 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](mailto:acln@optusnet.com.au)



# COMING EVENTS



# COMING EVENTS

## VICTORIAN CONTROL LINE CONTEST CALENDAR 2005

APR 3	Simple Combat.	SMAC
APR 3	C.L.A.G. Country Flying Day	Moe
APRIL 17	<b>FAI &amp; Combined Speed, Goodyear, 2.5cc Rat race.</b>	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	<b>FAI &amp; Combined Speed, Triathlon (Artil Trophy), 1/2 A Team race.</b>	CLAMF
MAY 22	FAI Stunt ( Yeoman Trophy ), Hearn's Trophy (Classic Stunt) 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	<b>FAI Team race, Goodyear, 1/2 A Combat, FAI &amp; Modified Combat.</b>	CLAMF
JUNE 26	Vintage Stunt, Combined Speed, Classic Stunt, Vintage "A" Team race.	KMAC
JULY 3	Simple Combat.	SMAC
JULY 17	<b>FAI &amp; Combined Speed, Jnr 2.5cc Combat, Mini Goodyear, Jnr 2.5cc Rat race.</b>	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
AUG 14	<b>FAI Team race, 2.5cc Rat race, 1/2 A Combat.</b>	CLAMF
AUG 21	Classic Stunt, Vintage "A" Team race, Combined Speed.	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](http://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
Sun Apr 3	KMFC	1.6cc Combat and Slow Combat
Sat Apr 16	KMFC CLUB STUNT . ( Novice )	
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
<b>Jul 8-14</b>	<b>"Benson's Lane, Richmond. NSW"</b>	<b>AUSTRALIAN MAAA 58th National Championships</b>
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	JUNIORS' DAY
Sat Oct 29	SSME	"Vintage 1/2 A, Vint B, Goodyear T/R, Combined Speed"
Sun Oct 30	SSME	"Phantom, Vintage A, Bendix T/R"
Sat Nov 5	KMFC	CLUB STUNT ( Novice )
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.	ClassicStunt&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 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. 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**

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.



Dear Editor.

As I have had the current issue of ACLN forwarded to me, it has prompted me to send a letter I have been promising to myself (and others) to send for a long time. In fact, it goes back to the time I organised for Art Adamisin to come to lead a Stunt Clinic and judge at the Bendigo Nationals.

At that time I remember discussing with Betty (Art's wife) how much she got out of the hobby, and how much she and her sons (who took varying levels of interest in FAI) learned from the hobby that was useful in other areas of their lives. I agreed with her comment, and said to many people then and since how useful my aeromodelling interests had been, and how far they had extended into my life, even though I was not an active modeller any more.

Since stopping flying, I have finished renovating the house I lived in at The Basin, and bought and renovated four more. In nearly every task I have undertaken - using glues, estimating materials, painting, soldering, using all sorts of tools, and taking a pride in arriving at a satisfactory result, I can directly look back on learning the skills through my aeromodelling time, and since closing the business nearly three years ago, I have been doing part-time handyman work employing these same skills directly to put food on the table.

I think part of Betty's point was a reaction to many partners of Art's contemporaries about his "toys", and the feeling that this hobby did not have any direct relevance to life, but I would be the first to support Betty's replies to the contrary.

So, if any of you ever experience this sort of comment about your hobby, please quote me, and Betty, and ask if they think staying inside playing computer games, or hanging around at the pub would be better ways to move into adulthood, and whether the friends and social contacts made through aeromodelling would not better equip one for their future adult lives.

Having started Aeromodelling originally during my school days, I can only say how sad it is that the fun we had then flying on the school oval, or at the local park, to me was a much more rounded childhood than the alternatives we see today.

Keep flying, and best wishes to all those I haven't seen in a while.

Sincerely

Ian Ferris



# Adelaide Aeromodellers Club

## AAC Triathlon, 26th February 2005.

This year Adelaide served some of it's best summer weather: 28 degrees C and mostly light winds.

Unlike last year all of the top 3 place getters in Stunt had consistent motor runs and actually finished the Vintage pattern, which was judged by Brian Horrocks. Peter Anglberger's new Taipan diesel/ Midi-Slow managed to sneak into first place ahead of Maris Dislers' Mars/Zero after the latter made an uncharacteristic error in the overhead 8s.

Rat race was won by Bob Edgecombe using an Enya SS15 diesel powered Peacemaker, having far greater range than Maris Dislers' faster Zero. Bob suffered lean runs all day so beware the day when enough fuel gets into the Enya. Newcomer to Triathlon, Alan Roadknight did well in 3rd place with an OS 20 powered Proton.

Combat was closely contested, particularly between Greg Roadknight and Bob Edgecombe who had to re-fly each other to decide the final placing. Both their bouts were greatly enjoyed by the spectators.

Thanks to Brian Horrocks for judging and to the spectators who helped with timing etc. The next AAC contest will be Vintage and Classic Stunt on May 7th.

### Results

Stunt		Rat Race		Combat		Overall
1.P. Anglberger	147	1.B. Edgecombe	155	1.G. Roadknight	440	<b>1. M. Dislers</b>
2.M. Dislers	145	2.M. Dislers	141	2. M. Dislers	410	<b>2. G. Roadknight</b>
3.G. Roadknight	131	3.A. Roadknight	138	3. B. Edgecombe	340	<b>3. B. Edgecombe</b>
4.B. Edgecombe	115	4.G. Roadknight	135	4. P. Anglberger	310	<b>4. P. Anglberger</b>
5. J. Witzke	67	5.P. Anglberger	125	5. A. Roadknight	240	<b>5. A. Roadknight</b>
5.A. Roadknight	67	6.J. Witzke	105	6. J. Witzke	183	<b>6. J. Witzke</b>

Peter Anglberger

## HUNTER VALLEY CHAMPS, 2005.

### CLASSIC STUNT

Held on Saturday 5<sup>th</sup> March, with a small entry and the threat of rain it was decided to start the event earlier than scheduled which would prove later to be the right decision.

Round 1, had Reg Towell and Frank Battam doing battle for top spot in the round some different approaches with Reg's ST 46 powered Thunderbird putting in a fast pattern and Frank's ST46 powered Nobler going with a slower pattern, yet the score's were very close. Dave Murrell had a rich run with the LA 46 powered Kismet and his score suffered. While Don Keysecker could not get the OS Max 35 powered Tucker Special to start after two attempts.

Round 2, with the wind picking up and rain on the way, you would think the score's would drop but the opposite happened with all flyers increasing score's.

Reg and Frank still dueling it out for first place Dave holding third and Don putting in a good flight in some strong wind with the Tucker Special.

So at the end of round two it was decided to halt the comp as rain was on our doorstep.

### RESULTS

1 <sup>st</sup>	Reg Towell,	Thunderbird ST46,	1161.5	Yes Reg won by half a point.
2 <sup>nd</sup>	Frank Battam,	Nobler ST46,	1161	
3 <sup>rd</sup>	Dave Murrell,	Kismet LA46	970.5	
4 <sup>th</sup>	Don Keysecker,	Tucker Special,	409	

## F2B

Run on Sunday the 6<sup>th</sup> March, with a complete turn around in the weather, nine flyers were greeted with a crisp, clear blue sky. A quick pilots meeting than a warm up flight for our judge Joan McIntyre started proceedings. Steve Bakac offered to fly the warm up, to at least give himself one more flight on his new model.

So into Round 1 with Dave Simons starting the round with his Yatsenko model/motor combo and produced an excellent flight. This setup works extremely well. Reg Towell and Frank Battam carried on from Saturday with excellent patterns Reg topping Round 1, for some of the other flyers, engine gremlins had climbed on board their models. Dave Murrell was carving up the sky with his model when the OS52FS went lean, he did managed to lead the model through the remainder of the pattern. Wayne Jackson had run problems with his KB61 and John McIntyre's ST60 played up as well affecting their score's.

With the breeze picking up Round 2 started and with increased thermal activity the score's in this round in general were a little lower. Only Reg Towell and John Elias increased their score's. Engine problems persisted for Dave Murrell and John McIntyre with John getting the award for the gutsiest flight after the ST60 almost stopped in one of the manoeuvres, planting a seed of doubt but John kept flying the pattern, good effort. Steve Bakac's new Vector with an OS25VF on pipe had plenty of power to pull the 45oz model through the pattern, another model which flew straight of the Bakac building board

Wayne Jackson unintentionally shortened the 3 bladed prop on his KB61 powered model to exit the comp. I think he saw a spot of grass that was missed when mowing and tried to help on the outside loops. Round 2 finished with Reg still on top, Frank and Dave Simons chasing.

Trevor Larsen a visitor from Queensland started off Round 3, he just rolled up at the start of the comp and said he would like to compete and put in three good flights with an OD model of a Seafang, which was well built and finished, OS LA46 for power and it ran well all day, I think he really enjoy himself, which is what the Hunter Valley's is all about. The breeze dropped for most of the flights in this round and at times it was dead still .We were back to seven flyers with Dave Murrell and Wayne Jackson not flying. Dave Simons was pushing hard in this round and overcooked the square's to give the grasshoppers and himself a fright, which took the edge off the rest of the flight.

Reg produced the highest scoring flight of the comp to seal first place. Frank also had his best flight in this round as did John Elias , John McIntyre and Steve Bakac.

A big thank you to Joan McIntyre for judging.

## RESULTS

1 <sup>st</sup> ,	Reg Towell ,	Miss America , Saito 56.	1920
2 <sup>nd</sup> ,	Frank Battam ,	Gee Bee , Saito 56.	1825
3 <sup>rd</sup> ,	Dave Simons ,	Yatsenko/Retro.	1777.5
4 <sup>th</sup> ,	John McIntyre ,	Makromaster. ST 60.	1586.5
5 <sup>th</sup> ,	John Elias ,	Encore OS 46 VF/ pipe.	1552
6 <sup>th</sup> ,	Steve Bakac,	Vector OS25VF / pipe.	1462
7 <sup>th</sup> ,	Dave Murrell ,	Typhoon OS 52FS .	1321
8 <sup>th</sup> ,	Trevor Larsen ,	Seafang OS LA 46.	1143
9 <sup>th</sup> ,	Wayne Jackson ,	Patternmaster KB61.	325

A good spread of engines used, so take your pick , four stroke , two stroke, pipe they all seem to work.

Paul Allen  
AUS- 23305



## TARMAC Notes for February and March

At long last the Federal government's program of selling off all the most profitable bits of Australian taxpayer owned property has come to directly bite West Aussie control line modelers. BASI Field is about to get the chop. BASI field, where we have happily flown for the last 18 years is on Commonwealth Government land that has been leased to the Westralia Airports Corporation (WAC) along with all of nearby Perth Airport. Remote from the actual airport, it was leased (and then sub-leased) by the West Aviat Golf Club with whom we have co-habited for many years.

It was reported in the local West Australian Newspapers that WAC has cancelled the Golf Club's lease and given them a month to vacate the premises. That gave us an awful jolt, since the club would be without a home more or less immediately. Fortunately the eviction has been delayed slightly which has taken the edge of our panic. That does not mean that our troubles are over. Far from it. It is merely a slight deferment of what seems to be inevitable. The building group BCG is alleged to be in the process of sub leasing the land from WAC and replacing the existing golf course and our flying field with a much more profitable brick works. Despite vigorous opposition to this scheme from local residents, the local council and the West Australian State Government (also needless to say the Golf club and TARMAC modelers), because it is land vested in the Commonwealth it is said that West Australian interests can do nothing to prevent this.



*Kim Ashton's modified and slightly enlarged version of Dennis Percival's scaled up 'All American'. Powered by a 4 stroke Saito .65, it weighs 74 ounces, has small flaps and approximately 1250 square inches of wing area. That is a very light wing loading. It has had the tail moment increased by 3 inches and the cockpit moved forward by about an inch. It looks great and flies very, very well.*

I am sure that I have mentioned it before, but some things bear repeating occasionally. If you intend to make components like elevator and flap horns, it is essential that you do not soft solder the joints. Use only the high strength (Hard) silver solder to bond the horns to the wire torsion bars. It is not necessary to have oxy acetylene welding gear to be successful at silver soldering. A simple propane gas torch of the sort that can be fed from the family barbecue gas bottle can generate more than enough heat for small jobs of this nature. Even with the right equipment, a few simple guidelines might be useful if you are not too experienced with this type of work

Some rules for good silver soldered joints are as follows:

- (a) Make sure that the relevant parts fit together properly; are clean, i.e. free from grease, corrosion etc. Give the wire a polish up with steel wool or fine wet and dry.
- (b) Make sure that the parts can be located and held in the correct relationship by a simple jig or clamp while you work. Preferably one that can stand the heat without bursting into flame or melting.
- (c) Make sure that the edges where silver solder has to penetrate or run round have a small but adequate chamfer.
- (d) Immediately before doing the job, carefully coat all the surfaces where the brazing material is to run with silver brazing flux. Stir it to an even consistency before applying.
- (e) I cut the silver solder into small 'crumbs' that vary in size according to the job and use the flux to stick it to the joint area. For a typical elevator horn I would use only about an 1/8" to 3/16" length of 1/16" wire. I use CIGWELD 245 silver brazing alloy that is 45% silver. Do not be tempted to use some of the cheaper, low silver content stuff used by some plumbers.
- (f) Using the torch set to a soft flame, warm up the job gently to dry out the flux. The flux will dry white and, as the heat is increased, will start to melt. It will move about for a time and then flatten out. Continue to heat the job until it reaches red heat when the solder will melt and flow smoothly into the joint. Whatever you do, don't wave a stick of silver solder about like Zorro carving his initials into someone's shirt. You cannot control the amount that will melt and drop off on to the work (or possibly the floor). The secret of success is to have everything under control. If the little piece of solder which has been applied to the job tends to "float" away, push it back to where it is needed with a sharpened piece of thin piano wire while continuing to heat the job.

If the amount laid down was correct, a small fillet will form all the way around the wire and there will be no surplus to clean off afterwards and you are finished.

Jim Stivey, as I have mentioned many times in the past, is always thinking. The mighty Stivey brain is ceaselessly (and

even remorselessly) processing concepts and possibilities. Apart from the rumbling sound it makes, the only real problem with this is that it makes his pillow pulse rhythmically of an evening (I think that is what is doing it) and keeps anyone else near the bed awake. But he cares not a jot. I hear rumours that he is now hard at work laying out the requirements of a club kit for a simple beginners team racer.



*Speaking of Jim, here he was in this shot supplied to the TARMAC archives by Garry Turna. At a scene of some indoor activity we see a young Fred Adler (L) with sister Lorraine and a youngish Jim Stivey.*

Another of the pioneers of aeromodelling has gone. Harold "Pappy" De Bolt passed away on February the 10<sup>th</sup> aged 86. It is not possible to even briefly summarise his achievements here, as a comprehensive list would more than fill the magazine from cover to cover. He was an active competitor, an inventor of new concepts (such as the use of de-thermalisers in free flight models in 1938, speed pans for C/L speed models in 1947 and clunk tanks for R/C in 1952), a successful manufacturer (DMECO models such as the 'All American' series, Stuntwagon etc), a writer of articles, and a promoter of all forms of aeromodelling.



*Harold "Pappy" De Bolt.  
1918 – 2005.*



*Here is a fine old time design built by Gary Ryan to get his hand back into practice after a long break from Control Line flying. It is a Fox .35 powered Ringmaster.*

Your conscience may not keep you from doing wrong, but it certainly can keep you from enjoying it.

Charlie Stone

VH4706

Email [cestone@bigpond.com](mailto:cestone@bigpond.com)

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## **KMAC F2B & Classic Event - Feb 27, 2005**

### **An almost perfect day!**

Author/Photographer: Ken Dowell

This day began as the Hearn's Hobbies Trophy, re-scheduled from the previous month. However, after some discussion, sometimes a little heated, about the re-scheduling of an event requiring notification in the ACLN, the idea was abandoned and a "monthly" KMAC competition proceeded - the first such competition for quite some time.

**NOTE:** The Hearn's is now re-scheduled to 27th May, in conjunction with the Yeoman Trophy.

Four F2B and two Classic competitors signed on the dotted line, and three judges committed themselves to sitting in the sun for a few hours - Peter Roberts, Peter Rowland, and Dennis Hipperson. Three rounds for each discipline were decided upon. Both F2B and Classic numbers were increased later in the day with the late arrival and entry of Craig Hemsworth. Scores are below.

Unfortunately, a major arithmetical error was discovered on PJ's Score Sheet after the day's end, with a 15.0 being totalled as 150, and a 135 point discrepancy is too large to be ignored. Therefore, although the field announcement indicated he was Second, his final place was Fourth.

These are my mental notes while sitting back and just observing -

The wind wasn't strong, but enough to compel fliers to keep it in mind.

Dave Nobes has a new Livewire on the building board (the old one met an untimely end late last year), and in the meantime is campaigning a McFarland "Shark" with a beautiful OS 46 LA. This 1958-designed model flies extremely well, and proves there is no substitute for light-weight - low wing-loading. This Shark was the basis for all of Ken Taylor's derived versions and variations that were labelled with different names such as Zeus and Capri.

PJ Rowland hadn't flown since his return from the World Championships last July, and his lack of flying certainly showed that regular practice is essential. His Stalker 61 LS Vortex is a little on the heavy side at 70+ ounces, resulting in a number of instances of line-tension problems up high. Perhaps his constant backward movement in the pilot's circle is part of his fitness regime.

Doug Grinham had his Stalker 61 powered Jazzmate performing better than in previous times, as reflected by his scores and 2nd placing. He was spotted late in the day running his tape measure over Mark Ellins' Jazzer with the



intention of reverting to a proven good-flying model. Must be tiresome when losing track of which Jazzer is which! Adam Kobelt continued on his winning way with the Saito 56, now sporting a revised venturi, hauling around his Grinham Impact with effortless ease.

Mark Ellins is campaigning his ST 60 powered Grinham Jazzer, and performing a little better with every competition. Mark is taking Stunt a little more seriously these days, and is obviously enjoying it.

Dave Lacy used his Skylark/Fox 35 combination once again. He makes these trips from Ballarat with the comment "It takes longer to drive 40K through the suburbs than 100K on the highway." What he doesn't say is that he loves it!

Craig Hemsworth took advantage of being in Melbourne (resides on Phillip Island, with the penguins!), and brought along his OS 35 S "The Ducks Guts" for F2B, and his trusty ultra-light-weight Fox 35 "Nobler" for Classic. For some reason, the OS didn't like the atmospheric conditions hence the runs were a little off optimum. Just to make his day complete, the Fox presented starting difficulties too, resulting in loss of both start/takeoff and time-related landing points. He still left the field in his usual jovial mood, his view being that one doesn't need sheep stations for penguins!

A HUGE thankyou is due the judges, and especially Frank McPherson who sat at the calculator all day. So ended this particular KMAC competition day.

Place	Contestant	Round 1	Round 2	Round 3	Total
<b>(Best 2)</b>					
<b>F2B</b>					
<b>1</b>	Adam Kobelt	2641.5	<b>2682.5</b>	<b>2826.5</b>	<b>5509.0</b>
<b>2</b>	Doug Grinham	2619.0	<b>2701.5</b>	<b>2695.0</b>	<b>5396.5</b>
<b>3</b>	Mark Ellins	2531.7	<b>2676.0</b>	<b>2677.0</b>	<b>5353.0</b>
<b>4</b>	PJ Rowland	<b>2659.0</b>	<b>2681.0</b>	2529.0	<b>5340.0</b>
<b>5</b>	Craig Hemsworth	0.00	<b>2384.5</b>	<b>2390.5</b>	<b>4775.0</b>

**CLASSIC**

<b>1</b>	Dave Nobes	212.5	<b>214.5</b>	<b>226.0</b>	<b>440.5</b>
<b>2</b>	Dave Lacy	<b>203.5</b>	198.5	<b>215.0</b>	<b>418.5</b>
<b>3</b>	Craig Hemsworth	0.0	<b>198.0</b>	<b>165.5</b>	<b>363.5</b>

*Dave Nobes - Beautifully built McFarland "Shark" - OS 46 LA*



*Dave Lacy - "Skylark" - Fox 35*

## Qualifying for the 2006 Control-line World Championships

There has been some uncertainty over the past couple of months regarding the qualification requirements for the Australian team at the upcoming 2006 Control-line World Championships.

The MAAA Control-line Subcommittee has been working through the issue with the MAAA executive, including much debate with fliers in the various states. We have managed to gain confirmation that, as in previous years, qualification will be based upon a flyer's performances at any two of the State Championships during 2005 and the upcoming 2005 National Championships.

I think we had all been of the understanding that this was in fact the case, but some communication issues prevented this message being properly distributed until now. I'm sure we'll all be happy that the matter has now been suitably clarified.

Reeve Marsh  
on behalf of the MAAA Control-line subcommittee.

3. G.Wilson W W W L L	Ironmonger G20D
4=. H.Bailey L W B L	Cleaver G20D
4=. T.Caselli W L L	Ironmonger G20D
8=. R.Marsh L L	Yeti OS Max III
8=. S.Reeve L L	Warlord LA15
8=. M.Wilson L L	Ironmonger G20D



Finalist in the 2004 Victorian State Championships Mini Goodyear competition. (See results in ACLN Issue 86)

## CONTEST RESULTS

Results from the contest held on 13/03/2005 at Frankston.

F2C TEAMRACE	rd 1	rd 2	rd 3
1. G.Wilson/P.Stein	3:13.09	3:09.62	dns
2. M.Wilson/S.Suter	3:39.28	dns	3:41.09
3. C.Ray/M.Ellins	4:03.81	dnf 41	4:50.19

### VINTAGE COMBAT

1. M.Ellins W W W W W L W	Ironmonger G20D
2. K.Maier W W L W B W L	Ironmonger PAW

### Results of SMAC Chuck Glider contest 6 March 2005

Results based on aggregate of best two times from four 20 minute rounds.

Entrant	Rd 1	Rd 2	Rd 3	Rd 4	Total
1 R. Virgo	8.5	29.2	12.8	37.0	66.2 seconds
2 M. Ellins	18.4	15.7	17.0	36.0	54.4 seconds
3 L. Follett	28.1	10.8	10.0	-	38.9 seconds
4 R. Marsh	11.4	13.9	11.3	13.3	27.2 seconds

## South Australian State Championships 2005 Monarto / Murray Bridge S.A. Hosted by Adelaide Model Aerosport 30 Dec 04 - 2 Jan 05

### REPORT from Peter White

All the events on the aerobatics program were run at the Adelaide Model Aerosport field at Monarto, about 12 km west of the town of Murray Bridge. The well prepared circle sloped gently but this presented no real problem. The ever-present breeze picked up considerably for Round 3 of F2B and Vintage.

In all three events, erratic motor runs surfaced - maybe altitude, air temperature and humidity played a major part whereby motors that had been running consistently at home fields became difficult to set and keep running.

## F2B

Judges for the field of seven contestants in F2B were Ken Dowell and Russell Bond.

The most impressive model/motor combination in the F2B circle would have to have been Dave Simons' Russian take-apart Yatsenko 51 with a Retro 61 that four cycled effortlessly through the pattern. This fully moulded model sits beautifully in the air at all times despite having no provision for trimming — it flies straight out of the box (carry case) so to speak.

Three Stalker 61s were used in Doug Grinham's Jazzmate, Mark Ellins' Jazzer and Peter White's GEO XL while Ken Taylor's MVVS 51 performed well in his enlarged Kismet. Round 1 was the maiden flight for the model which was in need of trimming. Upon landing, Ken found that the leadout adjustment was loose and moving about which was of no help at all.

Adam Kobelt had his Saito 56 running quickly on a low pitch prop - a tactic that paid off in that the Saito showed no sign of sagging in overheads and held a fairly constant speed in the wind. After a nervous first round flight Adam settled to fly some neat manoeuvres with his big ex-Doug Grinham Impact.

Mark Ellins also flew an ex-Grinham Jazzer. His first round flight was quite fast until a better engine setting was found. Doug Grinham's Jazzmate, a combination of features from his Jazzer and Maton designs, looked to be well trimmed and handled the breeze smoothly and easily, with its 2/2 Stalker running well and putting out plenty of power to haul the large model around.

Paul Turner's usually reliable ST 46 began acting up in practice but nothing he tried would prevent it from killing the plug and cutting out. Various oil and nitro mixtures, plugs, head shims, etc. made little difference with the result that the Wind Wiper failed to get a complete flight on the board.

Going in to Round 3, the wind was up and all elected to spectate as Mark and Adam, who were three points apart, fought it out for third spot. Mark had the misfortune to nose over on his first two takeoffs and didn't really settle once in the air while Adam dug his heels in and hung on to post a score good enough to take a comfortable third place.

## CLASSIC

The Classic field consisted of four competitors, allowing time to run three rounds rather than the planned two, giving all an extra opportunity to impress the steely eyed judges, Russell Bond and Bob Edgecombe. All flights progressed with few problems. Peter Anglberger's Squaw/Glow Chief 35 handled the conditions well as did Dave Lacey's Southwick Skylark/Fox 35. Peter had to miss Round 3 due to work commitments.

Ken Taylor's quite new Shark appeared to be handling well with an MVVS 51 Rear Exhaust providing the

necessary urge. Yours truly had the Veco 35 cut early in the second round flight and following Doug Grinham's suggestion to use less oil, a mixture of F2B fuel containing some synthetic oil and some 25% castor brew was carefully concocted, bringing the Veco back to life for Round 3.

## VINTAGE

Vintage Stunt, judged by Bob Edgecombe and static points judge, Laurie Middleton, was run after the completion of F2B Round 3. The field of seven bravely did battle with the increasing wind, the only mishap being Ken Taylor's decking of his Wildman in the outside loops but a quick swap of the Fox 59 into the standby Go Devil saw him back in air for the following round.

Doug G's Triumph 49 cut on every takeoff attempt in both rounds, ruling him out of contention with his nicely finished Jamieson Special. Maris Dislers had his AM 25 running beautifully with just the occasional blip as it hauled his well seasoned Peacemaker through the pattern. Ken Maier's Ambassador/Oliver Tiger Mk 111 handled well to eventually take out second place while Dave Lacey's Flapjack and Peter Anglberger's Squaw, both finished in coloured tissue typical of the period, certainly looked the part with Dave taking out third spot.

Thanks goes to all who played a part in running the three events - the judges, contest directors, score tabulators and gofers - your help was necessary and appreciated by all.

*Photographs of the contest can be found on the vicstunt website*

Back issues of this newsletter can be found on the following web sites.

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

<http://www.dkd.net/clmodels/>

## RACING ROUNDS

Keith Baddock and I have been very pleased with the response given to the Rocket 'Classic B' plan and article. Construction of this new racer is now underway at various places around Australia and the globe.

If anybody in Oz would like a full sized plan, just send a \$5 note to me at Post Office Box 181, North Melbourne, Victoria, 3051. The \$5 covers plan printing and postage. If overseas enthusiasts want a Rocket plan, they will need to send a \$10 note (Australian or US) to cover airmail postage.



*Rocket Classic B*

Out in the wild west of the USA, Current US Nats Classic B champ Don Burke sent this photo of his other passion that kept him busy before he became involved again with control line racing. It's Sprintcar racing...and anyone who has seen these 6-700 hp monsters up close, couldn't fail to be impressed!

Racing on the ragged edge in the big league is one way of getting your thrills and spills. Just ask our Greg Pretty who was Australian Unlimited Champion in motorcycle racing. Me? I'll just stick to team race!

I mentioned to pitman Don Burke that his namesake was Australia's famous TV gardener and his pilot Ron Duly replied; "I think he is confused - I'm the gardener 'cause I'm the one that plows airplanes into the ground!"



Class 2 is not on the program at Richmond. A pity, as there are quite a few models ready to race this fast and furious event. In Victoria alone there are five, possibly six teams including triple Nats winners Harry Bailey and Mark Ellins with their Rossi .21 powered speedster.

Hopefully in 12 months time, the powers that be in South Australia will have decided to run Class 2 at the Monarto hard circle as an important part of the Sth Oz Nats. Memo; Maris, Rob & Greg for starters... Please include!

This beautiful Queensland built blue and clear Class 2 racer pictured here has just been acquired by Lance Smith. With a hot M.R.S. Rossi .21 up front, it promises to give the front runners some real 'hurry up'.



### *Don Burke 600+ HP Sprintcar.*

Queensland's Mark McDermott has been test flying his new 'Ray Cote Shoestring' Bendix with Nelson .36. Speed is reported to be in the low 15's for 7 laps, with 40+ laps range. If Mark makes it to Richmond in July it should be a great battle for the Nats title. This version of the Shoestring first appeared down under in the very capable hands of Dave Bailey and at one stage held the National record. Jim and Colin Ray now have this model.

W.A. Bendix hotshots Rob Fry and Alasdair Taylor unfortunately won't be coming to NSW. However, their Nats winning racer is getting to the starting line in the hands of fellow West Aussie Trevor Letchford. Rob Fry has been over in Melbourne helping at the Air Show. Pity he couldn't have stayed an extra week for the Vic. State Champs!

Keith and I will have the Nemesis ready for the July Nats challenge. We expect the usual strong NSW opposition from Andrew Heath, Tony Bonello and Ian Gapps, to name just a few. Stunt specialist Brian Gardner has a hot K&B and could be a dark horse in Bendix if he makes the starting line.

*Next picture;-  
Mark McDermott's new 'Ray Cote' Shoestring  
Bendix racer with Nelson 36*



### *Class 2 team racer with Rossi .21*

When you read this, the first interstate R250's will have shown their hands in Vintage A team race at the Victorian State Champs at Easter. Keith Baddock and I flew ours last week for the first time and were very pleased with sub 20 seconds for 10 laps with 50 lap range in an old Voodoo 5 that had the nose changed to accept the Rothwell cooling specifications.

Graeme Wilson and Mark Ellins are working on a new racer for their R250, but it will be touch and go to have it ready by Easter. Paul Stein also has had his early order fulfilled and is building an Olympian. I'm told Paul is unlikely to make the start line on 'Super Sunday' at Knox, but if his F2C program permits, there is a chance the model will be ready for Richmond.

With the July Nats looming fast, there sure is some great racing coming up in '05! Hope to see you there.

John Hallowell,  
VH 1984.

## **The Australian International Airshow 2005** was held in March at Avalon.

Over the weekend the Victorian Model Aircraft Association had a display team at the show giving the large crowds some entertainment with R/C model flight displays and static displays. The control line group were there in force and gave demonstration flights and many people took advantage of the offer of a trial flight of the "Too Up" trainers that were available. Static C/L model displays attracted many bystanders who took club information literature away with them. The weather was most pleasant for most of the weekend albeit a little warm.

Putting our hobby in the public eye is an important way of recruiting new membership and on this subject is the following article that was printed in the Court Circular.

## **COURT CIRCULAR Winter 2005**

### **The Newsletter of The Three Kings Aeromodellers**

#### **London, United Kingdom**

#### **Affiliated to the BMFA**

#### **Cockpit Comment**

This issue of the Court Circular is the first for 2005, a new year and a new beginning for a rejuvenated Three Kings. Membership is on the rise and members, peers and the public's interest in the Three Kings, the Patch and all the activities that go with that has never been higher.

Whilst the rise in interest and membership is wonderful news, the downside is that because of the nature of our sport and the technicalities that are required of it; coupled with the rise of the instant gratification society, skateboards, computer games, TV advertised nitro cars, and ARF models is the natural wastage of the years.

Ours is no longer a seemingly youth friendly pastime but appeals to those who are currently part of it and those who built and flew models during their younger days. These people have grown up, got married, had families and careers and are now remembering the enjoyment that they got out of aeromodelling and have now returned.

But finding a like minded bunch of aeronauts can sometimes be a thankless task, as I well know. But the rewards for those that persevere are incredible and provide a wonderful outlet for the energies of retirement. Feelings at seeing a model fly off the boards and the joy of mentoring younger people in the basically affordable and mentally invigorating pursuit of aeromodelling excellence are incalculable.

Whilst the \$64 million question as how do we encourage young people into the sport, one which resonates around the world remains!

The other major problem is how we and others see our sport, how we explain ourselves when dealing with local authorities and communities local to our flying sites, an ignorance of the different disciplines, a misunderstanding of relative danger and the perceived problems of noise.

Generally a lack of understanding of the reasons behind a particular issue and a basic understanding of another will end in an authority tending to favour the seemingly better or more popular situation.

E.g. Model aeroplane noise v's the noise made by quad bikes. One is seemingly better known and possibly therefore more socially acceptable, or 'cool'. For instance popular rocker Ozy Osborne and a number of other celebrities have been nearly killed riding quad bikes. In most cases a celebrity becoming the victim of their own stupidity, but the call to ban quad bikes goes unheard.

Unfortunately on the other hand is the situation where a person dies as the result of the failure of the control surfaces of a Radio Controlled model over Dartford Heath. The result is a strenuous call in the press and local authorities to ban our sport.

The safety record of aeromodelling is generally considered by the CAA to be exemplary. You may think that my response maybe somewhat polemical and emotional, but when the possibility that what you hold as an important part of your life may be taken away; sometimes it pays to be concerned and emotive. Therefore in an attempt to preserve our sport and our enjoyment of it I would like to urge all of our members and friends to positively promote and talk about our sport to anyone and everyone who will listen and even those who won't at face value. Tell them that a Phantom, a Flitestreak, a Nobler, a Team Racer and a combat model provides as much if not more tactile fun and education than a quad bike or Nitro car ever could and is dare I say it, a darn sight cheaper!

Everyone should take all available opportunities to explain and wherever possible demonstrate to any of official, member of the public, Mum, Dad, Gran and Grandad the joys and benefits of our amazing and rewarding sport.

The Three Kings must thank our PRO and Comp Sec; Mike and Steve Waller for their Herculean efforts to this end over

the last year, even getting on the tele!! Is an appearance on Richard and Judy in the offing guy's???

Under their guidance the Club has undertaken a comprehensive 'Risk Assessment' review and as such are one of the few and possibly one of the first BMFA clubs to do so. With this in mind we can only go onward and upward or go fast and turn left!

Whatever your preference!

A special mention should go to SAM 35 Chair Lindsey Smith whose words inspired me to write this polemic.

But please try and understand these words; for too long now aeromodelling has been underground, no longer hide your light under a bushel. When your mate at work, down the club or pub says "What did you do this weekend?"

Tell them "I went flying, it was great, the best fun since Orville and Wilbur flew at Kittyhawk, its great mate you should come along and check it out!"

Believe me; you will be surprised at the response that you get! Not all of it will be negative. Let us stand up and be counted, aeromodelling is great, the best fun you can have with your clothes on!

So I wish all members and our community of local and international aero friends, a full and fruitful year of perfect overhead eights, fast heats, good bouts and lots of maxes and may hope for better things by our own efforts in 2005. Let us think of the future of the Three Kings in the words of the great American architect and urban planner, Daniel Burnham. "Make no little plans; they have no magic to stir men's blood"

Duncan Bainbridge  
duncan@east-two.co.uk

**Following last months article on the flooded field at the Knox flying club** it was interesting to find a series of enlightened comments from various sectors. On the Barton Flying Club web site forum in the U.K.

<http://www.controlline.org.uk/phpBB2/index.php> comments were made that we could perhaps take up fishing or tethered boats and this modified picture was posted.



Maris Dislars suggests maybe KMAC could hold a Schneider Cup Team Racing event.

**Joke overheard at the Avalon Airshow.**

A B52 bomber was flying with an F15 escort. They had been flying together for some time and the F15 pilot was becoming bored.

He calls the B52 pilot and says "Watch this" He then proceeds to do a barrel roll and after returning to formation flying he calls the B52 pilot and asks "How was that"?

Now the B52 pilot did not wish to be outmanoeuvred so he replied "Watch this" and proceeded to copy the barrel roll in his aircraft.

"I'm impressed" was the response from the F15 "but could

you do this" and then completed a loop.

The B52 dropped its nose, dived, pulled up and completed a loop.

WOW! that was amazing called the F15 pilot and enquired , Is there anything you can do that I can't?

O.K. I'll show you something replied the B52 pilot. For approximately fifteen minutes the two aircraft flew together in a straight and level altitude without the pilots speaking.

Then a call from the B52 "How about that then"?

"I didn't see anything" from the F15 "what did you do"?

B52 reply "I've been to the toilet and had a cup of coffee"



**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.

**Don't forget that daylight saving ends on Saturday Night**

**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.

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Thunderbird Mk1 classic stunter with radial cowl and Merco 40. Built by Peter White. Immaculate. Has hung on my office wall for 2 years but I have to change offices so this beauty has to go. \$250.

Derek Pickard (03) 98891149

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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".

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