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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 95



Produced by the Victorian Control Line Advisory Committee

December 2005  
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**Copy Deadline for next issue is:  
Wednesday 18th January 2006  
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:- [hbailey@optusnet.com.au](mailto:hbailey@optusnet.com.au)



## COMING EVENTS



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR

2005/2006

DEC 4	Aust "A" Team race, Classic "B" Team race, Bendix.	SMAC
DEC 4	C.L.A.G. Country Flying Day	Traralgon
DEC 11	<b>FAI Team race, Combined Speed,</b> 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 5	C.L.A.G. Country Flying Day	Moe
FEB 12	<b>FAI &amp; Combined Speed, 1/2 A Combat,</b> <b>Goodyear.</b>	CLAMF
FEB 26	Vintage Stunt, Class 2 Team race, Bendix, Classic Stunt.	KMAC
MAR 5	Hand Launched Glider.	SMAC
MAR 5	C.L.A.G. Country Flying Day	Moe
MAR 19	<b>FAI Team race, Mini Goodyear,</b> Vintage Combat.	CLAMF
MAR 26	FAI, Novice & Jnr Aerobatics, Vintage "A" Team race Classic Stunt.	KMAC
APR 2	Simple Combat.	SMAC
APR 9	FAI & Combined Speed, Goodyear, 2.5cc Rat race.	CLAMF
APR 14-17	VMAA Control Line State Championships CLAMF, KMAC, CLAMF Events & Calender to be advised.	
APR 19-24	59 <sup>th</sup> Nationals South Australia. STRATHALBYN & MONARTO	
APRIL 30	FAI, Novice & Jnr Aerobatics, Classic Stunt.	KMAC
MAY 7	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 21	FAI & Combined Speed, Triathlon (Artil Trophy).	CLAMF
MAY 28	FAI ( Yeoman ), Novice & Jnr Aerobatics, Simple Rat race, Classic Stunt, Class 2 Team race, Classic "B" Team race.	KMAC

Events will be flown in order of printing.

Events in **Bold type** will be flown over hard surface

**CLAMF** Frankston Flying Field, Wells Rd, Seaford (Melway 97J10),  
10.30am start

Contact :- G. Wilson (03) 9786 8153,

Events conducted by CLAMF at the KMAC Field (Melway 72 K9)  
10.00am start.

Contact :- H. Bailey (03) 9543 2259

**KMAC** Stud Rd . Knoxfield (opposite Caribbean Gardens)  
(Melway 72 K9) 10.00am start

Contact :- T. Matthews (03) 9560 0668.

**SMAC** Contact :- Reeve Marsh (03)9776 5949

**CLAG** Contact :- Graham Keene (03) 51924485

Details of venues can be found on web site [www.clagonline.org.au/home.htm](http://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
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 Aeromodeling Team)-Kelso Park North, Henry Lawson Dr. Panania. NSW"		
"SSME (Sydney Society of Model Engineers)- Model Park, Luddenham Rd, Luddenham. NSW. "		
"WMFC (Werrington)-Entrance to flying site @cnr. Landers & Walker Sts, Werrington. NSW."		
"MDMAS (Muswellbrook District Model Aero Sports Inc.) Mitchell Hill Field, New England Hwy, Muswellbrook"		
"COMSOA (City of Maitland Society of Aeromodellers) Raymond Terrace Rd, Metford. NSW. "		

### CLASII CALENDAR 2005/2006

Great news, the table and bench seats have been  
installed under a shady tree, the bubbler and tap has  
been installed alongside the table and a line run to the  
nearest water main. Unfortunately the main has not yet  
been chlorinated and charged but should be done this  
week coming.

Recent rains have greened up the area, so things are  
looking brighter.

Other improvements planned should happen in the New  
Year.

Flying has continued on Saturdays, though with a few  
interruptions due to rain and storms.

**Clasii Fun Fly, Christmas break-up and BBQ will take  
place on Saturday 17th December.**

**The field will then be closed for Annual Maintenance  
until January 21st 2006.**

On behalf of Clasii members I would like to wish all  
aeromodellers a Merry Christmas and a Happy New Year.  
John D. Taylor,  
Secretary/Treasurer CLASII

**Remember** the next ACLN Issue is due in February.

Please send any articles to the editors new address. ----->  
The new email address is on the front cover.

### Newsletter Editor

Harry Bailey.  
Unit 1  
4 Lagoon Court  
Churchill 4305  
Queensland  
Tel (07) 32819318



### SPEED AT NSW STATE CHAMPS.....

Good to see some people out with their speed models, keep it up, there are a lot more up there, I have sent a few kits up to NSW and also built a few motors etc....  
Just a note about my old CS Class 1 model. It should not need a new PLUG [NELSON] yet as the plug that was in it when I sold it had only done about 300 flights.  
I never changed the plug in the 8 + years that I and others used it. It became a **rent a racer** for many people.  
After about 200 flights I thought the plug may be to old so I put a new one in and it was doing the same speed as before so I put old one back in.  
The only COST in all this time was the fuel no other expense at all, even the props were old FAI props cut down. Speed cannot get any cheaper than that !!!!!  
It was not as fast as OS motors but good fun, and even won Combined Speed at the last Nats for Richard Justic and 4th at Albury Nats for Peter Roberts.....

Robin Hiern

## SPEED COMP—30/10/2005, KNOX...

As the comp day was blown out last Sunday 23rd, the speed guys decided to try again this weekend, weather was ok, but only 2 flyers flew, Very disappointing, just when you think an event is picking up it dies, You can get tired of trying !!!  
Our next comp is at Frankston 20th November FAI & Combined, hope for better turn up.....

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	1/2A	AME .049	DNF	8.08	dns	8.08	179.26	99.26%
2	N Wake	Class 5	Novarossi 21	15.28	14.81	DNS	14.81	243.08	94.67%
3	R Hiern	Vint/FAI	Super Tigre G15	18.23	DNS	DNS	18.23	197.48	88.97%
4	N Wake	Proto	Cippolla 20	43.26	45.54	45.35	43.26	133.93	55.77%
5	R Hiern	Class 3	Rossi 60	DNF	DNS	DNS			0.00%



Noel Wake stands ready at the handle as brother Phil prepares to act as Robin Hiern's battery boy.

# TARMAC Notes for October and November

**News from 2VA**  
By Charlie Stone VH 4706



*To correct the view that control line almost ready to fly models (ARFs) are a new phenomenon, here is a photo of an all metal ARF called the Topping 100 that was on the market in 1945. These rugged, but I suspect fairly weighty aluminium models could be fitted with a range of motors. This one had an Ohlsson .60 spark ignition engine and all the associated batteries, coil and tank etcetera jam packed into the slippery looking fuselage. It probably went like the clappers of doom, but I doubt if it was very aerobatic.*

Norm Kirton has just been off to Singapore for a holiday with an old aeromodelling mate of his and their wives. Norm had arranged in advance to visit the local Aeromodellers and when I heard about it, I asked him to write down some details for these notes. The trip was an eye opener for Norm and shows just what can be done with some forward thought and support from the government. The Singaporeans have very successfully used (and continue to use) some of the elements developed by the RAF and RAAF with the Air Training Corps (ATC) to attract and prepare suitable young folks for a career in aviation.

The pal that accompanied Norm was Ed Faragher, who, like Norm, was a member of Stanley and Districts Model Aero club in England back in the dreamtime. They flew all kinds of aircraft together those days, and even made a homebuilt Braemar Pulse Jet that they never managed to get off the ground, but it did run. More recently Ed has built a Wren turbine from a kit and attached it to a scooter which he rides around the factory grounds. After he got married he moved away down to the south of England to take up a pattern makers job in motor racing for the March and Williams formula one teams. He now lives near the Silverstone race track and works for 888 racing creating scale models, operating a rolling road wind tunnel and researching aerodynamics for racing cars (Formula one as well as the tin tops). The Aussie branch of 888 racing in Queensland are doing quite well with Craig Lowndes driving a Ford for them.

Norm writes: I was asked by Charlie Stone, to write an article about my aeromodelling and full-size flying experiences whilst on holiday recently in Singapore. So here it is.

Just prior to going on holiday to Singapore on 8<sup>th</sup> October, I contacted Richard Ong who had recently written about F2C (FAI team racing) and their newly opened racing site in that country. I had arranged to telephone Richard on arrival, as they were to have a competition that weekend, however, home politics dictated that I wait until the second Saturday.





*Left to Right are Ed Faragher, Stephen Beber, Simon Khoong, Lam Fook Soon, Tony Chang, Norm Kirton. At the Singapore Youth Flying Club centre. The photo was supplied by Norm Kirton.*

By arrangement, Richard picked up myself, and my ex-modelling mate from England, with whom we were holidaying, at 1pm on the Saturday. He told us that their control-line site was at a flying club, which I expected to be something akin to our local light aviation airfield at Jandakot. After about a ¾ hour's drive north of Singapore's townsite we came to an ex army base at Seletar and it is here that Richard took us into an imposing new building, which we found to be "The Singapore Youth Flying Club". Still not suspecting anything, and assuming that Richard just had access to a room here, we followed him into the foyer where we were asked to sign-in. Richard told us just to put in any number for the contact telephone. He then took us down a corridor to one of two "Aeromodelling classrooms". On entering we were staggered by the amount of models on the benches and around the room.

We were having a look at his team racing equipment when the CCA manager Stephen Beber (CCA stands for Controller of Certification Authorities and is the monitoring body for all certification authorities in Singapore.) and his team entered the room and introduced themselves. They then took us on a conducted tour of the facility, whilst giving information about it.



*A photo of one of the roomy classrooms at SYFC. The photo was supplied by Norm Kirton.*

It turns out that the Singapore government has established a flying training establishment for the training of Singapore youth with a view to becoming Air Force aircrew. In their consent form they state "*Singapore Youth Flying Club (SYFC) conducts flying training (including joyrides) and aeromodelling courses for selected full-time students in recognized schools. We aim to create awareness and interest in aviation by making aeromodelling and flying subjects of learning for Singapore youth*". The centre boasts a line up of no less than 12 full-size aircraft, which are mostly Piper Warriors.

Classrooms inside the building consist of two aeromodelling rooms fully equipped with separate machinery areas, a room equipped with two computers running flight simulators (1 with Flight Sim 2004 and the other with a model aircraft sim) both projected onto a wall, and then there were other rooms filled with computers running flight navigation programs. The facility was also equipped with a fully stocked shop and a canteen.

It was interesting to find that aeromodelling features quite prominently in the school system. And even more interesting was the fact that at the 4<sup>th</sup> Inter-Schools Aeromodelling Competitions held in November 2004 there was a record 80 teams entered in Junior Rat Race (girls included)!!!!!!!

Whilst talking to the staff I discovered that some of them are bringing 12 of the youth to Pearce in November and they wish to visit CLAW at Whiteman Park for the F2C racing there. It appears that they did visit Tarmac in 2002 and wish to see more. I offered to meet them on their free days and take them to Whiteman Park and, hopefully TARMAC's BASI field.

Eventually we were able to drag ourselves away from the extremely enthusiastic team who insisted on showing us everything, so that we could go to watch Richard and David practice with their Yugov team racer. This team is extremely competent and competitive. They are averaging 17.3/10 laps, which is quite a respectable speed.



*Ed caught in the corner of the club display room which is lined with aeromodelling equipment and beautifully finished models of all types. The photo was supplied by Norm Kirton.*

I have raised the possibility of starting postal (email) competitions between our countries with the future aim of international travel (it's only a 4½ hour flight now). This was met favourably with Richard and I have agreed to become involved with the organization of such events. I do hope that this leads to greater interest in Western Australia.

Having spent almost 5 hours on site we were both mentally gobsmacked at what we saw. Credit must go to the foresight of the Singapore government and those who pushed the scheme into fruition as they are empowering the country's youth into aviation whilst simultaneously creating an induction for their air force.

I thank the staff of SYFC for their gracious hospitality and hope that we are able to reciprocate in some small way on their forthcoming visit.

I have copies of their in-house magazine "Take Off" plus the Singapore Nationals 2005 program and will take them to Basi field (and CLAW when I visit) so that anyone may peruse them. (Norm says that you can look at them as well if you like JCS)

The SYFC website can be accessed at <http://www.syfc.sg/> Norm Kirton.





*Here is a device that I find invaluable in the workshop. It looks like an old foot controller from a sewing machine which is what it once was. This one has been modified by having the resistance wire guts ripped out of it and replaced by a 250 volt microswitch. (It goes without saying that this sort of work has to be done by a licenced electrician.) This modification means that it can be used to turn on and off electrical appliances at the press of a toe. I usually have it connected to my drill press but it is also exceedingly useful when using the Dremel tool in those places where you want it to get into position before turning it on. Try it. You'll like it.*

Sometimes I feel confused. Lost as though in the mists of the Bermuda triangle. Which reminds me, I hear that a chap called Pythagorus had a theory about the Bermuda triangle.

Charlie Stone

VH4706

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



## **CLAG Meeting held at Moe on Sunday October 2nd.**

A pleasant, but somewhat windy day, greeted the eight members who attended.

New member Alan Frost, who used to fly when a young'un at Morwell *many* years ago, now lives at Lethbridge (between Geelong and Ballarat) and combines the CLAG Days with family trips back home. He enjoyed flying the Club's "All Australian" as well as his solid-wing trainer.

Peter White, while "back home" in Victoria from his "holiday" home in W.A., declined the numerous offers of a fly of something - flying in strong winds is not really enjoyable.

Frank McPherson will fly his Fox 40 powered Aldrich "Magnum" in any weather, and even this steady model bounced around a lot.

John Goodge trialled all three of his new "Voodoo" combat models; powered with an ST40 and two Fox 40 Combat Specials. His verdict, after being rotated off his feet, was "they're fast!"

Ron Jones decided one flight of his Peacemaker was enough.

The bigger stunt models were perhaps wisely left in their respective cars.

Like all CLAG days, the social atmosphere more than compensated for the lack of flying. Regular thirst-quencher Steve Mitchell was holidaying interstate, so Ken Dowell provided some delicious ginger-flavoured liquid, also brewed by Steve the master-brewer-of-"Nectar-of-the-Gods". The barbeque stayed fired up for quite some time.

Johnno wandered around with his new miniature digital camera. (Wish he would hold it squarely though - photos at an angle



through car doors look odd.)

Next CLAG Day is at Knox on 6th November, and if the last Knox day in June is a yardstick, and weather permitting, it will be another s-u-p-e-r day.

Ken Dowell - CLAG Inc.



*CLAGSTER models at the October gathering.*

*One of Voodoo's  
flown by John  
Goode*



## **CLAG Meeting held at Knox on Sunday November 6th.**

Has our weather pattern changed significantly over the past few years?

Are we experiencing windy flying days more often than we used to?

Has the Earth tilted on its axis as part of a normal cyclic change in astrophysics? ... the cyclic sequence being measured over thousands of our puny life spans.

**MOST CERTAINLY !** At least to the first two questions anyway, and the scientific community is still arguing over the third. Needless to say, while many looked approvingly at the weather as they departed home, the scene at Knox when we arrived caused much scratching of heads in both puzzlement and wonder (and more hair loss to those who still have some) - **How could it be THIS WINDY ? ? ?**

John Hallowell ventured into the air with his diesel-powered "Peacemaker" for a couple of flights, then put his "Thunderbird" back in the car.

Vern Marquette secluded himself on a far circle with a takeoff-stooge, and discovered the wind was too much. Lance Smith



decided the same without risking a model.

Damian Sammut ventured into the air with his "Sig Mustang", and concluded it wasn't enjoyable.

Dave Nobes arrived with his latest in his line of "Livewire" OS 46 LA powered models, and perhaps wisely decided today wasn't the day for it. Instead, he flew his latest twin creation, a stand-off scale version of a JU 88 Junkers bomber, with OS 25 FP's pulling through the wind with ease.

John and Rian Goodge ventured into the air with a Fox 40 Gold rat-race engine powered "Voodoo" combat model that simply isn't bothered by such menial problems as wind. Craig Hemsworth enjoyed the experience with it too.

Graeme and Murray Wilson tried another combat wing, then decided the building projects at home were more deserving of the time.

Dave Lacey travelled from Ballarat bringing Don Blackham with him, and an OS Max I 35-powered "Kutlass" designed by Don in 1955. It handled the wind reasonably well. This design was "kitted" by Don and Bob Hyde, under the name Super Kits, from their garages in Ballarat; and the plan was drawn by master-draftsman of the day and first-rate stunt flyer, Mark Wise.

Adam Kobelt's "NobiARF" and Ken Dowell's "NobiARF" stayed in their cars - as did Ken's "Big Yellow Beast", and Doug Grinham's "Sukhoi". Doug conducted his usual car-boot-office meeting instead.

Ken Donnelly has returned to Melbourne permanently (until next time, that is) from his \$20million AirBus-Simulator workplace in Brisbane, and is looking forward to returning to some enjoyable flying. Today just wasn't the day for that though, so his models stayed in the car too.

Frank McPherson usually attends with his reliable all-weather "Aldrich Magnum", but today he arrived with his ST 46 powered "Manito". Just one flight was enough!

After tying the wind-break tarpaulin in place, Graham Keene slaved over the barbeque for a couple of hours, thereby settling the stomach's of the hungry hordes. Alan Frost was a most capable Chef's Assistant. Alan travelled from Lethbridge (near Geelong), so after lunch he and Graham then adjourned to a far circle with Alan's "Stick Trainer" and the Club's "All Australian", and were joined by Ron Jones and Graham Vibert.

Ron Varnas, who hasn't been active in the scene for many years, was content to catch up with old friends and meet a few new ones. Will a C/L handle find it's way into his hand again? .....

All in all, a good attendance spoiled by these freakish winds that have ruined so many other days.

Everyone gathered over lunch to discuss a proposal regarding "amalgamation" or similar action to reduce the administration loads arising from many small individual Clubs which are struggling to maintain membership numbers.

By 3pm, the wisest determined they had better things to do at home. With daylight saving now in operation, there's the potential for flying until 7pm at the Knox field, but would the wind have abated? ..... Every time it appeared so, it blew again! It is not difficult to imagine an angry Weather God exacting his vengeance - the face of Zeus on the horizon, with his cheeks inflated as he "blows" his displeasure at us.

Next CLAG Day is at Traralgon on 4th December. From past experience at that venue, it will be either dead calm or blowing a gale. Note that January is also at Traralgon, and on the **second** Sunday, the 8th, and not New Year's Day.

**Ken Dowell - CLAG Inc.**



John Goodge - "Voodoo" - '63 Gold Fox 40 Rat Race  
Engine was later to break the conrod



Robin Hiern - "Super Zilch" - Super Cyclone 60 sparkie



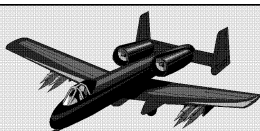


*Dave Lacey - "Kutlass" -  
Assisted by Don Blackham*

*Dave Nobes - "JU 88"  
stand-off Scale - OS 25  
FP's*



## CONTEST RESULTS



### Combined Speed held at Frankston Nov 20th

Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1R Hiern	Class 1	Novarossi 12	14.27	Dnstart	dns	14.27	252.28	102.59%
2R Hiern	Vintage 2.5 1957	Os max -2-15	20.80	20.30	21.43	20.30	177.34	99.51%
3N Wake	Class 1	OS CZ11 PS	15.03	14.85	14.83	14.83	242.75	98.72%
4R Hiern	Class 5	Novarossi 21	14.49	14.44	dns	14.44	249.31	97.09%
5N Wake	Class 5	Novarossi 21	15.50	N.e.laps	14.83	14.83	242.75	94.54%
6V Marquet	Vintage Proto	Enya 30	41.05	40.74	40.73	40.73	142.24	88.39%
7P Roberts	Class 4	K&B torp 29	18.75	dns	dns	18.75	192.00	69.23%
8V Marquet	Class 1	Asp 10	21.90	dns	dns	21.90	164.38	66.85%
9N Wake	Proto	Cippolla 20	N.E.Laps	38.83	dns	38.83	149.21	62.13%



# OLD TIME TEAM RACE

Over in England, Barton B Team Race continues to grow. Roger Reece, the Editor of Vintage T/R News, had this to say in the Editorial of the latest edition.

*"I feel it time to report on the wonderful, close exciting racing this year, in particular Barton B. The original rules – although slightly modified from the original concept (line length, now 56' and compulsory stops, eliminated) is proving to be extremely popular.*

*There has been an explosion of brilliant own designs providing some of the most beautifully made and finished models that have graced our flying sites.*

*As vintage models are in truth replicas, the sight of these models must surely recreate those heady days when own designs abounded, in all classes. Models that fly smoothly and handle well, coupled with the easy starting characteristics of the Irvine 25 has enabled pitting, to be that much more easy for beginner and expert alike.*

*This class has provided a racing spectacle that was once the norm years ago and this year's Nationals boasted more entrants than any other branch of control line discipline. I was pleased to see ex combat, speed and modern team racing teams returning to the vintage fraternity and having a go. A class that anyone can have a 'go'.*

*There was even a concours prior to racing this year justly won (after much deliberation by judges Dave Finch and Terry McDonald) by our VTRSIG Chairman Mick Orchard for his beautiful, own design yellow racer. Photos in this issue.*

*I am, however, concerned that the Irvine 25 is no longer being manufactured in this country to our niche market. Dick Hart and I pressed Ken Morrissey on Monday and he committed to at least asking the new bosses to consider producing another batch of 50 off plus spares. We will be advised of the outcome. What will happen if the new owners of Irvine do not commit - then what motor will replace it? Let's not go there. I am sure there will be twice as many Barton B models, complete with the Irvine 25's at next year's Nationals. I for one can't wait."*

Thanks to Roger for the insight. He certainly hit on one of the key factors for the popularity... the ability to design your own racer. The same applies to our own Classic B.

A few Rockets have been built in England for Barton B. The models shown are by Derek Heaton and Adrian Moore. It is possible that the Hallowell/Baddock racing team will build a special version of the Rocket as they have taken delivery of a new Irvine 25. The idea would be to have a model fully tried and tested and if the performance was good enough, consideration would be given to taking it to compete against Europe's best sometime in the next year or two...

## **Team race Class "Barton B" Flying Rules**

- ☐ Races consist of two or three Heats for qualifying for the final.
- ☐ Semi-Finals to be flown if there are sufficient entries.
- ☐ Fastest 3 teams from the heats (or semi-finals) go forward to a double distance Final race.
- ☐ A team may consist of up to 3 people.
- ☐ Heats to consist of **75 laps**.
- ☐ Final to consist of **150 laps**.
- ☐ Warm up at start to be 1 minute.
- ☐ Cool down /adjustment to be 30 seconds.
- ☐ Squash bottle filling of **30cc** tank only.
- ☐ Two audible warnings will be allowed per race.
- ☐ A third warning will mean disqualification from race.
- ☐ Race conduct will be in accordance with those set down in B.M.F.A. general team race rules.
- ☐ All models must carry a working fuel shut off unit. This may be used in a race.
- ☐ Control line length will be **56feet** from model centre to handle centre.
- ☐ Both lines will be of **.018" steel wire**.
- ☐ Standard **Irvine 10% Fuel** will be supplied by the organisers for the races.

- ☐ The model system will be subject to a pull test of **20x model weight**.
- ☐ The engine to be used will be **an Irvine 25 only**.
- ☐ No modifications may be made to any part of the engine except for “trimming” of the exhaust stack to enable the engine to be mounted into your model.
- ☐ The standard RED **anodised factory venturi** must not be altered in any way.



*Derek Heaton's Rocket*



*Adrian Moore's Rocket*

Barton B class team racing Rules November 2004

#### **Barton "B"**

*This class is designed to celebrate the construction of the first permanent circle at the Barton Club Flying site. Barton Aerodrome Manchester UK.*

***The Dave Campbell Memorial Trophy*** will be awarded to the winner of this class at the Barton BASH each year.



## Objectives

- To provide an challenging racing event that may be easily flown "three up" and which employs relatively inexpensive and easily constructed control line racing models.
- To provide an interesting racing class that competent beginners can join in, using simple equipment and one make of unmodified engine.
- The models will be easily recognisable as scale like racing aircraft, no flying wings or pod and boom designs allowed.
- To encourage good craftsmanship, fair sport, team work and safe operation and flying.

## General

The BMFA Control Line general safety rules will apply. Models will be checked for airworthiness before flight, the contest director's decision is final.

All models lines and handles will be pull tested to 20kg. wrist straps are mandatory and must be used at all times.

## Model specification

1. Any Class B or scaled up class A model published up to December 1965, OR scale models ALSO original designs along contemporary pre 1965 lines will be encouraged. All models must have a clear cockpit and carry a pilot.
2. Wing area 125sq inch minimum **outside** the fuselage area. (no flying wings or pod and boom)
3. Fuselage cross-section **minimum** dimensions at the cockpit must be 2 inches wide and 3.75 inches from the top of the pilots head to the bottom of the fuselage. Engines must be completely cowled in.
4. Conventional two wheeled undercarriage minimum wheel diameter 1.75"
5. No hot glove connection and only hand held squeeze bottle fuelling.
6. 30cc fuel tank
7. Shut off must be fitted and used in the race.
8. The use of modern materials in high stress areas to improve safety and longevity is permissible but all moulded Kevlar/Carbon Epoxy etc models are not.
9. Lines shall be 0.18 thou stranded wire 56 feet from the centre of the model to centre of the handle.
10. Models shall be brightly coloured and have competition BMFA numbers at least 1" high on the outboard wing.
11. Builder of the Model Rule does not apply.

## Engines.

12. Any infringement of the engine rules will mean a lifetime ban from flying this class.
13. Engines shall be the Irvine 25 std glo, control line venture. Barton B spec.
14. Only the red anodized Irvine venturi can be used. No modifications blue printing or specialized bearings can be used.
15. Additional head shims from the manufacturer are allowed should the compression need adjustment.
16. Plug type is free provided it fits the original seating.
17. No machining of the head is permitted.
18. A small amount may be machined off the exhaust stack to allow easier installation but the engine must still be capable of having the original silencer mounted by the original means.
19. Propellers must be either APC or Graupner 8X8 no mods are allowed except to balance (**one blade only**)
20. Fuel will be 10%nitro synthetic oil as supplied by the manufacturer (Irvine). All competitors will use the same fuel as supplied on race days.

Certainly the Barton B formula seems to be working. While on the subject, one of the best web sites around at the moment belongs to the Barton Club; <http://www.controlline.org.uk/phpBB2/index.php>

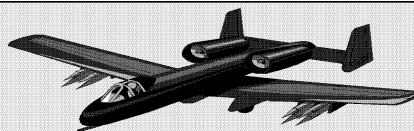
Lots of Aussies are regulars, including Moderator Ken Dowell. It's almost a case of what Australian modelers aren't involved! The forum is really active and covers all the C/L disciplines, including stunt, team race, combat, speed, scale and even carrier deck. There are also for sale listings. Definitely worthwhile visiting and joining up for free. Think there are around 300 members... that's a mighty big club!

Closer to home, many competition flyers are looking forward to laying reputations on the line at the Sth Oz State Champs over the New Year at Murray Bridge. It's always a top event and this year will be no exception with a good roll up expected, including ex-pat Aussie Duncan Bainbridge over from England.

See you there. And compliments of the season to all!

John Hallowell,  
VH 1984.

# CONTEST RESULTS



.AUSSIE A TEAMRACE 11/09/2005 at Moe in Gippsland

	rd 1	rd 2	final
1. M.Ellins/K.Hunting	4:11.54	dns	8:34.56
2. J.Hallowell/K.Baddock	4:13.94	dns	8:35.65
3. C.Ray/J.Ray	4:39.29	4:57.72	9:24.87
4. H.Bailey/P.Roberts	4:22.25	4:19.84dnf 102	

MINI GOODYEAR at CLAMF Sunday 20/11/2005

			Engine
M.Wilson/M.Ellins	3:46.31	3:43.28	4:34.72 OS CZ 11PS
C.Ray/J.Ray	4:01.99	4:10.44	dnf 53 CS 11

Three rounds of heat races were flown with the M.Wilson/M.Ellins team slightly faster in air speed which resulted in faster race times recorded.

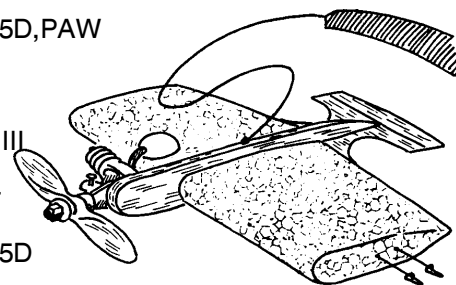
In the 3rd round the Ray's lost a wheel and Murray nosed over at the start and put the single bladed prop out of balance, this was changed and the heat was finished.

Modified Combat was flown between Ken Maier & Graeme Wilson no scoring was done just flying around taking cuts on each other with not much damage.

Vintage Combat flown at KMAC 27/11/2005 with the Monty Tyrrell Classic Stunt event.

## VINTAGE COMBAT

	1	2	3	4	model	engine
1. M.Ellins	W	W	W	W	Ironmonger	ST G20/15D
2. G.Wilson	W	W	B	L	Ironmonger	ST G20/15D
3=. K.Maier	L	B	L		Ironmonger	ST G20/15D,PAW
3=. M.Shears	L	L			Yeti	PAW
5. R.Marsh	W withdrew				Yeti	OS MAX III
6=. J.Hallowell	B L				Peacemaker	CS Oliver
6=. M.Wilson	L	withdrew			Ironmonger	ST G20/15D



Flown in windy conditions Vintage Combat was flown with plenty of vigour and many crashes occurred throughout the event. Matt Shears flew in his first combat contest and flew very well against Mark Ellins in rd 1 and was unlucky not to win, he took a 3rd cut just as time elapsed with the judges ruling no cut. Murray & Reeve were in the air for just over half a minute but managed to damage both models but Reeve took a cut and the win, both withdrew account too much damage. Ken & Graeme tangled as usual with 2 wrecked models, tangled lines but after freeing the tangle Graeme managed to get airborne with what was left to take the win.

In rd 2 John flew Mark and after about a minute John buried the Peacemaker so far in a shovel was nearly required to get it out but on inspection the fuselage was broken at the front of the wing, exit John H. Mark also took a cut earlier to take the win. Matt & Graeme flew next and for some reason Matts machine was not tuned up and he suffered with poor line tension and spent a lot of time on the ground, Graeme managed a cut and near full airtime to take the win and put Matt out. This left 3 for rd 3 so it was Mark & Ken who flew next with both spending time on the ground, when Ken was in the air the combat was thrilling with each attacking with no cuts but eventually Mark got 1 cut to take the win.

The sudden death final was between Mark & Graeme who had no losses each although Mark had flown 1 more bout but the combat was fast and furious with Mark taking 3 cuts to Graeme's 1 to take the win again in Vintage Combat. It would be great to see more people fly this event as it is a lot of fun and good for the spectators. Thanks to the people who helped run it & cut judge.



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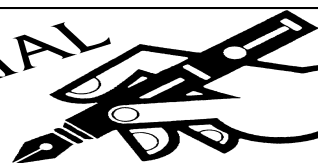
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Contact Mark Usher 97402531 (AH)

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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"

# EDITORIAL



Some modellers from Victoria have enlightened me about a new communication tool. It is for computer users and it enables you to make conversation accross the world or locally at no cost. The programme is called 'Skype' and it can be downloaded off the internet for free.

Installing the programme is a simple process and once installed you are able to talk to another 'Skype' user anywhere in the world for free. You will of course need to have a microphone and speakers or headset but the sound quality is excellent. So if you want to contact the editor and save the cost of a phone call and have a computer why not give 'Skype' a try.

Merry Christmas to one and all and may all your landings be intended.

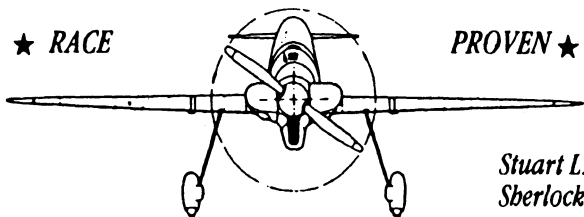
Ed.

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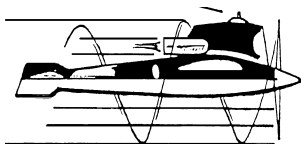
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