

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 92



Produced by the Victorian Control Line Advisory Committee

September 2005
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**Copy Deadline for next issue is:
Wednesday 21st Sept 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 2005/2006

SEPT 11	Classic Stunt, Vintage Stunt, Aust "A" Team race, Classic "B" Team race, Simple Combat. Combined Speed	Moe
SEPT 18	FAI & Combined Speed, Mini Goodyear 1/2 A Team race.	CLAMF
SEPT 25	FAI, Novice & Jnr Aerobatics, (Stuntmaster Trophy) Classic Stunt, Bendix, Class 2 Team race.	KMAC
OCT 2	C.L.A.G. Country Flying Day	Moe
OCT 2	Simple Rat race, Simple Goodyear.	SMAC
OCT 16	FAI Team race, Goodyear, Jnr 2.5cc Rat race, 2.5cc Rat race (Riverside Trophy), Jnr 2.5cc Combat.	CLAMF
OCT 23	FAI, Novice & Junior Aerobatics, Combined Speed, Vintage "A" Team race, Classic Stunt, Classic B Team race.	KMAC
NOV 6	C.L.A.G. Country Flying Day Triathlon with	Knox SMAC
DEC 4	C.L.A.G. Country Flying Day	Traralgon
NOV 20	FAI & Combined Speed, FAI & Modified Combat, Mini Goodyear, 1/2 A Combat.	CLAMF
NOV 27	Monty Tyrell Memorial - Classic Stunt. Vintage Combat.	KMAC
DEC 4	Aust "A" Team race, Classic "B" Team race, Bendix.	SMAC
DEC 11	FAI Team race, Combined Speed, 2.5cc Open Combat, 1/2A Team race.	CLAMF
2006		
JAN 29	FAI (Hearns), Novice & Jnr Aerobatics, Classic Stunt, Vintage "A" Team race, Classic "B" Team race.	KMAC
FEB 5	Simple Rat race, Simple Goodyear.	SMAC
FEB 12	FAI & Combined Speed, 1/2 A Combat, Goodyear.	CLAMF

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 events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members

The third Sunday of each month is the regular "**Brimbank Club Day**"

C.L.A.S. (NEW SOUTH WALES)

Contest Calendar 2005

DATE	CLUB	EVENT
Sep 10	11th MAAQ, CLAS Ipswich	Cancelled
	MAAQ C/L	Championships. J. Taylor 0733027670
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 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"		
"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. "		

Newsletter Editor

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

CLASII CALENDAR 2005

Due to circumstances beyond our control we wish to advise that the **Qld C/L State Championships** which were scheduled to be held at our field on September 10/11 **have been Cancelled.**

On a brighter note the bridge work and surrounds are completed and we expect construction of shade shelter, tables and benches, installation of water and planting of shade trees, fences BBQ etc to commence later this month

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

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.



C.L.A.G. Meeting held at Knox on Sunday August 7th.

The mention of diesel engines has, for me, evoked images of cold wet muddy fields, bandaged fingers and lots of oily gunk.

Well, "two out of three ain't bad!" Our inaugural "Diesel Day", was cold wet and muddy and the two engines run were certainly oily, as they were being run-in. Fortunately no bandages were required.

A pity the weather was so miserable as approximately 18 enthusiasts turned up. However lots of talking ensued and the BBQ snags went down a treat. As usual, the Mitchell's liquid refreshments slaked some thirsts - particularly yours truly, Ken Dowell and Peter Roberts. Brimbank member Matt Shears arrived with a crate full of ½A diesel-engined combat wings, but it wasn't worth risking models in the windy conditions. The Wilson father/son duo arrived, and actually braved the wind attempting to get some engines tuned. Craig Hemsworth tempted fate with his now-aging Super Tigre powered Bumstreak, then said "enough".

The highlight for me was the PAW .60, turning a 14 x 6 prop, dragging Mr Good Vibes' substantial engine mount along the concrete floor. The question now is, "what model to put it in". Obviously it will have to be BIG.

Considering the level of interest, we may reschedule another "Diesel Day" for later in the year.

Our next meeting is the annual competition day held with Brimbank at Moe on Sunday September 11th. It promises to be a great day - see flyer in this issue of ACLN. Drinks and BBQ will be available and even flushing toilets.

NOTE: NOT the usual first Sunday of the month - avoiding Father's Day.

Graham Keene Sec/Treas CLAG Inc.

CLASSIC STUNT at the Australian Nationals

PJ Rowland	- Nobler 1951
Paul Lagan	- Ringmaster S1
Peter White	- Nobler 1951
Reg Towell	- Thunderbird.
Frank Battam	- Nobler. 1957
John McIntyre	- Lynx Bi-plane.
Peter Anglberger	- Oriental.
Peter Rowland	- Nobler 1957

Judges: Brian Eather & Joan McIntyre.

Day started off at 9am with heavy fog flowing over the field. Herb Hanna lends his expertise on the pattern, explaining the finer points of how to fly the classic pattern which flows nicely and really showcases the classic era. Start was delayed till 10am as everyone waited for the fog to lift and the sun to shine, weather for round one was perfect, blue sky, soft gentle wind drift nothing short of good old fashion "stunt heaven" Everyone was flying in a relaxed manner yet still pushing high scores. The format was fly 2 rounds, with the best round counting.

It was tight at the top after round one with everyone putting in great flights. After a short ½ hour lunch break the officials started round two just in time for lady wind to realise we were flying and the breeze started to strengthen. Those who were watching Classic aerobatics were treated to some of the best flying displays in windy conditions.

PJ Rowland surprised everyone by powering his 1951 Nobler with a modern Stalker .61, and flew some very nice shapes and good intersections just narrowly outscoring top New Zealand pilot Paul Lagan. Paul with his little Ringmaster showed how a small model can cut through the wind, with some great round loops and pinpoint accuracy.

Peter White is always strong with any combination and effortlessly made us all realise how nice a Nobler looks doing a Classic pattern.

Reg Towell is always pushing for a placing with his 10 yr old Thunderbird; lots of experience helped the talented left hander to a high score but was just out of a placing. Reg says it time to retire the Thunderbird which features Bob Palmer's signature on the wing.

Frank Battam, also extremely experienced in Classic aerobatics, put in some of the day's most graceful patterns also with his 1957 Nobler. Frank with his vast knowledge of conditions used the wind to his advantage and posted a very respectable score.

John McIntyre, always keen to have a go, brought along a classic "Lynx" bi-plane Stunter which he says "is like grandfather's axe". Although the conditions were great in round #1, John proved how good a pilot he really is by making that bi-plane go where it was meant to go, scoring very well and having a great time.

It was great to see the newly crowned Australian Novice Champion Peter Anglberger competing in Classic, flying an immaculate Oriental. His confidence grows with every flight and not even the strong wind in round 2 was enough to prevent him from flying a great pattern.

Peter Rowland (senior), always happy to "make up the numbers", was flying a very old Nobler with plenty of holes in the wings, and treated the judges and crowd to some spectacular unplanned low pullouts. He is slowly gaining confidence and after forgetting the triangles in round #1, corrected it in the final round to post a respectable score.

Once again, if not for the effort of the officials and the judges, this event would not run. The 2004/5 Classic aerobatics will be remembered for the brilliant weather and the diverse range of models. Congratulations to P.J Rowland who now has won back to back Classic National titles.

VINTAGE STUNT at the Australian Nationals

With much of the activities drawing to a close the last event on the control line stunt calendar for this years Nationals is Vintage Stunt. Usually dominated by Doug Grinham of Victoria, with high static points and engines, his absence meant local favorite Frank Battam was a hot favorite with his Hot Rock.

The day started with Ian Smith using all his knowledge to critique all 8 models giving out points for static based on workmanship and age of the equipment. Static was close with Paul Lagan coming out on top in the early rounds with his "Juggler" and matching diesel, Paul top scored with 73 and was always going to be tough to beat.

Another to take the event "seriously" was P.J Rowland flying a very nice "Kan Doo". Re-engined with a O.S MaxII original, P.J had excellent documentation and scored 69 points, in 2nd place after static.

Frank Battam, also keen for a Vintage title, showcased his "Hot-Rock", sporting plenty of power via a Fox 35. Finished to Frank's usual high standards he was just a

single point behind in 3rd on 68pts. Others to score well were Peter White with his All American, John McIntyre with a Meteor, and newly crowned Novice aerobatics Champion Peter Anglberger with a Dragon and LA .46

The format was 2 rounds, best round added to your static, with Paul Turner and Reg Towell taking care of judging and the weather staying fine (for round one anyway) we started Vintage Stunt. Everyone put in his best possible effort with Paul Lagan struggling to get a kind engine run, cut out during the pattern, thus scrubbing a fine round.

Right from the start it was obvious that the "top gun" Aerobatics flyers were going to dominate, with Frank Battam top scoring round #1 with 321, closely followed by Peter White on 319, John McIntyre in hot pursuit on 309. Keen for a scalp Peter Anglberger just behind on 293, Paul Kenny also scoring very well flying a solid 268.5.

Unfortunately Paul Lagan has a slight engine problem, thus missed out on scoring some of the pattern so his score of 258 was obviously going to be dropped and improved upon in Round #2.

P.J Rowland showed everyone why the "Kan Doo" was nicknamed the "Kan't Doo" even when he completed a full pattern, which looked very impressive. It had everybody laughing at how bad a pattern really can look, and the judges scored accordingly with the lowest score of the round for a completed pattern 259.5.

Round #2 saw the wind come up and scores drop. There was occasions when some people were not interested in flying because of the winds, but the event pressed on, with the top 3 being joined by Paul Lagan, flying his little Juggler to an impressive 293, which placed him in 3rd place.

Peter White, always impressive with any plane, this time showed his All American into 2nd place with a very good flight in the 1st round. Never in doubt Frank Battam impressed all those watching with his Hot-Rock combining grace with power from the Fox .35 he top scored both rounds to take the title of 58th Nationals Vintage Stunt champion.

Frank said afterward " I really wish Doug was here, I would have liked to beat him too." Next year Frank.

Many thanks to everyone involved especially for Paul Turner and Reg Towell for giving up their time and judging, along with Ian Smith, and Pat Hasler for tabulation.

Reports by Peter and P.J Rowland

The Nats results for Jnr Rat race, F2A and F2D and Slow combat were not received for publication.

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Simply send a request for this service to the editors' email address which is on the front page.

It was Queensland and the roadside sign said 'You are entering a drought stricken area.' Although the sign was a bit hard to read through the writhing mist with rain beating against it. What a joke. From the time we left home in WA, until we arrived in Queensland, the rain stayed with us. Delivered by our own personal black cloud. It was raining when I started the trip. It rained in the hills leaving Perth while I lay on a tarpaulin under a wet caravan with rivulets of ice cold orange water trickling down the back of my neck. I wasn't happy. I was looking for (and finally found) the intermittent electrical fault that was blowing fuses and had defeated an auto electrician an hour before. It then rained across the five mainland states as we traveled across the country and all the way home. In fact, of the month that we were away, there were only 5 days when it didn't rain, and one of those replaced the rain with icy Antarctic winds.

Still it had some up sides. I saw my son get married on one of the 5 fine days and also visited the Nationals. And we had the odd moment of excitement during our travels. Our first stop on the trip East was at the caravan park at Norseman. We didn't get as far as I had planned on the first day due to the delayed start. We finally settled down for the night with Rommel our 12 month old German shepherd pup curled up on his bed on the floor of the van. At about 3 AM we were jolted into wakefulness by a 35 Kilo Rommel springing on to our bed. Not silently, but with hackles raised, bared teeth and guttural snarling as he stared at the side of the van. It fairly put the wind up me as this was NOT behaviour that I had seen from him before. We wondered what might be outside, but the only noise was the faint sound of a truck rumbling past. After a while we all calmed down and Rommel, after a few more grumbles and muttering was sent back to sleep on the floor.

The next morning as we were leaving, we mentioned this disturbance to the lady operator of the park and she said that her dog had barked at about that time too. 'He probably smelled the cat' she said. To explain further she said that just before we had arrived, another overnight visitor when booking in had told her that they had a cat with them. She replied that Dogs or Cats were no problem and either were welcome at the caravan park. 'I just thought that I should mention it, in case it roars during the night' said the visitor. That triggered off the enquiry as to what sort of cat it was, and the answer was 'A tiger'. It was being transported east for some unspecified, tiger related business. The truck that we had heard driving by was the one with the aforementioned animal and apparently Rommel HAD smelled a cat, but a different sort to the variety that he likes to chase. He doesn't seem to like the smell of Tigers.

Another interesting (and totally non aviation related) experience that we had while travelling, caught my notice because of my former employment in the communications industry. An overnight stop at Nullabor, had us parked with the caravan next to a Telstra CDMA mobile phone tower. Now for years there has been lots of debate on the safety of mobile towers, and plenty of folks have been unhappy about having them placed near where they live or children's schools. I have never been totally confident that the emissions from these things are as safe as the communications carriers claim. But when I woke during the night to the sounds of a pack of dingos roaming about outside, I noticed a brilliant glow from the luminous hands and numerals of my ancient wrist watch. Plenty of times before I had strained my eyes to read that same watch in the dark with absolutely no success. My conclusion was that the not very luminous paint on the dial was being activated by the radiation from the tower. I was very pleased to be able to move on the following day, and this has reinforced my view that I wouldn't want to live close to one.



Found together at the Richmond Nationals were these four Australians who have all built commercially available model aircraft engines. From left is David Owen (who produced the build it yourself 'Mate' kit and several other engines), Gordon Burford (The Sabre, Taipan and Glo-Chief engines), His son Peter Burford (Most recently the jewel like PB .033), and Steve Rothwell (Rothwell power scramble engine and the awesome vintage A team race engine, the R250)

While I was wandering about at the Nats I was pleased to meet up with a lot of Aussie modellers that had previously only been names and some that I already knew. I was particularly pleased to be able to talk to some of the leading engine men in the country and see the fastest racers around. It was an eye opener. Among the nice chaps that I met were a couple that I was slightly concerned might want to harpoon me when we finally met. But, thank heavens they didn't, and in hindsight, (ethnically speaking), I suppose that the biggest risk of that sort of activity would have come from the stunt circles.

The vintage A racing was of course an attraction for me, having done a little myself in the past. When I saw the Brian Hoggan / Grant Potter R250 powered 'Dimpled Dumpling' practicing in traffic I was stunned. It set an amazing heat time of 3:11.6. I put the stopwatch on it to satisfy my curiosity and lo and behold I got a time of 17.4 seconds. Before you folks east of Eucla fall about giggling and saying things like "He must have missed a lap or something." I'll plead guilty. I did miss a lap, but it was deliberate.

As many of you know, we in WA time Vintage A models for nine laps rather than the ten that seems to be the standard over there. The reason being that the time can be translated easily into actual model speed, in MPH for those of us stuck in the past, and for the interest of people like me who want to know that sort of thing. So I was able (with a little mental arithmetic) to work out the speed of that swift Dumpling as about 103 Miles per Hour. That is awfully fast. While I am still beating this subject to death, I notice that the east coast guys seem to quote Classic B times for seven laps. That is one half mile distance on 60 foot lines; as is the nine laps for vintage A. Why don't you quote Classic B over ten laps to match the A class models?

Paul Lagan's (NZ) copy of the ready to fly, Yatsenko built, take apart stunter. Powered by a Discovery Retro .60. The fits and build quality of these models have to be seen to be believed. They don't just look well built, they also fly extremely well. A similar aircraft flown by Masaru Hiki won the Nationals.



There is no denying that the Rothwell R250 is the standard against which any current vintage A engine must be compared, so it is a considerable tribute to the engine building skills of Stan Pilgrim that he managed to get to the final race with comparable speed, and the only non Rothwell engine. He was using one of his own hand built Oliver Tigers, although he told me that he has also had an Enya .15D going as fast. Most of the Enya .15Ds that I have seen in action, seemed to have an enormous appetite for crankshafts. Speaking (as I now am) of crankshafts, Stan says that for the Olivers he uses the replacement crankshafts produced another talented engine builder, Andy Kerr.

Andy showed me a few examples of these beautifully made parts that are manufactured from nitrided tool steel and are about 40% stronger than the originals. They have not had a failure with them so far. The Rothwell R250 uses the same material. They are available from Andy to suit the MKIII and IV Olivers for \$75 each. They are the best you can get. He has even sold some to Tim Gillot, who produces the very fast 'Timmy Tigers' in America.

I saw a few other bits of the Nats, including the world class F2C racers, where I found that most of the modellers seemed to be a bit younger than the nationals average. At least several of them still had natural colour in their hair. Not only that, but they had hair to have colour in. The exception to this was Grant Potter, who, though I suspect might have both hair and colour in it if he chose, has decided that fashion (and possibly wind resistance) dictate the polished cranium look. This seemed to fascinate that urbane gentleman Julius Reichart who mentioned that he has known Grant for a very long time. In fact he could recall when the young fellow was just a lump under his mother's pinafore (or words to that effect). Idle conversation revealed to me that Julius *might* consider coming out of retirement, and his old friend and partner Hutton Oddy *is* enquiring about engines. You never know, do you?

While I was in NSW, I was invited to visit Dennis Percival and see both his workshop and his enormous air force of stunters. Work (the curse of the drinking class) had kept him away from the Nationals up to that point. He was in the process of packing up all his modeling treasures for transport to a new (smaller) home. It won't be easy as his present shop has about the same area as a Myers basement. I wish him luck. The very thought of moving my giant tonnage of what some people refer to as crap sends shivers down my feeble spine, and reinforces my plan to only abandon my workshop if I am carried out feet first in a pine box.

Something that should interest any amateur fiddlers about with model engines is an interesting item from fellow modeler, engine builder and member of the 'Motor Boys', Ron Chernich. Ron is selling a CD of Model Engine News. It is a snapshot of the contents of his engine builders web site, with a few extra bits. This is a mine of interesting stuff that I for one, want. Although most of the stuff is available to you by logging on to his site at <http://staff.dstc.edu.au/chernich/ron/index.html> this CD will guarantee that you have all the information stashed away in case the unthinkable should happen and something deprives us of Ron's monthly engine fix. You can contact Ron via his website and the price to Aussie buyers is \$60.

As of today, I have been writing the TARMAC notes for more than fifteen years. But due to a change in editorial policy of the West Australian State newsletter 'Windsock', the TARMAC notes in their current form will no longer be printed in that publication.



From the TARMAC archives, here are 3 views of a 14.2 cc engine built here in WA in 1952 by Graham Ockleshaw for use in a tether hydroplane. Some details and a drawing were published in Model Engineer magazine by the designer, a Mr. George Lines (AKA Meridian). This engine has a lapped piston (no rings), rear rotary disc induction, and a twin ball race supported crankshaft. It also has several unusual features. A composite piston made of cast iron with a rivetted in light alloy little end yoke and the glow plug screws into a contra piston that can be moved to vary the compression ratio. That is controlled by the upper cooling fins which screw on to a threaded section at the top of the cylinder liner. Graham produced his own castings for the crankcase and even made the glow plug himself because the commercially available ones (like KLG) didn't seem to be able to stand up to the stresses of this engine. The engine is very strong and since the method of launching the boat which was fitted with a 'surface' propeller was to throw it across the top of the water (not always perfectly), it has been submerged below the waves several times while screaming at full revs without any damage at all.

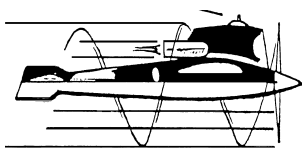
Although aviators have their ups and downs, the only really hard thing about flying is the ground.

Charlie Stone

VH4706

Email cestone@bigpond.com

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CLASSIC B NEWS from NORTH AMERICA

Well known US racers Don Burke & Ron Duly were defending their title flying Classic B at the '05 US Nats in mid July. Don has sent some notes about how things went. He takes up the story....

"Second day of the Nats was FAI T/R day, since we don't have those, just test flew the SPRNTR B T/R. Had a lot of tank problems, but looked like we might be OK for the race day.

Race day spent all morning trying to solve the tank problem, thought we had it licked. Ron entered the SPRNTR and me the NEMESIS.



The NEMY ran just like at home 15.7 sec and 40-42 laps.

SPRNTR is a little faster. Ron set records in the 35 and 70 lap heats even though we didn't have good engine runs. I was a couple seconds behind, so we both qualified for the final. Decided to rest SPRNTR, and let the no. 4 qualifier into the final.

Well, history shows what happened, with a fouled up pit, (I hit the prop when catching it) and short tanks. Oh well! Apparently the weather at Muncie changes drastically from morning to afternoon, (more on that for the Clown race) and we got just 30 laps on the first tank, 35 on the second. That would have been OK except for the broken prop on the first pit. Ron was having to pass someone every three or so laps! We were clocking 14.75-15.25 for 7 laps in traffic. The other two were at 18+ sec. As far as fuel goes, we tried some "funny fuel" but I didn't like the way the engines responded so we used "Contest fuel", 20% oil, 10% nitro, and 70% methanol.

Discussed the weather with a couple of guys after that race and decided that in the afternoon, when the temp and humidity go up, the air density takes a dive and a leaner needle is required. On the Clown that was almost one full turn leaner, I only moved the BTR the day before about 1/8 turn, not enough. All in all a long way (2100+ miles) to drive to be destroyed by idiots, and make stupid mistakes! "

Thanks Don. Do doubt if any Aussie flyers do enough team racing, they can relate to much of the above...

Vic Garner is US team racing legend. It seems as though he has been around forever. Sadly, at the age of around 70, Vic's flying days are now over. He explains why.

"I didn't go to the Nats this year. In fact I won't be going again. At a race early this year I finished pitting my airplane and I had chest pains and was light headed. I have seen two of my friends die at the Nationals with heart problems So I retired and sold all my racing stuff. The person who bought my fastest B T/R and all spare engines won the Nationals this year. He also turned a better time than he had ever done before".

There are teams from Canada that regularly travel to the US for competitions, including Classic B. Les Akre reports from Canada about how the event is taking off over there.

The "B" T/R demo, didn't actually go as planned, but I still think it was a success. My airplane has part of the lower crutch assy separating, and had to be retired. It will need to have the finish removed in order to be repaired properly. This was simply a construction mistake that was made because of my being in a dreadful hurry to complete the airplane for last years Nats. Lack of sleep makes for bad decisions sometimes! Another lesson learned



“Vic Garner has sold this racer”

So that left Mike McCarthy with his home designed airplane, against the newly formed team of Akre/Perrson, who were flying a borrowed Shadrach, with O.S. .25FS.



SHADRACH

That left us to solo on to the finish, with a 9 min+ time, setting a record for the number of pits along the way. That basically was it. I was flying the Shadrach, and it was a lot of fun. The model was built by an ex-USA-F2C team member from a long time ago, named Jed Kusik. The fellow who brought it with him from California was off flying speed at the time, and lent it to me when he heard of my airplanes troubles.

My speed flying days are basically over for the time being. The only event(s) I still have an interest in are the proto events, since they combine building skill, with a good engine, and also flying skill.

The first test flight with this airplane buzzed the tips of the prop. It seems that low wing airplanes need a lot of up elevator on takeoff, to keep from nosing over (at least this one did). After the familiarization flight we decided to just run a 140 lap final. we had scrounged some timers, and the event director started us off.

Mike's airplane had a slight speed advantage, and passed us a few times during the first 38 laps. However, on his first pit, he found a wheel had come off, and retired the airplane.



MIKE'S RACER

Interestingly, the Americans and Canadians fly to a very simple set of rules with just 11 points. They are;

U.S."B" Team Race Rules

1. Airplanes are to have 125sq.in. outside of the fuselage. (No flying wings, or Pod and Boom).
2. Fuselage must measure 2" wide, 3-3/4" from the top of the pilot's head to the bottom of the Fuselage. Engines are to be completely cowled in. Only the glow plug, and the appropriate size hole for removal shall be allowed in the cowling.
3. Two Wheels with a minimum of 1-1/2" diameter.
4. 1 oz maximum tank.
5. Shutoff required.
6. Must look like a 1940's, 50's, or 60's BTR. But does not have to be a particular airplane from that era. Individual designs are permitted. Award for Best Appearance.
7. Lines are to be .015 braided, and be 60' +/- 6".
8. Fuel is open, Supply your own.

9. Engines are to be a loop scavenged single by-pass .29 or any engine up to a .28.
10. Races are to be 35 laps, 70 laps, and 140 laps.
11. Tanks will be checked prior to the event.

Back to the land of Oz, there should be a few more Rockets in the air in the near future. Well over 20 plans have already been sent, the majority going within Australia, but quite a few to England and North America.



This photo arrived from Adrian Moore who lives near Canterbury in Kent, England.

He has built his Rocket with Irvine 25 to compete in Barton B at the British Nats in late August '05

Another design that looks the goods is Mark McDermott's version of the Long Gone. A very smart looking racer with a superb yellow and clear finish. First flights were in the low 15's for 7 laps, which gives a potential for a sub 3 minute heat, or at least breaking the Rocket's current heat record of 3.02.9, set at the last South Australian State Champs.



'LONG GONE'

No doubt about it, with new models being built all around Australia. the coming racing season in Classic B is going to be busier and more competitive than ever before. Race times will be consistently lowered as more teams sort out their gear and put extra pressure on the front runners.

A few simple steps can get you started. Just chose from the many B Class plans available, get an LA or FP 25 to Robin Heirn at Model Racing Services and start building. There's no reason why you can't be competitive straight away. Don't forget to ask if you need any help! Keith Baddock and I don't have any 'secrets' and we are more than happy to tell anybody how we get our racers to perform. Remember "if you don't ask, you don't get" So don't be backward in coming forward.

John Hallowell,
VH 1984.

Nationals 2005 - C/L SCALE

Place	Competitor	STATIC	Flight 1	Flight 2	Flight 3	Score Best 2 flights+ Static
1	Tony Bonello B 25J Mitchell	821.5	814	878	-	2513.5
2	Bruce Hoffmann Cap 231	735.0	531	628	-	1894.0
3	Warren Shurmer F7F Tiger Cat	375.0	740	672	706	1821.0
4	Denver Harvison Miles Magister	459.0	624	570	-	1653.0
5	David Pagano 1932 Halls Bulldog Racer	752.5	-	-	-	752.5

The two top flight scores are taken along with the static score to obtain the final score of the competitor.

Tony Bonello's model flew beautifully after some initial problems with his motors – one would start and then stop prior to take off – during each official flight a motor stopped preventing him from being able to complete his whole flight program.

David Pagano's model had not been flown prior to the comp. He crashed it causing serious damage the day prior to the flying on it's first flight attempt. During the comp. he failed to take off in the first round and went to a practice circle to try to overcome the engine problems. The model became airborne but crashed again when the motor stopped in the air. It would appear that it was written off and he was unable to complete any further comp. flights.

Bruce Hoffmann's Cap 231 flew well however engine idle problems occurred resulting in the model being unable to complete it's full flight program's in both flights – no touch and gos were able to be completed etc.

Denver Harvison's model flew well however he too had engine problems in his last flight where the throttle refused to back off.

Warren Shurmer had initial problems starting both his engines prior to the event, however during the official flights it performed well enabling him to gather respective flight scores.



Tony Bonello with his magnificent "fly-by-wire" Mitchell B25



Bruce Hoffmann's "CAP 231"



David Pagano's "Hall Racer"



**FAI WORLD CUP - F2B
Cheviot, New Zealand
7th-8th January, 2006**

NEW ZEALAND C/L STUNT INTERNATIONAL

BULLETIN #1

(Text only version. Full version, including maps,
will be available via <http://nzmaa.org.nz/CheviotClassic>)

Invitation

We are happy to invite you to the "Cheviot Classic" 2006 in New Zealand's South Island. This will be the first World Cup Control Line event ever held in New Zealand.

Place: Cheviot, North Canterbury (110km North of Christchurch)

Date: 7th & 8th of January 2006 with practice facilities available on 5-6 January.

Discipline: F2B Aerobatics, World Cup competition.

Participation: Competitors must have and show a valid sporting license.

Entry fee: Euro 20,- (NZ \$32)

Awards: There will be awards for the first, second and third placing.

Contest director: Doug Palmer, Rural Flying Corps

Accommodation/Catering : There is motel, hotel, backpack and camping available close to the flying circle. The flying site is walking distance from the centre of town where there are several food outlets. A banquet is planned for Saturday evening at the Cheviot Motor Hotel.

The official welcome/registration will be held at Friday evening. Entry closes Saturday morning at 8:30 so we would advise you to arrive no later than Friday evening 23:00.

Pre-entry is advisable, please send to:

Paul Lagan, Blythe Road, RD3 Cheviot, New Zealand Tel: +64 (3) 3198 315 Fax: +64 (3) 3198 324
plagan@xtra.co.nz

Further Event Information

Contest Format: The Cheviot Classic will be flown over three rounds- R1 and R2 on Saturday, R3 on Sunday morning. Top two rounds per competitor will be totalled to determine placings.

Supporting Events at Cheviot:

A Special contest will be flown on Sunday afternoon - the "NZ Stunt Supreme" event. Qualifiers for the "Stunt Supreme" will be the top five high-scores (best round only to count) from the "Cheviot Classic" results with the proviso that the top flyer from each participating country will also qualify even if that flyer qualifies lower than 5th. The "Stunt Supreme" will be flown off over three rounds, best two to count.

An open competition for "Sportsmen" flyers flown on Saturday. NZ Sportsman is a simplified schedule for those not regularly competing at F2B level. This competition is not part of the Open International.

NZ National Championships: The Nationals are being held at Carterton in the North Island from 28 Dec to 2 January. Full details will be posted on the NZMAA web site www.nzmaa.org.nz or may be forwarded on request. The Nationals caters for all model disciplines, including Sportsman CL Aerobatics and Classic Stunt (both on 29 Dec) and F2B (30 Dec). Note that NZ Classic Stunt is for pre-1970 designs.

Weather

Averages\Extremes for Cheviot in the month of January 2005

Average temperature 17.1 °C
Average humidity 71 %
Average dewpoint 11.0 °C
Average barometer 1014 mb
Average windspeed 4 kmh
Average direction 85 ° (E)
Rainfall for month 40.4 mm



Maximum temperature 32.9 °C on day 15 at time 16:50
Minimum temperature 6.6 °C on day 20 at time 05:58
Maximum humidity 98 % on day 09 at time 09:56
Minimum humidity 25 % on day 21 at time 15:46
Maximum pressure 1031.7 mb on day 26 at time 08:54
Minimum pressure 996.4 mb on day 08 at time 11:14
Maximum windspeed 29.6 kmh from 215° on day 17 at time 15:57

Accommodation

Please arrange your own accommodation in Cheviot. Motels typically are complete with modest kitchen facilities and are typically around \$70 - \$100 per unit (two persons), additional adults around \$15. Early bookings are advised.

Cheviot Motor Lodge State Highway 1 Cheviot , Phone—+64 (3) 3198 616 , Fax +64 (3) 3198 646. Hotel, Motel. Good range of rooms from \$45 single, \$90 double. jjgalloway@xtra.co.nz

Broadview Motels 6 Hall Street, Cheviot, Phone—+64 (3) 3198 594 , Motel - 7 units sleep from 2-8, from \$90. broadview.motel@xtra.co.nz

Cheviot Motel & Holiday Park 44 Ward Road, Cheviot. Phone—+64 (3) 3198 607, Fax —+64 (3) 3198 911. 6 motel units, 5 cabins, 12 powered camping sites, swimming pool. Very near flying site. f-fleisch@xtra.co.nz

Hurunui Fishermans Retreat State Highway 1, Domett , Phone—+64 (3) 3198 393. Backpacker accommodation about 7km South of Cheviot.

Buxton Camping Grounds Gore Bay, RD3 Cheviot. Phone—+64 (3) 3198 364, Fax —+64 (3) 3198 115. Caravan and Camping Sites

Staging Post 2111 Parnassus Road , Parnassus. Phone—+64 (3) 3192 898 , Cabins, about 20km North of Cheviot.

Cheviot

The hub of the Upper North Canterbury region's farming community is Cheviot, a pleasant service centre with a population of around 400, mid way between Waipara and Kaikoura. Springboard to the best rural and coastal highlights in coastal Hurunui and Kaikoura, Cheviot offers a range of amenities and accommodation and a delightful mixture of rural hospitality and coastal adventure. East of Cheviot is Gore Bay - one of the South Island's best kept holiday secrets. With a safe swimming beach and some great day walks, this beautiful coastal retreat is home to many well-loved holiday homes.

Travel to New Zealand and Cheviot

Check with your Travel Agent or search for Internet specials to New Zealand - <http://qantas.com> and/or <http://www.airnewzealand.com/gateway.jsp>

There are many airlines operating to New Zealand - most fly into Christchurch which in only 1 ½ hours drive from Cheviot. If you planned to also fly at the Nationals, a suggested itinerary is to fly into Auckland, rent a car or a camper van and travel via the central North Island thermal wonderland to Carterton. From Carterton, stop off in Wellington then take the Inter-Island ferry to the top of the South Island and marvellous Marlborough then go via Kaikoura to Cheviot. After the "Cheviot Classic" go over to the West Coast and take in the magnificent rain forest and glaciers, then on to Queenstown (the adventure capitol of the World!) then up back up to Christchurch. For more information check the many New Zealand web sites and advice on any itinerary, please contact Paul Lagan who is happy to help tailor your trip to make it a real adventure!

Rental cars from Christchurch can cost as little as \$35 per day, a small campervan (2-3 berth) for a hire of between 5-20 days over the relevant period is around \$150-\$200 per day. More details/links available from Paul Lagan

Links

<http://www.newzealandnz.co.nz/hurunui/cheviot.html>
<http://www.cheviot.org.nz/>
<http://www.newzealand.com/travel/>
<http://www.fourcorners.co.nz/new-zealand/about-newzealand/>
<http://www.tuicampers.co.nz/rental-rates.html>
<http://www.rentalcars.co.nz>

New Zealand Essentials

Name: Aotearoa/New Zealand
Capital City: Wellington
Population: 4 Million
Largest City: Auckland (1.1million)
Area: 270,534 sq km
People: 74% Pakeha (European), 13.5% Maori, 6% Polynesian, 6% Asian, 0.5% Other
Religion: Predominantly Christian (60%) and No Religion (25%)

Time Zone: GMT+12
Dialling Code: +64
Weights & Measures: Metric
Electricity: 240V, 50Hz
GDP: US\$85 billion
GDP per Capita: US\$22,360
Annual Growth: 2%
Inflation: 2%
Industry: Dairy, Tourism, Agriculture, Wood and Paper Products
Trade: Australia, Japan, UK, China, USA

Currency

New Zealand NZD 1.00
Australia AUD 00.92
Euro EUR 00.60
Great Britain GBP 00.40
United States USD 00.71

Entry Form - Cheviot Classic

You can post, fax or email your entry. All entries will be acknowledged.
Entry fees may be paid at registration. Note that there is no entry fee for the supporting events of Sportsman or Stunt Supreme.

Name:
Postal address:
Telephone/Fax:
Email address:
Category: Cheviot Classic Entrant / Sportsman Entrant / Supporter
Number of Supporters/family in your party:

Send to
Paul Lagan, Blythe Road, RD3 Cheviot New Zealand
Tel: +64 (3) 3198 315 Fax: +64 (3) 3198 324 plagan@xtra.co.nz





Dear Sir

In 1956 I was in 3rd year at boarding school in the Riverina. I had met up with another fellow John who was a keen flyer like myself We both flew Vandiverd MK I Is. Mine had a frog 150 and he was using an ED Bee 1cc. Which had previously been fitted in a ready to fly plastic C/L model.

John told me he had a frog Vixen FF at home where his parents lived on a farm near Dubbo NSW, deep in the Pilliga forest.

John told me the Vixen flew well in RH circles, but was a bit underpowered with the ED.

He suggested I come home in the May holidays and we might try the frog in the Vixen. The Frog was fitted including its own original rear tank. We walked down to the strip, which was a smooth patch in the middle of a paddock. We had about 50 chains in front of us clear and about 10 chains either side of us. Outside of that the Pilliga Scrub was about 100 ft high. There was a clearing at the south.

We filled the rear tank up and gave the Frog full power. We let go and the Vixen taxied nice and straight for about 20 feet and lifted off nicely to about 30ft height. It did just as described. Flew a nice RH circular course and came back over the strip. (What a wonderful sight), and then it caught an up draught, lifted a hundred feet at least but it started to circle again, no worry. Then the circle stopped, the plane headed for the forest, cleared the tallest trees and slowly vanished, and we could not even hear it.

We both had choky throats and some silent tears, but don't worry John said, Dad will find it when he is out mustering sheep. I thought yes, 100 feet up in a tree and the motor rusted out. 1956 was extremely wet.

So we picked up our few bits and pieces, fuel etc, and started towards home in silence. We only took a dozen paces when the familiar sound of a dying diesel surging away hit us. My god it is 'just over there in the trees somewhere nearby, John exclaimed! All of a sudden it

came over the trees and lurched out into the open. The motor gave a few last burps and quit. The plane flew at right angles to the strip for a while then suddenly turned fair down the strip and landed almost at the point where it lifted off.

The Vixen went up on the wardrobe and probably rotted away from old age and as for the frog it got tethered to a pair of lines and has never been allowed to roam free ever since.

Yours Sincerely

Ray Morgan

Leeton N.S.W.

For Sale

2 New in Box O.S. LA15 engines. \$85 each
Phone Bill Crawford on (03) 9763 6691

WANTED

Super Tigre G15 RV and/or X15 RV Glow.
Contact Mark Usher 97402531 (AH)

A.C.L.N. ADVERTISING

For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"

The ACLN Editor obtains a large number of photographs of Control Line models and related matters whilst he goes about his editing duties. Many of these pictures do not get to be published due to space limitations. All is not lost for those of you eager to view these pictures as the Vic Stunt webmaster has set up a section in his webpages to display them.

The initial set of pictures are from this years Vic State Championships and the Richmond Nationals.

Go to <http://www.vicstunt.com> Refer, for the State pics, to the "Clubs section - CLAC Page" and for the Nats pics, to the "Aerobatics/Nationals section - Other Photos Page". All competition classes are catered for so have a look.

You might be there.

AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

**SURFACE
MAIL**