

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 93



Produced by the Victorian Control Line Advisory Committee

October 2005
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**Copy Deadline for next issue is:
Wednesday 19th October 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

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	Knox
NOV 6	Triathlon	SMAC
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 4	C.L.A.G. Country Flying Day	Traralgon
DEC 11	FAI Team race, Combined Speed, 2.5cc Open Combat, 1/2A Team race.	CLAMF
2006		
JAN 8	C.L.A.G. Country Flying Day	Traralgon
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
FEB 26	Vintage Stunt, Class 2 Team race, Bendix, Classic Stunt.	KMAC
MAR 5	Hand Launched Glider.	SMAC
MAR 19	FAI Team race, Mini Goodyear, Vintage Combat.	CLAMF
MAR 26	FAI, Novice & Jnr Aerobatics, Vintage "A" Team race Classic Stunt.	KMAC

Events will be flown in order of printing.
 Events in **Bold type** will be flown over hard surface
CLAMF Frankston Flying Field, Wells Rd, Seaford (Melway 97J10), 10.30am start
 Contact :- G. Wilson (03) 9786 8153,
 Events conducted by CLAMF at the KMAC Field (Melway 72 K9) 10.00am start.
 Contact :- H. Bailey (03) 9543 2259
KMAC Stud Rd, Knoxfield (opposite Caribbean Gardens) (Melway 72 K9) 10.00am start
 Contact :- T. Matthews (03) 9560 0668.
SMAC Contact :- Reeve Marsh (03)9776 5949
CLAG Contact :- Graham Keene (03) 51924485
 Details of venues can be found on web site www.clagonline.org.au/home.htm

NOTE - All 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
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. "

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.

CLASII CALENDAR 2005

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 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

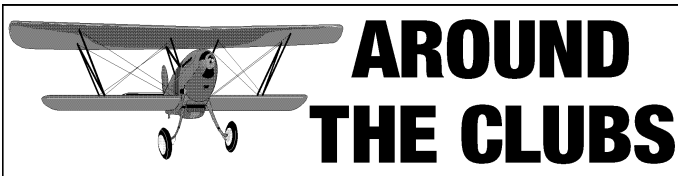


The winning team were Ken Hunting and Mark Ellins using a Taipan diesel. Only a second behind came Hallowell/Baddock using an OS15 in a "Voodoo" and father and son team Jim and Colin Ray came third using an OS15 powered "Fury"

The two remaining teams were Bailey/Roberts using a "Footprint"/Taipan combination. Murray Wilson and father Graeme had a sick engine and didn't post a time.



This group of stunting CLAGsters were fascinated by Murray Wilson's antics whilst putting a FAI Combat model through it's paces.



Sept 11th at MOE

Not a good day was had by the few who turned up to fly speed at our first Moe speed comp. Grass was too long for dollies and windy/cold/showers was the weather for the day.

Vern Marquet managed to win the day which is good, he beat the experts with his vintage proto model.

Noel Wake got in a flight with his proto but cut on lap 13 then broke tail on landing.

I did not get off the ground with my proto it ran in and chewed up the lines. Soon after this my Dooling 29 model had control problem and crashed and did shaft run.

Robin Hiern

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Km/h	%
1.	V Marquet	Vintage Proto	Enya 30	42.36	0	0	136.77	84.99%
2.	R Hiern	Vintage .29 1960	Dooling.29	D.N.F	0	0		0.00%
2.	N Wake	Proto	Cippolla 20	N.E.L	0	0		0.00%
2.	R Hiern	Proto	Novarossi 21	D.N.F	0	0		0.00%

There was an enthusiastic group of modellers that braved the elements and arrived with the good intentions of flying a Classic Stunt competition but the strong cold winds kept most models inside the motor cars. Most people stayed around for the BBQ lunch but when the rains started to fall it was decided that enough was enough and most headed off for the comforts of home.

One event that did take place was Vintage A T/R clone with the title of Aussie A. These Vintage A models are permitted to use modern unmodified engines as a power source but all other rules are the same as Vintage A. The common engine of choice is the OSFP15.

There were five teams entered to battle each other and the elements.

Whyalla Show Triathlon and 500 Lap Rat Race

20th and 21st August

Whyalla Model Aerosport Club run this competition during the Show ensuring there is plenty for competitors' girlfriends, wives and kids to do. They do an outstanding job of preparing the showground oval. Their members' hospitality and friendliness are second to none. These guys' aim is to put the fun back into competition.

Thanks to the Templer Family and Bill Skinner for donating trophies and prizes and to the Whyalla club members who judged, timed and tabulated.

Triathlon (report by Peter Anglberger)

This year the Triathlon consisted of Stunt (flying a modified Classic pattern), speed (whipping allowed) and combat.

2 rounds of Stunt were flown in a moderate breeze. Rob Fitzgerald flew a borrowed elderly Goodyear racer in this event (yes you read right!) and provided some entertainment by trying to keep all his tops at 45 degrees except in the vertical 8s where the model was so far behind him he had to turn about face to be able to fly the manoeuvre. On his second flight the motor cut in the Cloverleaf and the result was a perfect one point (ie lawn dart) landing.



Rob Fitzgerald's lawn dart, not even a broken prop.



Fitzy also won the Pilots award, the Ron Templar Memorial Trophy

Maris Dislers and Peter Anglberger both flew slow combat style models which coped well with the wind and the demands of the pattern. Maris' was an own design powered by a Cox TD 15, Peter's being a Midi Slow powered by a Taipan Series 71 diesel. Mark Poschkens suffered tank problems while Brenton Thomas and Chris Carpenter flew consistently. George Brown enjoyed his first CL contest after recently learning to fly.

Combat took place on Sunday morning and was obviously affected by the wine tasting on Saturday night, as there were only 3 cuts in 7 bouts. A number of competitors also suffered from poor motor runs. One bout did stand out; Chris Carpenter vs Mark Poschkens. These will be two to watch in the AAC Slow combat event at Unley Rd on October 15th.

Triathlon Results:

1. Peter Anglberger 14 pts (on count back)
2. Rob Fitzgerald 14 pts
- =3. Maris Dislers 13 pts
- =3. Brenton Thomas 13 pts
- =3. Mark Poschkens 13 pts

500 Lap Rat Race: (report courtesy of Mark Poschkens)

This event stepped up a notch this year with 3 very well prepared Goodyear style models fronting up:

The teams were; Maris Dislers / Chris Carpenter with a very fast MVVS powered model, Brett Kennewell / Rob Fitzgerald with Brett's very nice carbon fibre model of his own design and Mark Poschkens / Peter Anglberger with a tidy new Goodyear Mr D that Brenton Thomas and Mark had been working on for the last 4 months.

Maris had an obvious speed advantage early in the race and it looked like the event might be a walk over but Brett was able to capitalize on some slick pit work from Rob Fitzgerald and a problem with muck in an old fuel tank on Maris' model to take the lead. Meanwhile the Poschkens / Anglberger entry was popping along behind every one quite nicely keeping out of most of the trouble waiting to pounce if God forbid anything went wrong with the leaders.

So it was, on the 476th lap, with a commanding lead Brett put his model in and this time it didn't bounce. The call from George Brown, one of the lap counters, to the Poschkens team was 50 laps to go and then team Dislers was heard to say something about 50 laps as well. Panic set in and everything started to go wrong for both teams, The Poschkens entry ran hot and stopped with only a few laps to go. Peter, in a panicked pit stop somehow managed to break the filler bottle tubing so time was lost while replacing it.

At the same time as that fiasco, the dreaded cruddy fuel tank on the Dislers entry raised its head again. The last call heard when both models were on the ground was Maris had 6 laps to go and Mark had 11, Team Dislers suffered a flame out on take off while the Poschkens team got into the air cleanly which was just enough to make the difference, coming in only seconds in front of Chris and Maris, the time being 30 min. 2 sec. The fabled 30 minute barrier thus remains unconquered.

This event was great fun with all sorts of dramas unfolding along the way. Rob Fitzgerald was heard suggesting we should run these models on the grass at the F2F days at Monarto.



I'm sitting at my Mac with a mug of coffee preparing to write about aeromodeling and old age (something I'm now learning a lot more about) and I suddenly notice the words written on my coffee mug... It says "Things you can't do after 50" and lists;

1. The splits
2. Quiet deep knee bends
3. Anything needed quickly
4. Consider gravity a friend
5. Look good on a motor cycle
6. Fit all your candles on the cake
7. Remember where you left your keys.

Fortunately, nothing is mentioned about the skills of flying control line model aircraft. This was brought to attention last week when the British Nats results arrived. Have a look at the Barton B group photo. It could be a picture of Dad's Army...! God bless 'em!! Really, it's given myself and others like me who first picked up a handle in the 1950's, the inspiration to continue 'having a go' at this great hobby / sport of control line racing. If they can keep active in the flying circle, we all can.



You have to admire the line-up of suburb looking racers in the Barton B circle. Terry McDonald in England tells me that they had a really good Nats.

The Barton B class is attracting some nice models and I'll send some pics on to you, one of your Rockets was flying along with the Dalesman/Walker Tuthill clones. Clipped wing White 13's seem in favor. Mind you the pace is not what the designers of the class were after. They wanted a slower "beginners" class and they haven't got one. They'd have been better using your old Class C size or using Irvine 20's in these models but I guess nobody built specimen models and checked what they'd do when pushed.

Yes, at around 77, Charlie Taylor is getting on. Ken Muscat his pitman is 82 though!!! Gordon Dedham is 75 and finished second pitting in the F2C final, Kenny Marsh is 79 but his legs aren't so good so he only came for Finals day this year. It makes me feel positively juvenile at 72!

In Vintage A, the only major carnage was when Stuart Metcalfe's down line broke and he decked his model really badly and destroyed his motor. Unfortunately, the resulting line tangle brought down Charley Taylor's model and bent his crankshaft - as both motors were Mark III Ollies this was a bit expensive. Tony Toogood the third man in the centre managed to shut off his motor and got down in one piece but with scraped paintwork.

Keep 'em flying,

Terry

Thanks for the report. I'm sure British modellers now know that Steve Rothwell's amazing R250 is a great replacement for those original Ollies that would be better off spending their retirement in collector's glass display cases.



Here's a good looking Barton B racer called Cleaver. Very neat with silver finish. Looks reminiscent of the Aussie 'Swooper' with reverse flow tips.

The next picture of a Barton B racer looks a bit like a scaled up Voodoo 5. As with all of these racers, the engines are limited to unmodified Irvine .25's. Note the Irvine sticker on the wing and the prop. choice. Interestingly, I'm told many Brits prefer to use Graupner props rather than APC on the B racers.



Have not long finished a Dimpled Dumpling for the R250. It's only had one flight to date in a 30 knot gale, but was mighty impressive! That one flight was timed at 19.08, 18.88 and 19.06 in 10 lap segments by Mark Ellins. It was on leftover Nats fuel with the wrong IPN for the day's temperature. Laps were only 43, but it was just a tuning flight. Keith Baddock and I are looking forward to the next outing in some better weather.

Many Victorians and no doubt a few interstateers are eagerly waiting for reports of the first flights of Paul Stein's 'Olympian'. My spies tell me it won't be too long before his R250 is fired up in anger and pitted against the stopwatches. Just maybe this F2C whiz will be the one to throw the proverbial cat among the Vintage A pigeons.

Wonder who's going to be the clever team that first records a sub 3.10 heat in a competition. My money's on Potter / Hoggan. And given good weather, the upcoming NSW State Champs at Muswellbrook could well be the venue.



Hallowell/Baddock Dimpled Dumpling.

Here's some results of the old time racing from the British Nats . Note that the new class of Barton B had an even bigger entry than Vintage A. It's a familiar story. With a brand new class that offers fresh excitement, people just love to tip their toes in the water...!

John Hallowell,
VH 1984.

BMFA NATIONALS 2005
VTRSIG RESULTS

CLASS 1/2 A VTR

POS'N	TEAM	HEAT 1	HEAT 2	FINAL
1	Smith/Bollen	Ret'd	4:12.9	8:25.7
2	Haywood/Haywood	4:04.5	Dnf	8:31.2
3	Flack/Springham	4:44.6	4:13.7	48 laps
4	Toogood/Ward	4:15.1	4:50.5	
5	Gustafsson/Larsson	4:15.5	4:56.1	
6	C Taylor/Yeldham	4:27.4	5:10.4	
7	Green/Newbold	Ret'd	5:09.1	
8	Bailey/Pickles	5:15.8	Dnf	
9	Blades/Blades	5:35.5	6:23.5	

CLASS A VTR

POS'N	TEAM	HEAT 1	HEAT 2	FINAL
1	Haywood/Haywood	3:22.9	Dnf	7:17.2
2	Toogood/Ward	3:27.3	3:31.6	7:30.1
3	Green/Long	3:24.9	3:22.9	8:23.3
4	Bainbridge/Orchard	3:44.1	Ret'd	
5	Langworth/Broadhead	3:45.5	4:41.9	
6	Isidro/Ridley	3:48.1	Ret'd	
7	Flack/Springham	3:55.4	3:55.9	
8	Coote/T Taylor	4:56.3	3:55.6	
9	Hill/Metcalf	4:12.1	Crash	
10	Blades/Blades	47 laps	4:42.5	
11	Campbell/Pinkerton	Dnf	5:58.8	
12	Bailey/Pickles	Ret'd	Dnf	
12=	C Taylor/Muscutt	DQ	Crash	

CLASS B VTR

POS'N	TEAM	HEAT 1	HEAT 2	FINAL
1	Green/Long	3:29.9	3:18.9	6:32.6
2	Gough/Myszka	3:11.8	Dnf	6:52.4
3	Toogood/Ward	3:16.0	3:19.7	7:33.4
4	Coote/T Taylor	4:14.9	3:24.6	
5	Flack/Springham	3:49.5	3:42.7	
6	Blades/Blades	53 laps	3:58.5	
7	Whitehouse/Watson	4:01.4	4:01.4	
8	Isidro/Ridley	4:03.1	5:25.7	
9	Bailey/Pickles	4:09.0	Ret'd	
10	Rabjohn/Perriam	4:53.7	4:26.2	
11	Bainbridge/Orchard	5:04.5	Ret'd	

BARTON B

POS'N	TEAM	HEAT 1	HEAT 2	FINAL
1	Toogood/Ward	3:15.7	Dnf	7:07.9
2	Langworth/Broadhead	3:45.7	3:49.4	8:07.1
3	Barker/North	3:23.4	3:40.9	9:06.3
4	Coote/T Taylor	3:50.6	3:54.2	
5	Parfitt/Moore	4:00.7	4:04.2	
6	C Taylor/Yeldham	4:01.7	Ret'd	
7	Bailey/Pickles	4:33.3	4:04.1	
8	Morrisey/Ross	Ret'd	4:06.5	
9	Ross/Tennant	4:13.2	Dnf	
10	Walker/Peart	4:47.0	Ret'd	
11	Isles/Morrisey	5:02.0	Ret'd	
12	Blades/Blades	5:19.3	Dnf	
13	Hart/Hart	DQ	5:47.2	
14	Bainbridge/Orchard	Ret'd	Ret'd	

TARMAC Notes for August and September

By the time you read this, if everything has gone to plan for the WA Airports Commission, we will have lost Basi field. The airport mob will be much richer, and the neighbourhood will have an unwanted brickworks thrust upon it. Sad, but true, and seemingly impossible for us to overcome. If we had the money to challenge this problem, we would be able to buy our own field and wouldn't have the problem at all. I considered the possibility of locating the person responsible, this thorn in our collective sides, with a view to inserting a quantity of some little known asiatic poison in his corn flakes. Thereby bringing him (and our immediate problems) to a sudden stop. But having checked the contents of my pockets, and then asked those about me, I realized that there was an apparent shortage of little known asiatic poisons in my area. So that, and the fact that I didn't know who best to administer it to, brought what had at first seemed like a brilliant plan to an early end. And we seem to be stuck with the problem that as of the end of September, we have lost Basi field and TARMAC will be officially homeless for the time being. If you have a solution to this, or a large quantity of money, just contact me and I will forward a Swiss bank account number in which you can deposit it. (All for the good of the club.)



Here is the latest in the seemingly endless supply of models to emerge from the workshop of Peter White. It is his copy of the classic Josef Gabris design the 'Master', this was the fore runner to the 'Super Master design (there is a photo of that version below). The power plant is the same as the original engine used, an MVVS rear induction stunt motor. It is an attractive engine that features a deep, curved bypass that is quite reminiscent of the Dooling design.

Actually our secretary is in communication with the Gosnells council and the prospects of the club being given *permission* to fly in that area are looking quite hopeful, but the first indications are that the price that the council demands may prove to be prohibitive. If it does work out, it will be essential to insist on the use of mufflers for all models flown there due to the proximity of nearby houses. For me one of the worst features of having to change location, is that after 16 or so years at the same location, many of the irregular visitors that we get will lose track of where we fly. These temporarily retired control liners and other visitors that have some interest in our activities often take months between visits, but still pop up from time to time. We don't want to lose them if we can help it. Notifying the local model shops may help to direct some of these back in our direction, but probably not all.

Having read the tales of radio related woe in the latest lot of MAAA notes and AWA minutes, it makes me thankful that I took the trouble to learn how to fly control line, so that I'm not forced to fly remote control. It is a worry to hear that computer controlled transmitters can change operating frequencies and setting presets unexpectedly if exposed to external radiations. Mobile phones were mentioned as a possible cause, but I fully expect that further research will reveal

that opening a can of baked beans in the same room might have similar results. Added to this is the concern that the rumoured feeding of broadband computer data down power lines is about to cause global disruption to the world of radio control. I expect that there will be a flurry of activity from those affected by this projected advance in communications / way to make more money – (delete whichever is least applicable), in an effort to stop or slow its effect on them. However I am greatly afraid that if these changes are thought to be a source of more revenue for the large corporations, then modellers in general will have about the same chance of halting them as old King Canute had with his control of the tides. Of course as the old saying goes 'It's an ill wind that blows no one any good'. This may boost the sales of tin hats and could even bring a few more people back to the certainty of control provided by steel wires. And there could be more flying of free flight too (even though some of it might be unplanned).



Three views of another engine built here in WA back in the dark ages. This is another design by the famous British model engineering writer Edgar Westbury. It is called the 'Ensign'. It is an attractive 10cc motor that was built in 1949 by John Street who created his own patterns and castings for it. It features a lapped iron piston, and was built as a glow motor and used in a tether hydroplane for its whole operational life.

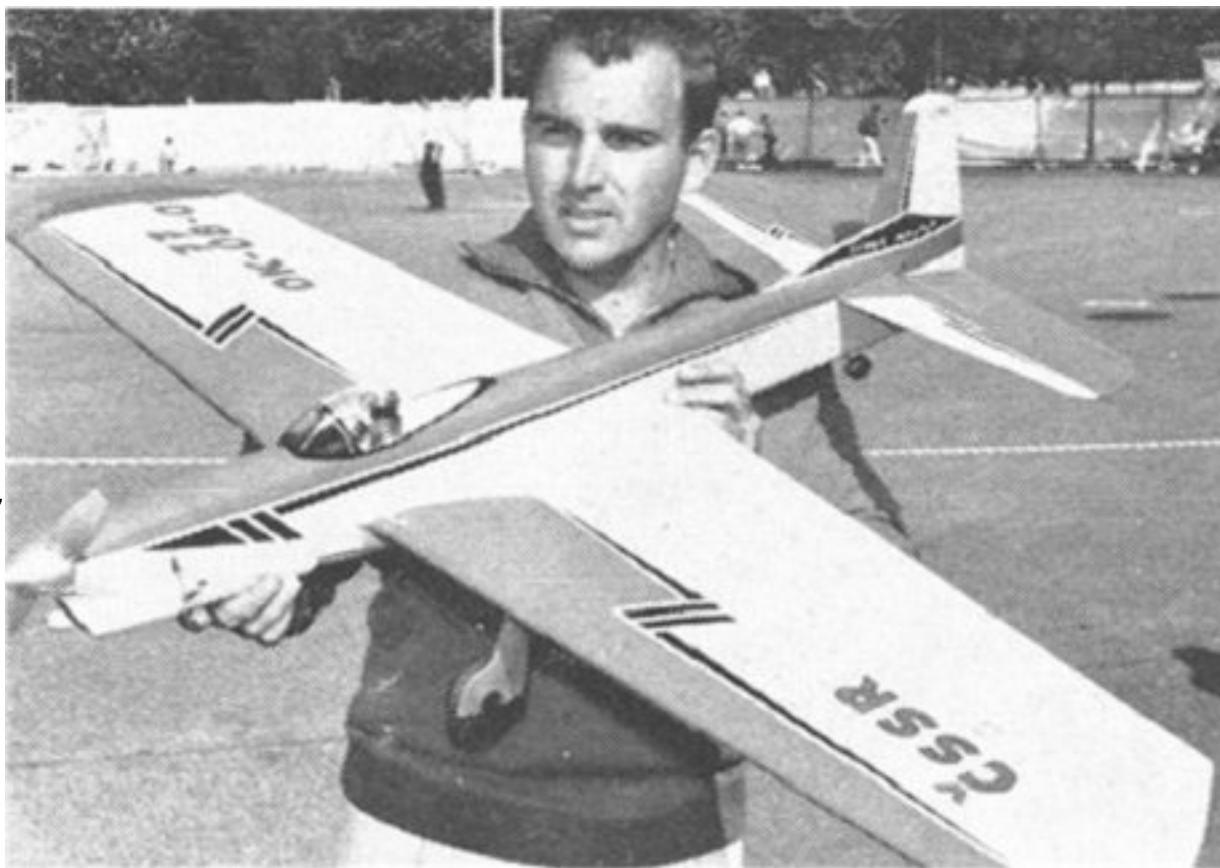
While scratching around to find things of interest for this month's notes, I had occasion to use my light table and thought that it was something that could be worth mentioning. A light table is a tool that can be very useful for modeling purposes. It can be used for things like tracing through plans, or even just viewing photographic slides or negatives. It is just a sheet of opaque glass with a light behind it. Exactly like the sort of thing that doctors have on the wall for viewing X-rays. I have certainly found mine quite handy over the years, although it is built into one of my bench tops and used horizontally rather than vertically. The one that I use measures 12 inches by 18 inches, and since I didn't have any frosted glass, I used two sheets of clear glass with a sheet of opaque drafting film between them. Underneath the glass is a 20 watt fluorescent tube set diagonally and enclosed in white painted box that not only excludes dirt and protects the light tube, but also reflects more emitted light upwards to brighten the display.



This is the light table set into a bench top. I won't pretend that it is usually this easy to see as it is generally covered by the sea of junk that flows over all my bench space.

We had our first, and much postponed Triathlon event. This contest specifies 2.5cc engines and that one model must be used to fly in three types of competition on the day. There is one round each of Stunt, rat race and combat (the best bit). Stunt judge for the day was Phil Trueman and he was greatly impressed by the aerobatic skills of the entrants. He said after that round that he had never in his life seen a more atrocious lot of barely recognisable patterns in one contest. (Atrocious does mean good; doesn't it?) The rules need a bit of tidying up, but everyone had fun and as always there was plenty to learn. The placegetters were awarded a trophy each and a gift voucher from Scott at Ace models in Midland, who continues to support control line competition here. The winner also carried off a magnificent perpetual trophy awarded by Adrian Dyson. That one will live on with this event. After the wreckage was cleared away, the placings were: First, Charlie Stone, second Bob Fry, and in third Jim Stivey was placed equal third on points with Adrian Dyson, but given the place on a count back.

Here is a picture from the late 1960s featuring the Czechoslovakian stunt flier and World Champion (1966 and 1968) Josef Gabris with his 'Super Master' design. This is the development that superseded the 'Master' design seen above.



A tip that I picked up from the net, is how to set the adjustable leadouts on your new stunter to get the line sweep close to correct prior to that first flight. For the initial setting, just hang the plane by the leadouts and make sure the fuselage hangs nose down about two to three degrees. This should get you close enough for any typical stunter and final adjustments to the line sweep can be done after you have flown it enough to work out what it needs to be perfect.

And while I am handing out unsolicited and probably unwanted advice, I should make mention of a safety issue that has caused some unnecessary model damage here of late. Having been told of a couple of recent incidents where control handle cables have broken, I thought that it might be smart to have a look at mine before using it again. It was just as well that I did, because I spotted a couple of broken strands and promptly retired that handle until the cable was replaced. If you use the type of handle that has a flexible cable that connects to the lines, you should (must) inspect the cable carefully (and often) for any signs of fraying or damage at the points where it exits the handle and fatigue is most likely. This cable doesn't last forever and needs to be replaced from time to time or you run the risk of the unexpected loss of control that usually costs you your best stunter.

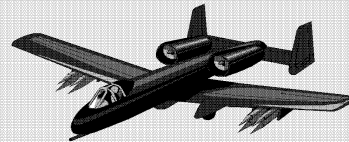
News gleaned from the internet and confirmed by local sources, is that Brian Eather is to cease production of his line of modelling products. Brian has for some years manufactured the very highest quality carbon fibre propellers, tuned pipes and other stunt related stuff. His retirement for health reasons will leave a gap in the stunt products line that might be impossible to fill. I hope that his problems are resolved quickly and he can return to his modelling, flying and prop making as soon as possible.

To the optimist, the glass is half full.
To the pessimist, the glass is half empty.
To the engineer, the glass is twice as big as it needs to be.



Here is a useful item that I have stolen (with permission) from Ron Chernich's engine builders web site. It was sent to him by Motor Boy Bert Streigler. If you have ever struggled to make a one off pin spanner for some special job, you will appreciate this one. It is so brilliant that it needs no words except praise. This simple gadget solves all (or most) of your pin spanner needs.

CONTEST RESULTS



Frankston 18th Sept turned out good day considering the terrible weather on the previous day. SPEED was the only contest event flown, with 5 entrants, unfortunately Noel Wake could not make it due to illness, hope he gets better for our next speed event on ,OCT-23 at KNOX.....

Vern Marquet had 2 good flights with his ASP powered ARROW, good to see models being used, Lance Smith had a dissolving balsa & fibreglass tank on his good proto model (are you reading this Dennis?) so he used his Force 26 model instead.

Vern also flew a New Midge which shows potential when model tuned, he is taking it a step at a time (Rome was not built in a day).

I flew my ORION 28 model which is a bit slow at present, I tried a few pipes, I just use club comps to muck about now .

Thanks for the guys that did come, there are more models out there gathering dust, bring them out and give them an airing. You will be made most welcome.

Robin Hiern

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	FAI	Profi	12.63	DNS	DNS	12.63	285.04	99.21%
2	R Hiern	Class 2	Orion .28	11.45	11.74	DNS	11.45	253.00	87.34%
3	V Marquet	Vintage Proto	Enya 30	41.36			41.36	140.08	87.04%
4	K Hunting	Midge	PAW	11.45	12.71	11.22	11.22	129.09	78.88%
5	P Roberts	Proto	Super Tigre G21-29	34.72	34.54	dns	34.54	167.74	69.85%
6	V Marquet	Midge	Cippolla	12.84	NEL	DNS	12.84	112.80	68.93%
7	V Marquet	Class 1	ASP 11	21.90	22.50	DNS	21.90	164.38	66.85%
8	L Smith	Proto	Force 26	40.49	42.50	NEL	40.49	143.09	59.58%



Proto was popular on the day.



Close to the record in FAI

Extracts from MINUTES OF CLAS MEETING 12 / 09 / 05



GENERAL BUSINESS:

Nationals Trophies.

General discussion on situation whereby there was 1 medal only for the team events when there should have been 2. The medals were attended to by the Nationals committee and it was agreed that it is appropriate for the matter to be referred to that committee for the additional medals to be obtained. Referral to nationals committee to be attended by Hon. Secretary.

World Championships Teams.

Email from Maris Dislers in his capacity as control line sub committee chairman in respect to selection of world championship teams discussed. The crux of the matter is that at the moment 28 F2B fliers have accumulated points for team selection and in the normal course of events would have to be contacted sequentially in order of points scored until 3 acceptances are held. It is a fact that many of the fliers are not interested in taking a place on the team irrespective of their qualification and the object is to identify those fliers as early as possible to avoid unnecessary administrative work.

Maris suggested that yes or no be indicated by ticking a box on entry forms for the qualifying events. Much discussion ensued with the overriding concern being that there has to be provision for a flier to change his mind should circumstances change given that the lead time is long. It was agreed that the issue needs addressing to cut down the time needed to select the team and give the ultimate team members the maximum possible notice. No motion was forthcoming.

State Titles.

General discussion with notice in particular that no entry forms have been sighted. Hon. Secretary to contact Muswellbrook club to check on progress.

Email from Maris Dislers drew attention to published programme which states that the F2D event may include non F2D models. It was pointed out that this presents a problem for World Championship team selection and the matter needs to be referred to the club. Hon. Secretary to attend.

Note: A telephone discussion since (Hon.Secretary/ Grant Potter) has ascertained that there are no entry forms for the championships. Entries for all events are being taken on the day.

Rule Changes.

Request from John Walker for copy of current rules for speed events to be attended. Hon. Secretary holds a CD of rules conference minutes provided by MAAA.

Procedure for Overseas Visitors at National Events.

B Eather advised the meeting of an issue with overseas visitors that was hitherto unknown by CLAS. At the recent Richmond Nationals a problem arose with the visiting Japanese fliers when it was learned at registration that they were eligible to compete only upon formal invitation from MAAA. This was duly arranged and the matter resolved with goodwill and cooperation of the parties. Brian also noted R/C's Val Vickers' contribution in being fluent in Japanese. Hon. Secretary was instructed to ascertain the correct procedure from MAAA and place on record for guidance in the future

Richmond Nationals F2B Event

B Eather mentioned that there had been comment in respect to the 2nd round which was very windy but not abandoned. Response was that the wind speed registered on the official wind speed indicator held by the CD did not reach the abandonment speed and accordingly the round proceeded in accordance with the rules. Whether or not to fly was entirely at the discretion of the individual competitor and no one chose to fly. Consequently all competitors recorded a DNF.

Documentation of Procedures for the running of Contests.

B Eather tabled a draft form setting out the procedures for F2B competition. In effect a list of "to do's" for the contest director and other essential rules information. It was agreed that the list would be most beneficial and is to be presented to CLAS at the next meeting for ratification.

Classic Aerobatics.

P Turner raised the issue of preserving the spirit of Classic competition in the type of models used without the need for formal rules such as apply with the Vintage Stunt event. There was general discussion with no dissent. He has undertaken to prepare a paper for presentation at the next CLAS meeting with a view to it being circulated to the clubs for input and in due course forwarded to the Control Line Sub Committee chairman for attention.

John McIntyre.
Hon. Secretary.

Apologies if you have seen this already and by the way I am not trying to perpetuate urban myths, just personally amazed that the current situation can permeate down to us so quickly!!

Duncan

I thought all of us would be interested in this from Via the NZ CL Forum and the Delphi c/l speed forum:

911 call, "There's a man flying a missile in the parking lot"!! Police responded to the call of a Cuban man who was flying a missile.

He tried to explain that it was an F2A model airplane speed ship but the cops saw the metal speed pan and aluminum tuned pipe on a one wing one tail plane with pointy spinner. "It don't look like no plane to me" All equipment was confiscated and the man was cuffed and thrown in jail as a terrorist!

The missile was taken to the local hobby shop that happened to be run by an ex-police officer. He explained "That's a model airplane speed ship, the only one that fly's those around here is this Cuban guy I know".

The man was released and is going back to pick up his \$2000 worth of equipment with his lawyer.

Makes you think, or not, but it is a good story, and may even turn up on the TV if someone is clever enough!!

Round and round up and down we go, just remember to stop if a man with a weapon says stop, especially in London!!

Duncan Bainbridge

WHAT TYPE OF CARBURETTOR MISTER?

I have noticed quite a variety of 'homemade-designed' carburetors lately and this I believe was a result of our 'Aussie' friend, Mr Duggan's relentless campaigning for the use of peripheral carbs. These were documented 'in use' prior to 1957. Subsequently the VTRSIG, after some considerable deliberation - allowed this modification. A flurry of Cox and Super Tigre type carbs were quickly fitted to the already under choked Oliver Tiger / CS and immediate improvements were obvious. Speed was increased and the frontal areas of most models became more streamlined with the needle valve assembly being approx 6mm further away from the propeller. This has migrated to the other classes and developments have abounded. A neat early version pioneered by the Haywood team involved an OS 10 RIC carb 'T' needle valve being fitted to the outboard side of the venturi working as a 'wick feed', this increasing the throat size appreciably.

The latest carb to shock the VTR world is that which is fitted to the Rothwell Tiger. Trumpet in shape and beautifully made from aluminium. A series of very small holes identify it as a peripheral carburetor and others are copying it and I am sure tried on other variants and in other classes.

Ken Hewbold has had a great success in making his PAW 1.49 TBR go extremely fast (20.5 secs for ten) 88 mph - consistently and making the 50 necessary laps. I have asked him if he was prepared to detail his design and he confirmed he would oblige with a drawing. On the Vintage B front, Alex Delgado has been using a remote needle valve on his Enya 'ala' the new 03 series. This mounts the remote assembly at the rear of the motor and a tube 'drip feeds' the much enlarged venturi. To date this has proved inconsistent - but fast when it does go.

I recall Stuart Robinson running his fuel pipe from outboard to inboard feed. Not sure of the benefits, but a very fast MKIV powered him and Barrie Pickles to many a Vintage A win. Dennis Ward developed the Super Tigre variant of Carburettor and these worked extremely well with notable speed improvement. I still have a couple of these examples.

This was borrowed from Aug 2005 issue of Vintage T/R news.



In last months issue Charlie Stone mentioned his visit to Dennis Percival's home and the fact that Dennis was about to move home and his enormous airforce of stunters and modelling treasures.

I am about to undertake the same task.

This will be the last issue of ACLN that will be produced at my present address. By the end of September I will be resident and working in Queensland at Amberley.

This will be a big move for my wife and myself and my club (CLAMF) now has the task of finding a new Secretary.

Readers of ACLN need not despair. A new editor has not so far been forthcoming so I have undertaken to continue editorial duties into the foreseeable future.

My future address or telephone number at this point is unknown and will hopefully be given in next months issue along with a possible new email address. Until that happens please keep sending your articles as before using the existing contact information.

I will endeavour to have next months issue out on time but if it is a little bit late because of a technical hitch I apologise in advance.

Ed.

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.

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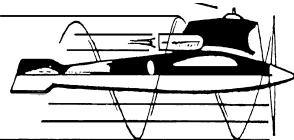
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