

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 96



Produced by the Victorian Control Line Advisory Committee

February 2006
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**Copy Deadline for next issue is:
Wednesday 15th February 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



COMING EVENTS



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR

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 5	C.L.A.G. Country Flying Day	Moe
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 5	C.L.A.G. Country Flying Day	Moe
MAR 19	FAI Team race, Mini Goodyear, Vintage Combat.	CLAMF
MAR 26	FAI, Novice & Jnr Aerobatics, Vintage "A" Team race Classic Stunt.	KMAC
APR 2	Simple Combat.	SMAC
APR 2	C.L.A.G. Country Flying Day	Knox
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 th 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 7	C.L.A.G. Country Flying Day	Moe
MAY 21	FAI & Combined Speed, Triathlon (Artmil Trophy).	CLAMF
MAY 28	FAI (Yeoman), Novice & Jnr Aerobatics, Simple Rat race, Classic Stunt, Class 2 Team race, Classic "B" Team race.	KMAC
JUN 4	Balloon Burst, Limbo.	SMAC
JUN18	FAI Team race, Goodyear, 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUN 25	Vintage Stunt, Combined Speed, Classic Stunt, Vintage "A" 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

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 2006

DATE	CLUB	EVENT
Sun 5 Feb	SAT	(Kelso Park) F2B Aerobatics
Sun 12 Feb	KMFC	Racing Practice Day
Sun 19 Feb	KMFC	F2B Aerobatics
Sat 25 Feb	KMFC	Club stunt (Novice)
Sun 26 Feb	Doonside (Kelso Park)	F2B Aerobatics
4-5 Mar	MDMAS. (Mitchell Hill Fields, Muswellbrook)	2005. HUNTER VALLEY CHAMPIONSHIPS
Sun 12 Mar	KMFC	Competition Practice and Club Racing
Sun 12 Mar	Werrington	F2B Aerobatics and Classic Stunt
Sun 26 Mar	SSME	Phantom, Vintage A, Vintage 1/2A and Bendix
Sun 2 Apr	KMFC	1.6cc Combat and Slow Combat
14-17 Apr	VMAA.	(Venues to be advised)
	VMAA. VICTORIAN C/L STATE CHAMPIONSHIP	
18-25 Apr	MASA	(Monarto / Murray Bridge SA)
	MAAA. 59 th NATIONAL CHAMPIONSHIPS	
Sat 22 Apr	KMFC	CLUB STUNT (Novice)
20-21 May	MDMAS. (Mitchell Hill Fields Muswellbrook)	VETERANS' GATHERING
Sun 28 May	SSME	F2B Aerobatics
Sun 4 Jun	KMFC	Palmer / Aldrich Classic Stunt and CLUB STUNT (Novice)
10-12 Jun	CLAS.	(Venue to be advised)
	CLAS. NSW C/L STATE CHAMPIONSHIPS	
Sun 25 Jun	KMFC	GALA COMBAT DAY
Sun 9 Jul	KMFC	AGM, 2.5 Stunt, Club Racing and Slow Combat
Sat 22 Jul	REMAC	Classic and Vintage Stunt.
Sun 6 Aug	KMFC	F2B Aerobatics
Sat 12 Aug	KMFC	CLUB STUNT (Novice)
Sun 27 Aug	SSME	Slow Combat (Bonus points for WW2 Style model).
Sun 10 Sep	KMFC	Classic Stunt, Vintage Stunt, Club Racing, Slow Combat, SWAP MEET
Sat 23 Sep	KMFC	CLUB STUNT (Novice)
Sun 24 Sep	SSME	F2B Aerobatics
Sun 15 Oct	KMFC	Gordon Burford Day, Club Racing
Sun 29 Oct	SSME	Phantom, Vintage A, Bendix T/R, Vintage 1/2A
Sat 4 Nov	KMFC	CLUB STUNT (Novice)
Sun 5 Nov	SAT(Kelso Park)	F2B Aerobatics
Sun 12 Nov	KMFC	Vintage T/R, 1/2 A, A and B.
Sun 19 Nov	NACA (Gateshead H.S.)	Classic Stunt & Cardinal Stunt.(I.Smith Ph:024975 2292)

Sun 26 Nov KMFC 1.6 and Slow Combat, Club Racing
 Sun 3 Dec Doonside (Kelso Park) F2B Aerobatics
 Sun 10 Dec KMFC Christmas Party and Fun Fly
 27-28 Jan.2007 CLAS. (Details to be advised)
 CLAS. CITY OF SYDNEY CHAMPIONSHIPS

DOONSIDE - (Doonside Model Flying Club) - Kelso Park North, Panania.
 KMFC - (Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.
 NACA - (Northern Area Contest Aeromodellers) - Gateshead H.S., Pacific Hwy, Gateshead.
 REMAC - (Ryde Epping Model Aero Club) - Peter Board HS, Wicks Rd, North Ryde.
 SAT- (Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.
 SSME - (Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.
 WMFC - (Werrington Model Flying Club) - Entrance to flying site @ cnr. Landers & Walker Sts, Werrington.
 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.

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.

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 at the Leichhardt Park flying site (UBD Map 232 R1)

John D. Taylor,

Secretary/Treasurer CLASII (Ipswich, Queensland)

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.

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2005 EASTCOAST CHAMPIONSHIPS

Loganholme, Queensland

Normally held over the first weekend in October each year, the 2005 champs were deferred until the later, hotter weekends of 19/20 and 27 November as our good friends to the immediate South once again played hopscotch with the timing of their 2004/5 State Champs. Therefore, in the absence of any of our regular (or irregular) interstate visitors, the occasion was run by the locals for the locals who were lined up and threatened until they all admitted to having had a reasonably enjoyable time!

2.5cc COMBAT

This was run to mostly slow combat rules, the exceptions being the round robin format, no two minute forfeit, equal points for any draw (no re-fly) and the option of electric starters. Mark Dillon returned to somewhere near his best to take home the "silverware" with a flawless six wins. Peter Wallace stopped being Mr Nice Guy and competed hard to finish in second with four wins. Michael Crawley debuted his Norvel powered Maverick to good effect to tie with 2003 & 2004 winner Rod Smith for third.

National junior combat champ Matthew Redmond dashed over (dad drove) immediately his cricketing commitments had ended to tie with Rob Edgerton and myself for fourth with two wins. Wayne Jackson ran out of models and had to content himself with one win whilst Les Winterton had to pull the plug after his "grudge" match with Wally because of the side effects of recently prescribed medication - hey, we can't help getting old and decrepit!

2.5cc FAST COMBAT

Essentially to F2D Modified rules, this event was varied to include the round robin format, one model per bout and no two minute forfeit changes that have proved successful in the past. After four bouts each, the competitors all agreed that they had had quite enough in the prevailing heat and declined the club's offer to continue. Mark Dillon once again cleaned everyone up with four wins to take first place and become the 2005 Supreme Eastcoast Combat Champion thus gaining free entry into the 2006 event. Michael Crawley continued to improve and took second with three wins whilst Peter Wallace won two bouts to finish third. Previous winner Rod Smith looked a little out of sorts and didn't dominate as he usually does coming in fourth with one win. I came last (4 losses!) but had a ball, far too aggressively flying my Taipan nylon propped 25 year old Cipolla Master powered 'pensioner special' foamies. Watch out at the Hunter Valley Champs you young whipper snappers!

VINTAGE 'A' Team Race

Only two teams entered and if the honorable editor Harry B. hadn't moved to God's own (well Beattie's own) country then Smithy would have had to race himself to use up the trophies. Stan Redmond more than ably substituted for Ray Bucholz in pitting Rod's model whilst John Taylor's

did a top job for Harry. Both teams agreed to fly only one heat (heat, get it) before the final.

Results were:	Heat	Final
1st Bailey/ Taylor	5:05.87	8:32.25
2 nd Smith/ Redmond	4:46.83	9:12.79



John Taylor/ Harry Bailey

Stan Redmond/ Rod Smith

2.5cc PLAIN BEARING RAT RACE

With four entries, the first five minute heat saw the Bailey/ Taylor Simple Rat cover 79 laps ahead of the L'il Quickie Junior Rat of the Racing Redmonds with 51 laps. Heat 2 pitted the Smith/ Crawley CLASI Rat against the ad hoc team of Edgerton/ Winterton. As I was a bit below par, Rob flew my grand daughters Thunder Tiger 15 powered IO size trainer until blown plugs limited them to 46 laps as against Smithy's 67. Heat 3 saw Bailey/ Taylor and Smith/Crawley both increase their lap tallies whilst the Redmonds used heat 4 to qualify for the final. A Taipan blue plug got the Edgerton/ Winterton effort to a good start until the wind momentarily blew Rob's hat over his face whilst piloting resulting in the model going subterranean! The final was tightly flown with only five laps between each of the finalists at the finish.



The Queensland East Coast Championships took place at the ALC field. This up and coming junior Matt Redmond flew well to earn a deserved second place in 2.5cc plain bearing Rat Race.

Results:-	Heat 1	Heat 2	Final
1st Bailey/ Taylor	79 laps	87 laps	155
2nd Matt/Stan Redmond	51	72	150
3rd Smith/Crawley	67	74	150
4th Edgerton/ Winterton	46	5	

CLASSIC'B'

Again four somewhat makeshift teams entered with only one heat run before sheet lightning had everyone running for cover (7000 ground strikes reported on the Northside alone!). Bailey / Taylor finishing in 5:07 and Smith/ Crawley in 6:20 with Rod's 19 powered Rivetter. The event will now be run on 5th February in conjunction with a 2 round 2.5cc+ Aerobatics day.

ROLL OF HONOUR

While I personally prefer not to single out anyone as old age often ensures that I omit to thank someone absolutely crucial to the success of the occasion, Simone (and Stan) Redmond provided the most enjoyable and flavourable luncheon in recent memory. Special thanks to them and everyone else who assisted and participated.

(B. M. Burke)

A.L.C. Comp. Sec.

Aeromodellers of Logan City Inc. Presents

Event 1. Eastcoast Classic B Team Race And

Event 2. 2.5cc F2B. Aerobatics Contest On Sunday, February 5th, 2006

Event 1. Deferred from November 27th last year because of inclement weather, this event will commence at 9:00 am sharp. Any team who hadn't entered is welcome and should contact the undersigned, on (07)3200 1308, as soon as possible.

Event 2. Entry will be FREE for this two round contest. Points from BOTH flights will count towards the final result however K factors will not be used and only a single lap need be flown between manoeuvres. Whilst all capacity engined aircraft are welcome, the smaller capacity engine will predominate in the event of a tie.

I realize heatwave conditions make it difficult but after the last competition I recommend a little practice!

(Brian Burke)

A.L.C. Comp. Sec.

Vintage A & Classic B at the S.A. State Champs

It wasn't just hot in South Australia... It was bloody boiling! For two days, the temperature climbed to 42 C.!!, breaking weather bureau records as the heat soared higher and higher. The place to be was not on the flying field, but in the motel swimming pool cooling off.

Events were delayed in the hope of cooler weather. It just worked for Classic B on Monday, as a revised 8am start provided good flying conditions. Then, about an hour later, heavy rains came and forced cancellation of the meet with a few events still to fly. For us, it was a 7 hour drive back to Melbourne in a with the wiper blades working long and hard in the constant downpour.

Duncan Bainbridge arrived from England's winter chill determined to grab a handle, take part in the flying and renew his acquaintance with the sweltering Aussie sun he grew up with. He may have got more sizzle than he hoped for....

At the same weekend in England, the Barton B 'Cold Turkey' event was being flown in an icy 0 degrees! It was won by Derek Heaton and Ken Morrissy with their new Rocket on its first outing. They beat Toogood / Ward and Barker / North. The best heat time for the 75 laps on 18 thou. 56' lines was 3.31.

Back in South Oz, **VINTAGE A** was run on New Year's Eve in very hot conditions. So hot, that the fuel feed and tygon tubing seemed to cause a few problems with some competitors. The right amount of IPN for the temperature was also the subject of much speculation. Should it be 1.4. 1.3, 1.2 or even 1.1?

Paul Stein and Rob Fitzgerald had to retire before putting in an official flight with the R250 powered Olympian. The tank vent pipe had broken. They are now hoping to put on a show at the next 'big one'... The Vic State Champs at Easter, 06.

Duncan Bainbridge teamed up with the vastly experienced Hans Bertina. They were using a borrowed Voodoo 1 with a Gillott CS Tiger. It had the speed, and was observed keeping up with Steve Rothwell in one of the heats. Unfortunately, a leaky tank valve caused them to be a couple of laps short, so they just missed out on qualifying for the final three.

NSW hot shots Hugh Simons and Grant Potter usually have much better meets and will remember this one for the wrong reasons. They struggled for the usual laps and then broke the D.D. on landing. Easter may well be revenge time...

Steve Rothwell and Ray Harvey had well sorted equipment. This highly skilled team put in a polished performance in the adverse conditions and easily posted the two fastest heat times.

John Hallowell and Keith Baddock had a test flight at 19.7 for 57 laps with the new R250 Dimpled Dumpling. They thought 'beauty!' Then Keith tried a restart... No go! Somehow the heat was causing the thin tygon fuel tubing to misbehave and crimp itself. After an unsuccessful attempt at a fix, it was decided to bring out the reserve Voodoo 1 with Gillott engine and 7 x 6 wide blade APC prop. This at least would restart, so they scraped into the final with a default time of 4.14.

The look of surprise on Graeme Wilson and Mark Ellin's face had to be seen to be believed when told they were in the last three. They also had similar heat related fuel feed problems that could not be overcome with their new R250 model. So they reverted to the old model with an engine Andy built.

The final turned out to be fun and games. Quite eventful, in fact. It was a battle of the modern Oliver Tiger replicas..... Rothwell vs Gillott vs Kerr. The R250 was expected to win and took an early lead. However, the hand of fate dealt a swift and cruel blow as Steve's landing Voodoo interfered with the Wilson / Ellins Voodoo V and resulted in a DQ.



Mark Ellins & Graeme Wilson with their winning "Voodoo V" powered by an Andy Kerr prepared engine.

Things seemed to be looking up for John & Keith. Loving the heat, the little demons (read gremlins) struck yet again in the circle as Keith's well used Voodoo 1 suddenly reached its use by date... The horn wire snapped at the elevators and.... voila... No more control! After a couple of free flight laps at near enough to level, the model hit the ground, snapping a wing. Race over.

In the meantime, Graeme and Mark were soldiering on. Remember ice skater Stephen Bradbury at the 2002 Salt lake City Winter Olympics? He was coming last when all the front runners fell over. He came from nowhere to win the gold medal. And that's exactly what Wilson / Ellins did. A Stephen Bradbury!

Their 10.02 would have to be the slowest winning time since those heady first days of Vintage A in '88 & '89. Well done boys. Give those two a vintage inch and they'll definitely take a country mile.

CLASSIC B was on next, but was re-scheduled for the next morning due to the excessive heat. Unfortunately, Duncan couldn't make the starting line the next day, so top guns Murray Wilson and Paul Stein grabbed the orange Swooper instead. Duncan was looking forward to flying one of our Aussie style Classic racers, as they are quite a bit quicker than the 95 mph Barton B models he has been flying in England.

Before the event, John and Keith had a test fly of the new red 'Super Swooper' (see pic.) and were very pleased with the 15.2 for 7 laps or 118mph on the first tank. Considering the other B racers were more than a second for 7 laps slower than normal, the result encouraged the pursuit of a genuine 120mph racer.

With many Victorian and interstate teams absent and Thompson/ Bertina still recovering from the incredible spell of hot weather, just three teams took to the circle. A heat was run to determine the choice for the final and also allowed Murray to get familiar with the Swooper.

The Rocket set a new record heat time of 3.02 in the same race last year, but could only manage 3.28 this time. That's a huge difference! Graeme and Mark usually dip under 3.20 but could only record 3.35 at this meet. Were Murray and Paul just foxing with their 3.45 heat... trying to lull the others into a false sense of security? If they were, then they truly succeeded.

The final was a good, clean race. Contest Director Greg Pretty had no need to deliver any warnings. The Rocket was faster than the Double Dice and Swooper and made a few passes. However, it stopped twice in the wrong place and had to glide the extra lap.

Graeme and Mark used up all of their models performance with their usual quality stops but in the end, lack of airspeed counted against them. Graeme's new Rocket is nearly finished and combined with a new OS 25, should be pushing the performance envelope all the way in 2006.

Meanwhile, Murray decided to test F2C whiz Paul Stein's catching ability with a 3/4 lap 'smoker' landing. Paul took up the challenge with a red hot catch (he later said someone should have taken a photo of his face...or his shorts!) That stop made the winning difference and the new team got home first, with Paul followed up his stunning victory in F2C with a win in Classic B.

John Hallowell,
VH 1984.



Duncan Bainbridge returned to Australia to take part in the Championships. He is seen here with Vintage A team-mate Hans Bertina.



"Classic B" winners Murray Wilson & Paul Stein

South Australian locals Kennewell/Wehrman were the winning team in F2F



Grant Potter releases the model during a F2C race.

Paul Stein is always worth watching during pit stops. Here he is seen catching his F2C model.



Graeme Wilson prepares to pass Steve Rothwell in F2C team race



Classic B finalist.

Hallowell/Baddock

Wilson/Stein

Ellins/Wilson



Some photographs from the South Australian State C/L Championships.

Pictures by John Hallowell



Winners of the F2C T/R event were Graeme Wilson & Paul Stein.

South Australia Control Line State Championships 2006 Results

F2C Team Race

Place	Team	Round 1	Round 2	Round 3	Round 4	Final
1	G. Wilson/Stein	3:11.57	3:15.08	3:36.60	-	6:52.52
2	Fitzgerald/Ellins	3:22.48	3:27.23	3:23.63	-	7:07.03
3	Simmons/Potter	Disq	3:55.00	3:14.49	Disq	133 laps
4	Thompson/Bertina	45 laps	3:28.84	Disq	67 laps	
5	M. Wilson/Poschkens	4:02.53	3:40.58	34 laps	-	
6	Rothwell/Harvey	3:55.70	60 laps	23 laps	-	

F2F Team Race

Place	Team	Round 1	Round 2	Round 3	Final
1	Kennewell/Wehrman	5:45.09	4:58.31	5:55.31	183 laps
2	Ellins/Fitzgerald	4:18.96	-	4:20.53	182 laps
3	Baddock/Poschkens	4:28.47	35 laps	4:41.41	106 laps
4	Pretty/Stein	5:36.16	5:43.26	5:42.41	

Vintage A Team Race

Place	Team	Round 1	Round 2	Final
1	G. Wilson/Ellins	4:20.73	73 laps	10:02.18
2	Hallowell/Baddock	4:14.30	4:23.74	138 laps
3	Rothwell/Harvey	3:41.94	3:37.04	Disq
4	Bainbridge/Bertina	4:24.03	85 laps	
5	Simmons/Potter	83 laps	-	

Classic B Team Race

Place	Team	Round 1	Final
1	M. Wilson/Stein	3:45.76	6:37.12
2	Hallowell/Baddock	3:28.03	6:44.93
3	G. Wilson/Ellins	3:35.84	6:57.98

F2B Aerobatics

Place	Entrant	Round 1	Round 2	Round 3	Total
1	Ellins	969.5	979	-	1948.5
2	Hawkey	793.5	782.5	-	1576
3	Anglberger	757.5	808	-	1565.5
4	Stein	780.5	-	676.5	1457

Classic Stunt

Place	Entrant	Round 1	Round 2	Total
1	Anglberger	469	518.5	987.5
2	Hawkey	464.5	448.5	913

TARMAC Notes for November, December and January

News from 2VA
By Charlie Stone VH 4706

Well, Christmas has been and gone for the moment, and I, for one, am happy to see it finished. Unfortunately the next one is already on the way and before you know it there will be a new batch of whiskery chaps dressed in red out there. That gruff 'Ho, Ho, Ho' is not a rap singer calling to his girlfriends, but Santa about to make more rash promises to another lot of little kids while keeping his hands in full view at all times. Luckily, before next Christmas gets here we will have a few months of amusement committing model aviation.

Before the coming of Christmas and the end of 2005, there were a couple of events that need reporting. As is widely known (well, I knew it anyway), there is always excitement for those of us that fly at BASI field. For those that don't know, BASI is on Commonwealth land that is part of the Perth Airport lease and exactly in line with one of the runways. Aircraft regularly pass overhead at only a few hundred feet altitude during their landing approaches. In a repeat of an event of a few months back, another eagle eyed airline pilot (better than a blind one, I suppose) on a landing approach,

spotted a gathering of guys flying open combat. He then reported the fact of model aviation activity near the runway to the Control Tower staff, who then closed down that runway and dispatched a security guard to ask us if we had permission to be there.

Which superficially might seem the right thing to do; except for the fact that with the continuous permission and knowledge of all the relevant authorities we have been flying model aircraft (control line only) in exactly that location for the last sixteen years. I would have expected that by now that the news might have filtered through to the Air Traffic Controllers.

Should we have yet another occurrence of this issue in the short time remaining to us at BASI, anyone there should inform the enquirer that control line aircraft are specifically exempted from the civil aviation regulations. The operation of Control Line model aircraft at that location is in compliance with the Civil Aviation Safety Regulation (CASR) Part 101 *Unmanned Aircraft and Rocket Operations*. And that Subpart 101.005, paragraph (3) of that regulation specifically states that Subparts C to I do not apply to Control Line model aircraft. Hopefully the occupants of the Control Tower will by now have access to that document, or know someone (perhaps an aeromodeller) that does.

2005 ended on a sad note with the passing of two of the old brigade of model aircraft engine builders. First the Britisher 'Gig' Eifflander, who founded Progress Aero Works and made a large range of diesel motors, passed away on the first of December, 2005. Later that month we heard of the death of American Dick McCoy who was one of the early pioneers of model engine design and construction. Dick McCoy's main interest was in tethered model race cars, and he adapted early model aircraft engine designs to suit these racers. His engines set many speed records in both cars and model aircraft.

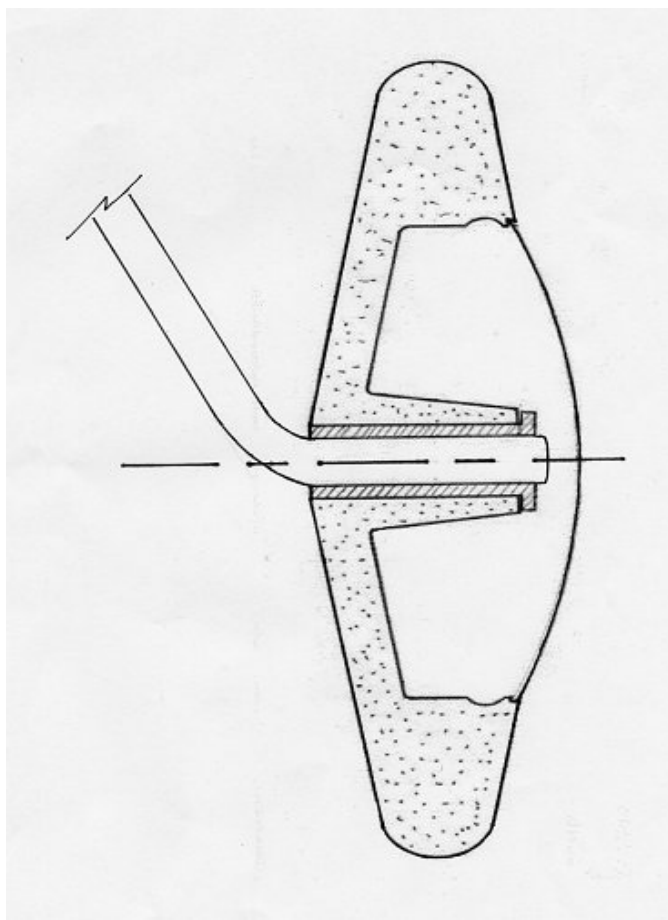


From the TARMAC archives is a photo of Jim Stivey (L) 'Warming up a team racer'. with Tim Gillott at the 1984 Mandurah Nats. Tim is the well known and expert USA based high performance engine builder who produced the record breaking modified Oliver Tiger engines known as 'Timmy Tigers'.

Something that I have mentioned before has just got better. Ron Chernich's Model Engine News monthly webzine is always packed with interesting model engineering information for amateur engine builders. As has been previously mentioned, you can have a permanent copy of everything that is on Ron's website plus a bit more. For the very reasonable sum of A\$60, you get a CD that is worth having. It contains the website data plus a 'cookie' full of engine related information that can't be found on the internet. The purchase also entitles you to access the restricted to members area of the engine builders website. There you can find updates to download and even a Christmas gift of a set of engine drawings just for the members. You can log on to Ron's website at URL <http://modelengineneews.org/index.html>

I was recently asked how I made and retained the wheels for my Vintage A team racers, and although I have mentioned this before, it doesn't do any harm to repeat stuff sometimes. So like it or not, here it is again. These wheels are turned from black nylon of the type generally used for making bearings. Remember we only fly these over grass and don't need any shock absorbing flex in the wheels. They are just hard plastic. The wheels run on a little steel bush, not the U/C wire. The bush is greased before inserting into the wheel and then glued to the U/C wire with loctite 601 fixing compound. It is done cold, so there is no soldering heat to melt the plastic. The bush has just a thin flange to retain the wheel so it doesn't take up much space under the streamlining hubcap which is alloy and cut from the base of a coca cola can. I

made a little die to press them out neat, round and all the same size. The hubcap is snapped into the retaining groove turned into the wheel and retained by smearing the inside edge of the wheel and the edge of the hubcap with 24 hour araldite epoxy. Once the wheel is fitted to the model, just glue the hubcap in place, wipe off the surplus epoxy with alcohol and wait for it to cure. I have never had one fail and no wheels or hubcaps have ever come off even in full on prangs. They are a bit labour intensive to make though and I suspect that most people wouldn't be bothered to make them.

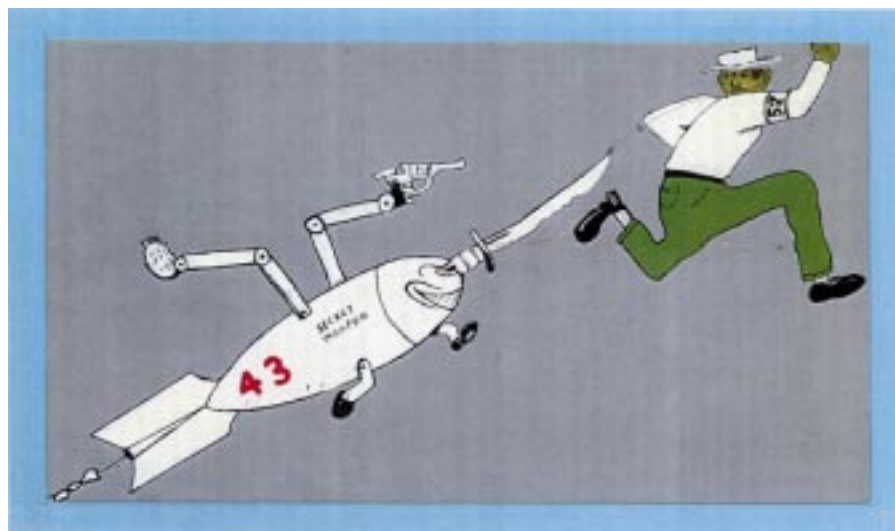


Here is a sketch of the cross section of the wheels I made for my B class team racer. The A class wheels are made in exactly the same way but are just a smaller diameter and slightly narrower. Both sizes share the same sized hubcap.

Just before Christmas, I got a partial kit of the old Montgomery 'Stiletto' (2.5cc sized stunter – MAX I 15 is shown on the plan) from Dave Brown of Model Draughting Services in Lithgow NSW. The parts were laser cut from good wood and came with an excellent print of the original plan. This was the first time I had an opportunity to examine a laser cut kit in the unassembled state and was impressed by the way all the slots, tabs etcetera just fitted together with no drama at all, giving good alignment of the bits without the usual headaches.

Model Draughting Services offer a complete CNC laser cutting service. They can cut balsa, ply, acrylics and fiberglass sheet. They specialize in partial kits of models, but complete kits from your plans are an option. The Stiletto kits will remain available at a price of \$32 posted in Australia. For more details call Dave on (02) 63512513 or email

daveb@ix.net.au



Something extra from the TARMAC archives (circa 1960). When I first started to fly combat, the models were expected to last a little while at least. That is probably why I expended the effort to hand paint this attempt at humour on the wing of my old 'Destroyer' combat ship. The 'Secret Weapon' bearing my West Australian registration number 43 and towing a combat streamer is chasing the (then) State champion Combat pilot Noel Mitchell who can be identified by his armband number 52. It certainly amused Noel when he first saw it as he came and apologised for accidentally stepping on the model. (I almost believed him.)

The end of 2005 was celebrated by Norm Kirton's 'BASI Bash' which was visited by Simon Khoong and his band of merry men (and girls) from the Singapore Youth Flying Club. It was good to meet up with the visitors and there was excellent weather and a very busy day on the flying field with some vintage team race activity, some combat and a lot of sport flying. Among the locals to visit was Colin Crowley who brought along a beautifully finished Geiske Nobler that can be seen in the photo below. Since then, Norm has heard from Singaporean F2C racer Richard Ong, and their F2C guys are looking forward to our first "Email" contest scheduled for the last weekend in January



Colin Crowley's beautifully finished OS .35 powered Geiske Nobler seen at the day of Norm Kirton's 'BASI Bash'.

Some time back my daughter said that she wanted a pet. A little creature that was just for her and nobody else. I suggested a tapeworm, but the rest of the family didn't think that it was appropriate or funny. (Perhaps it was a bit off, but I thought that it was funny.)

Charlie Stone

VH4706

Email cestone@bigpond.com

2005 Monty Tyrrell Memorial Classic Stunt.

Sunday November 27th rolled around for another Monty Tyrrell Memorial Classic Stunt day. The day started out as if Monty was saying "Well, the best stunt flyers are here; let's give them a little breeze to contend with."

Not un-flyable but strong enough to make every flyer earn every point, Round 1 started with Mark Ellins flying a rather old Gieseke Nobler having not flown this model before he was a bit rusty finishing with a 775.5. Second was Doug Grinham. He flew his nobler well but having a little problem counting, flying only 4 loops. This was probably because the model was flying a bit lean resulting in a fast pattern, an overrun and a score of 771.

Third up was John Hallowell flying his T-bird. For someone who doesn't fly stunt very often John put in a very nice pattern with a total of 868 to be in second place. Next was Adam Kobelt flying an ARF Nobler. The model flew very well and Adam handled the wind very well and finished with 873.5. Next up was Peter Rowland SNR flying ex-PJ Nobler and after flying it I now know why he no longer flies it. Total of 527.

To finish off was Dave Lacey who flew rather well but had trouble coping with the wind and ended up with 666, thus ending Round 1.

Round 2 started with the order the same as round 1. Mark improved after his 1st Round 1 practice flight with a total of 820. Next up Doug with a better engine setting, no mistake with the counting, and no over run - Score 951.

John Hallowell had a little trouble with the wind as the T-bird wanted to fly in different directions in some of the vertical and overhead manoeuvres and his score went down to 711. Adam Kobelt had difficulty in the wind as well and did not score as highly as Round 1, dropping to 771.

Next up Peter Rowland SNR, who decided to go for 2005 official entrant for Most Spectacular Crash during the outside loops. He says "This was all wind related - a pilot of my experience doesn't make errors." Those who were there cheered and applauded at seeing this aircraft not only re-kitted, but retired never to be rebuilt. Score 379. For the crash a Perfect 10.

Dave Lacey flew next, but once again had trouble with the wind, and although he flew the complete pattern he didn't do anything risky with the model but decided to save it for

a better day ending up with 608. Ken Maier was a later arrival and flew Round 2, 1st flight - unfortunately the model cut in the overhead 8's, landed upside down and missed landing points with a score of 436.

Last round saw many fliers electing not to fly. This made just Mark, Doug and Adam to fly off for this final round.

After Round 3 Doug Grinham had once again come out on top to win the 2005 Monty Tyrrell Memorial Trophy for the 6th time.

Aside from the weather being not as perfect as we all would have hoped, everyone enjoyed the day and was crowned a successful Competition.

Results.

Doug Grinham	1833.0
Adam Kobelt	1682.5
Mark Ellins	1595.5
John Hallowell	1579.0
Dave Lacey	1274.0
Peter Rowland Snr	906.0
Ken Maier	436.0



Doug Grinham - "Nobler / Double Star 40" assisted by Peter Roberts.

I would like to thank our 2 Judges Andrew Frith and Craig Yeoman for once again giving up their time for aeromodelling and last and not least Sean Frith for collecting score sheets and tabulation.

Peter Rowland.

CLAG Meeting held at Traralgon on Sunday December 4th.

Traralgon did it's best to justify it's reputation, with an almost dead calm morning that slowly but surely degraded into the usual windy venue for Club Flying Days - almost !! ! By day's end, everyone's assessment was not exactly a perfect flying day, but a damn good one !!!

The wind was strong enough to make flying "exciting" !!! This was until around midday when, just as the barbeque plate was heating up, the wind dropped back to the almost dead calm of earlier. By this time too, the wind direction stayed while the sun moved out of the downwind line of vision.

Craig Hemsworth was on the scene so early he was using his stooge (on his own - is this significant?) to trial his new "KA10-ish" with Stalker 51. After two or three more flights, his comment was "It's better at this than I am." It is basically a Russian model KA10 designed by Anatoly Kolesnikov, World and European Champ, of course, but

with subtle little differences here and there, and floats on the scales at a remarkable 57 ounces. What's that in Kg's? - conversions to metric aren't his strong point.

Craig's reliable "Da Ducks Guts/OS 35S" and his "Bumstreak/ST 35" also had some air time during the day, culminating with him commenting "I must have had 20 or more flights today."

John Goodge hit the air with his "Plagiarist/Stalker 51", then with his "Shark/Stalker 51". There were a couple of anxious moments with the gusting wind early in the day, then some very smooth flying as the Stalkers revelled in the conditions. John left his "Nakke/Stalker 40" sitting looking pretty in the pit area. Even a stress crack between fuselage and wing of the Plagiarist didn't deter him from flying - but he's now trying to avoid those hard landings.

Ken Dowell's "NoblARF/Brodak 40" would have been fine except for the use of a new batch of fuel calling for a needle adjustment - the first time in two years. His "Big Yellow Beast aka Pacer/Moki 51" also encountered this difference, and didn't like the gusty wind one bit when flying far too slow - but when the right needle setting prevailed, the Moki returned to it's usual stable performance without missing a beat.

Graham Vibert put on his usual entertainment while flying his "All American/Fox 35". It's just a pity that this particular Fox strongly dislikes being started. Perhaps Graham should try something different? - and the author's dislike of Fox's has nothing to do with it - much!

In a second circle, Graham Keene had the Club's "All Australian/OS 46LA" in the air. Alan Frost enjoyed his "Stick Trainer/Fox 25" and the "All Aussie", as did Alan's son Rodney on his first time at a CLAG Day. Ron Jones tossed a coin earlier that morning and brought along different models from his usual - a "Banshee/Irvine 25" and a "Two-Up/Enya 15".

Also new to the scene was Graham Keene's "Master/OS 40LA", a model originating from Paul Richardson's stable featuring the wing and tail from Ted Fancher's "Doctor", and a conventional upright-mount fuselage reminiscent of Josef Gabris' "Master". This model is so smooth that GK was seen flying more inverted and doing more manoeuvres (intentionally that is!) than he's done in years.

Geoff Ingram arrived astride his wonderful old Beemer motorcycle/sidecar outfit, and punched a lot of holes in the sky with his "Peacemaker/OS 15." This author makes no comment about "nipple-pink" paint schemes!

The Mitchell's, Steve and Vic, never miss a CLAG Day, and today was no exception. It was suggested to Steve that as the wind had calmed a little, he should join the milling throng at the flight-lines. No sooner said, of course, when a wind gust shattered the calm of both weather and pilot-confidence. Following lunch, and when the wind really did abate, he and Vic made circle number three with Steve's "Thunderstreak/OS Max III 29" and a "Blue and Yellow Thing/Enya 29." The name B&YT is Steve's name for it too.

Everyone gathered while enjoying chef-el-supremo's (Graham Keene's pseudo-name) barbequed lunch to further discuss the proposal regarding "amalgamation" - the decision being to support the concept "in principle" while there are still some practical issues to be resolved. As any "action" towards a new system of Clubs and affiliation for insurance purposes isn't necessary until the middle of next year, there is plenty of time for further discussions and problem-solving.

Around 3:30pm, the wind returned with a vengeance together with a short spell of rain - one of those brief squalls that form part of unstable high pressure areas. BUT, 20 minutes later, as typical of early Summer weather, and

after everyone had packed everything up, the beautiful conditions returned. SO, models and gear were unpacked again for another 90 minutes of virtually perfect flying time. A very special mention is due to "SHANE" - a local lad of about 10 years of age. He arrived on his bike, stood around watching while carefully avoiding lines in the pit areas, then assisted with carrying out handles from the pits and the release of many models for many fliers. He never put a foot wrong; copied the correct "lift hands cleanly off" release; and visibly enjoyed his time with us. He must live nearby, as late in the day he departed then returned with a couple of his mates. We'd like him to join us again.

Overall, the opening remark bears repeating - "... not exactly a perfect flying day, but a damn good one ! ! !"

Next CLAG Day is at Traralgon on 8th January. Note , the second Sunday, the 8th, and not New Year's Day. CLAG Days are all about the "social" interaction of like-minded sport-flying modellers. Everyone is not just welcome, but encouraged to attend. The drive to Moe or Traralgon may seem long, but down the freeway from anywhere in Melbourne's Suburbia is an easy and enjoyable drive. The last two CLAG Days at the Knox venue, with the huge attendances, have shown the enjoyment to be derived from flying days without competition pressures and/or competition politics. We at CLAG can guarantee you, weather permitting, a great day. SSHHH ! ! ... I'm not allowed to say anything, but watch for Johnno's "new" - "something different" - model in the coming months. Every time he buys another engine, he has to build a model for it, and he's gone berserk on E-Bay lately with new and exotic internal combustion acquisitions

.....
Ken Dowell - CLAG Inc.

A SUMMER'S TALE

The Handsome Young Hero revisits a model renowned from the days of yore.

Twas a dark and stormy night when the Handsome Young Hero found that the "Club" had advertised, that as a part of its annual festive celebrations it would encourage fliers to assemble with a modern version of the classic era basic C/ L flight trainer. The much loved "Sabre Trainer".

The Handsome Young Hero searched his supplies of wood and hardware and found he had enough materials on hand to construct the said model, but something went strangely wrong when he looked at motors available for the project. When he looked at his overcrowded workbench, he found gathered close together, the Sabre plan, an assemblage of various bits of timber and hardware and lo and behold a KMD 2.5 speed engine and pipe. He regarded this to be fate talking to him (he often hears voices) and set about modifying the plan so that the previously unemployed KMD could now find a loving, even if not quite suitable, home.

Long he tinkered in his workshop and many uncouth sounds issued late into the night as an unnatural child developed from this unholy union. In an attempt to save time on this he contrived to have the elevator hinges sewn on a domestic sewing machine (and here he wishes to thank the Home Help Company for the assistance). To his great pleasure and surprise this worked and now plans on sewing many more components. By also choosing a simple colour scheme the Handsome Young Hero was able to

have the model finished well before the appointed day, even enough time for the paint to dry!



On his arrival at the flying festival, he was subjected to many ribald comments about the parentage of this unnatural monster he had created, some evens suggesting that he should change his name to Frankenstein. He quickly decided that the best way to stop this unpleasant noise would be to make some noise of his own.

Thus it was that our hero filled the oft criticised Aeroflyte No.1 residing behind the engine in the little beast and proceeded to commit aviation. Some sage counsel once described flying as the art of being thrown at the ground and missing. Such a simple formula could never be guaranteed to work in all cases and initially the Handsome Young Hero's attempts were fraught with failure. Assisting and advising the Handsome Young Hero in his endeavours was his long-time friend "Fearless", and despite their combined efforts the Sabre would not remain airborne for any appreciable length of time. The makers of the ribald comments were getting anxious lest failure be quickly realised and the hero left the field before they were finished with him. It was at this time that saw the arrival of the Master Engine Guru Guy (MEGGs) who quickly established the feasibility of success and formulated an evil plan to see it to fruition. And so equipped with a pair of side cutters and a pocketknife MEGGs proceeded to have even more noise emanate from that Sabre-borne KMD.



So it came to pass that the Handsome Young Hero saw his Sabre Trainer leap into the air as if being cast from the gates of hell, it then staggered for several laps as the hero

tried to “whip it up onto pipe”. [He was told that this phrase, when used, would have those from the speed fraternity nodding wisely and welcome him into their midst’s.] On instructions from what seemed the heavens he ceased his whipping frenzy, whereupon this ill begotten child of wood and metal became a screaming banshee at one with the sky, carving faster and still faster circles in the air. It’s speed and grace was a thing of awesome majesty and is unlikely to be seen again in most people’s lifetimes. Truth be told it scared the @#\$\$% out of our usually unflappable hero and damaged an otherwise perfectly good pair of socks. The tale of this flight seems to have already passed into legend.



At the end of the Sabre’s flight the silence was deafening first as a relief from the wailing of the modern marvel of Russian engineering, and secondly from the stunned silence of the onlookers. The spectators were quick in recovering and spontaneously broke into a long, tumultuous applause, abandoning their previous contempt for our hero and his progeny. The Handsome Young Hero quickly and modestly left the field of his conquest to sign autographs and talk quietly to the many young girls who had quickly appeared.

Story & pictures by Gregg Ardill

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Cartoon sent in by John Taylor

EDITORIAL

Lots of activity has been taking place since the last edition so the editor is in the pleasing situation of having more copy than there is printing space for this month.

Thanks to all those that sent in articles. Please keep up the good work.

Contributions from all around Australia and a fairly even sprinkling of team race, combat, speed and stunt to keep you informed.

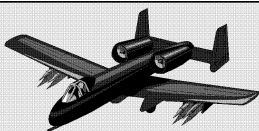
Maris Dislers has sent in an article on his experiences/development of a Fox 35 for Vintage Stunt use that will be featured in next months edition.

Ed.

Niel Baker was the C.D. for F2C team race at the S.A. State Champs.



CONTEST RESULTS



Results of SMAC Classic B T/R held at Knox on 4th December 2005

An extremely windy day saw the running of Classic B T/R only (Aussie A and Bendix were also scheduled). The conditions and limited turnout resulted in two-up heats and no final, placings being decided on heat times.

John Hallowell and Keith Baddock showed a good turn of speed, with Graeme Wilson and Mark Ellins not quite as quick but good pitting was keeping them close. Lance Smith was having a few hassles (and employing a variety of pilots through the day) while Jim and Colin Ray were only having a couple of hassles - it's just that they were big ones which prevented them completing either heat race!

Place	Team	Heat 1	Heat 2
1st	Hallowell/Baddock	3:14.81	3:21.94
2nd	Wilson/Ellins	3:28.84	3:21.10
3rd	Smith and friends	3:40.48	DNF 53
4th	Ray/Ray	DNF 32	DNF 11

Combined Speed at Frankston 11/12/05

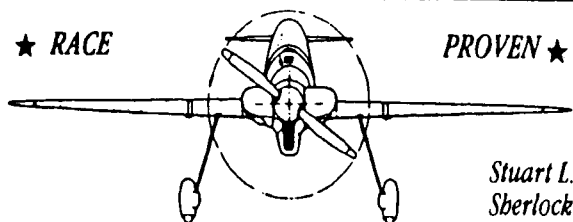
Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1.R	Hiern	1/2A	AME .049	7.98	D.N.S.	D.N.S.	7.98	181.50	100.50%
2.R	Hiern	Vintage 2.5 1957	Os max-2-15	20.20	21.06	D.N.S.	20.20	178.22	100.00%
3.R	Hiern	Class 5	Novarossi 21	14.10	D.N.S.	D.N.S.	14.10	255.32	99.43%
4.N	Wake	Class 1	Novarossi 12	15.00	14.91	N/T	14.91	241.45	98.19%
5.N	Wake	Class 5	Novarossi 21	14.62	14.58	N/T	14.58	246.91	96.16%
6.V	Marquet	Vintage Proto	Enya 30	39.65	39.36	39.53	39.36	147.20	91.46%
7.L	Smith	Proto	Novarossi 21	28.40	N/T	N/T	28.40	204.00	84.95%
8.K	Hunting	Midge	PAW	11.22	11.25	10.94	10.94	132.40	80.90%
9.R	Hiern	Classic FAI	Rossi 15 Fl.	17.71	D.N.S.	D.N.S.	17.71	203.27	80.18%
10.P	Roberts	Proto	Super Tigre G21/29	33.85	34.55	33.97	33.85	171.16	71.27%
11.V	Marquet	Midge	Cippolla	N/T	D.N.S.	D.N.S.			0.00%

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Model Racing Services Closing.

As from February 16th, Model Racing Services will be closing business completely, due to the amount of time spent for little money return.

Thanking you.

Robin Hiern.....