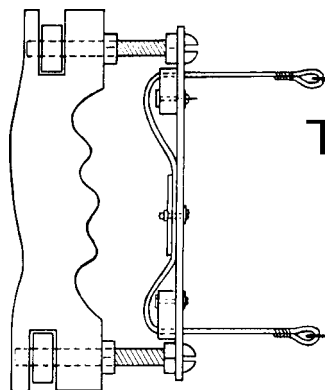


\$2.00



---

THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

---

Number 102



Produced by the Victorian Control Line Advisory Committee

August 2006  
INSIDE THIS ISSUE

Contest Calendars.  
ST G21/46 piston ring lapping  
Vic Stunt's History Re-Visited  
Around the Clubs  
Home Made Silencers  
Notices  
Results and pictures from Control Line  
World Championships  
Contest Results and pictures  
For Sale  
Wanted

**Copy Deadline for next issue is:  
Wednesday 16th August 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:- [hbbailey@optusnet.com.au](mailto:hbbailey@optusnet.com.au)



# COMING EVENTS



# COMING EVENTS



## VICTORIAN CONTROL LINE CONTEST CALENDAR

2006

JUL 30	FAI Aerobatics ( Yeoman Trophy),	
AUG 6	Vintage Combat.	SMAC
AUG 13	<b>FAI Team race, Goodyear T/R</b>	
	1/2 A Combat.	CLAMF
AUG 27	Vintage "A" Team race,	
	Combined Speed.	KMAC
SEP 10	FAI & Combined Speed, 2.5cc Rat race,	
	1/2A Team race.	CLAMF
SEP 17	Classic Stunt, Vintage Stunt,	
	Aust "A" Team race, Simple Combat.	
	Classic "B" Team race,	MOE
SEPT 21	FAI (Stuntmasters ),	KMAC
SEP 24	FAI, Novice & Jnr Aerobatics,	
	Classic Stunt, Bendix,	
	Class 2 Team race.	KMAC
OCT 1	C.L.A.G. Country Flying Day	
	"Diesel Day"	KNOX
OCT 15	Classic Stunt, Vintage Combat	BRIMBANK
NOV 5	C.L.A.G. Country Flying Day	MOE
DEC 3	C.L.A.G. Country Flying Day	TRALRALGON

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

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

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

**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**"

## CLASII CALENDAR 2005/2006

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.

## C.L.A.S. (NEW SOUTH WALES) CONTEST CALENDAR 2006

DATE	CLUB	EVENT
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.	

### Newsletter Editor

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

## **F2B: ST G21/46 diamond lap of piston ring.**

By Supercool

Readers of my website may recall some problems I have experienced with my ST G21/46 F2B stunt motor. Nobody else seems to have suffered the indignities that have plagued me with this fine motor. All reports read along the lines "model X performing to F2B standard with a ST46 now purring its way around". I assume ST means Super Tigre and not Stalker! So what form did my problems take?

Most common symptom was the motor starting off beautifully, then leaning out and refusing to break back rich, eventually leaning out to give a 9 minute run with the motor so lean that the model lands under power! Next symptom was the motor running nicely, but losing power whenever the nose was put up, as in a loop: a fatal problem for vertical eights and hourglass. Another symptom was the motor going too rich, then too lean, and so on, in a generally temperamental and frustrating way.

In response, I pulled out the tank 3 times, pulled it apart looking for blockages, changed the uniflow vent position, etc, etc. Tried new fuel, old fuel, very oily fuel, more nitro, new plugs: in short, nothing worked.

Now being something of a loser for some time now, I have been watching for a word that describes this problem: it is INTRANSIGENT. Once I reach the need to use this word, I am finally on track. It means that the solutions I have tried are not connected to the problem! How is that for intellectual honesty!

So now I am left with blaming the motor. Problem is, there isn't much in an ST46 to go wrong: there are only 3 moving parts. I couldn't really blame the conrod or the crankshaft, so it came down to the piston.

The ST46 has an aluminium piston with a single iron ring. I know nothing about piston rings, but assume they are made of some form of cast iron like meehanite. They are the very devil to remove, as they are likely to snap or take a permanent set in either of which case they are ruined. The original ST ring was actually found to be broken, as assembled by the factory. This was rather distracting, and sent me off trying rings from 3 other manufacturers.

Suffice to say, none of these gave me a good running motor, certainly not one that "purred its way around". It appeared there were different ways of tempering the ring, and of making it truly circular. What shape it assumed after opening it out to drop in the ring groove, seemed to be an entirely separate matter.

Now to progress this diatribe, with the second last ring I tried, I thought I detected an improvement the more the motor was run: ie, it appeared that perhaps the ring required a lot of running in. So out of the model and onto my test stand for 5 hours running at the Bindoon light aircraft field.

Every 45 minutes I peeped in the exhaust port and noted the condition of the ring. There appeared to be a bright rub mark about 3mm long at the top of the ring, which moved around a bit during each run. Now when I say "at the top of the ring", you need to note that the ring is only about 1mm thick, so that only .3mm depth of the ring was actually rubbing. OK, well Supercool is nothing if not tenacious, so I ignored this and continued to the end of 5 hours running.

Then into the model, to find nothing had been gained; the run was as bad as ever. Well, with the State Champs only a month away, and with another defeat at the hands of Peter White looming, something had to be done.

I recalled purchasing some diamond lapping paste about 4 years previously, at the Claremont Timber and Woodworking show. It was used for sharpening woodworking chisels, and at the time I thought it might come in handy for setting up my combat G15's. It was cheap, Chinese, but mostly, it was there. Later I was to learn from Stan Pilgrim that it comes in various grades, right down to fine enough to act as a polish. I had no idea what grade my purchase was, but then ignorance was always my greatest strength.

So I stripped the poor Tigre down for what may easily have been its last overhaul before becoming a boat anchor. With the piston out, I was able to examine the ring a little more scientifically. The previously mentioned rub mark was present, plus two others, on either side of the ring gap. But that was all. The rest was black with carbon, suggesting that there was no contact with the cylinder wall at all. Not good; it's not supposed to be like that.

Could this have been the reason for my poor motor runs? Only one way to find out. I took out a brand new ring, and replaced the bad one on the piston. I then smeared some diamond paste on the ring, and on the bore of an old ST46 cylinder, which was fortunately hoarded in my motor junk box.

With only a very few rubs of the piston up and down, the lap marks showed that this ring also was neither round nor square: ie, it was crap also. So I kept lapping, with piston rotation to help make the ring round. Within only a very few minutes, I produced a very nice, uniform pattern on the ring surface, which suggested that the ring was both round and square. Hopefully I had not damaged the ring groove with the diamond paste, but there was no guarantee of that.

Examination of the cylinder bore showed where the previous ring had polished high spots in the chrome. So in with the piston and some more diamond paste, and within seconds these spots were gone as well. The piston was then washed, with the intent of removing the diamond paste, and the motor re-assembled.

I gave it 30 minutes on the test stand in my backyard, and hoped the lady next door did not enquire as to why her washing smelt of castor oil. At this point Ian Thompson wandered in to pick up some team race props, and took a few giant lungfuls of the aromatic blue fumes to make his day.

Then into the model and off to the flying field at Whiteman park for some test flying. Does this story have a happy ending? Well, so far, the motor has been just superb, running the same way everybody else's ST46's run. At the moment, I am using my own 12X6 and 15% nitro to give me plenty of power thru the wind, with lap times of 5.7 on 65' lines. Slow compared to the top guy, who seems happy at 4.6's, but I am old and feeble, and if I can get away with slow, then I am content with that.

Now if I am not an orphan in respect of these problems, here is what I suggest. Rings appear to be very hard to make, and need to be lapped in by hand if they are to work properly. For a mere \$50, I will lap in your ST46 piston ring for you. This will save you \$10 for buying your own diamond paste. I will also drill a hole in the front of the crankcase, so you can get (expletive deleted) the gudgeon pin out easily.

Now, lets see how the State Champs shape up this time!



The following article was forwarded to ACLN by Charlie Stone.

*Hello Charlie,  
I am sending you a story & a photo of Keith McNiel & me at the last Nationals.  
I hope this gives you some small input into your control line column.  
Regards,  
Les Robinson.*

*My friend Keith McNiel and I decided to attend the 2005 Nationals at Richmond N.S.W. Both of us had not been to a Model Aircraft National Championships since the early 1970's. We visited all venues of the various categories, and at the Control Line fields, we met up with Paul Turner and Reg Towell, who we had known of, from many years ago. Keith and I had the urge to try our hand at control line competition, after flying radio control for the last 30 years.*

*We obtained plans for a Bob Palmer "Pow Wow" and an "All American", both were vintage aerobatic models, and we planned to enter the vintage stunt competition, at the next Nationals, to be held at Murray Bridge S.A. We were surprised at the waning interest in control line flying, and we had difficulty obtaining control line accessories, including lines.*

*Luckily for us, Bill Swan, from Bristunt, was able to supply items for our projects.*

*My first round at Murray Bridge was a non event, the Fox 35 in my Pow Wow had tuning problems. I was given help to rectify my tuning problem by the other competitors in my event, and I was ably assisted Gary Roadknight with practice flying, and the tuning of my engine.*

*In my second round attempt, David Lacy from Victoria, was calling for me in manoeuvre procedures, which I had to grasp again after a layoff of 34 years.*



*Keith McNeil, Les Robinson with David Lacy*

*Keith crashed his All American and broke the wing, we placed 11th. and 12th. respectively at the conclusion of the event.*

*The low placings did not concern us greatly, because we had taken part in this event, to have a good time, and prove to ourselves, we could still fly control line at our ages, I am 63 years old, and Keith is 70.*



*Les Robinson with his "Pow Wow" and Keith McNiel with a broken "All American"*

## Meeting held at Moe on Sunday July 2nd.



Moe again did its best to confuse, confound and contradict the weather forecasters; flying conditions were almost perfect, albeit a little cold. A threatening band of very misty cloud settled several kilometres from "Moccasin City" and thankfully stayed there all day.

All in attendance got in many flights with John Goodge taking the honours for overall airtime. It was good to see his nicely built and painted - especially the cockpit - Fox .35 powered "Dragon" in the air again. El Presidenté Geoff also flew the model and seemed very content with its performance. Johnno's "Shark", now properly trimmed looked very impressive as the Stalker .51RE hauled it around with authority.

Alan Frost took my advice - some listen to me - and purchased an OS .25LA for his "Mako"; the model now flies nicely. The previous motive power, a Fox .25 did him a favour and died (big end); Alan can now concentrate on flying and not engine starting, he was beginning to resemble one of those crabs with one big claw.

*Alan Frost joins with Graham Keene for some back exercise during the proceedings at Moe.*



Ron Jones unfortunately reduced his nice "Banshee" to a two piece job, a VERY hard landing being responsible. It must be time to dust off the old building board Ron ??

Graham Vibert seemed to relish the conditions and put in several flights with his "Junior Nobler"; powered by a 60's OS .15 power was not lacking.

Ken Donnelly's ARF Brodak "Nobler", powered by a Brodak .40, looked very smooth with Ken flying it confidently.

Our AGM was held during the lunch break. Having our Club meetings on a flying day always ensures a full turn-up. Other Clubs may wish to try this ploy. During the meeting, Ken Donnelly presented a new Club award for "Clagster of the Year" - yours truly being the first recipient - thanks guys. Ken explained the award is a way of recognising a member's contribution to the Club and also to promote a sense of unity amongst members - we're all there for each other. I must thank Ken for his great idea and for taking the time to have the award produced.

The afternoon saw a continuation of still air with many more flights ensuing. By 4pm everyone was well and truly flown-out and so ended another very successful Moe day,

Our next meeting, August 6th is also at Moe, come and join us for a great days flying.

**Graham Keene - Sec./Treasurer CLAG Inc.**

<http://www.clagonline.org.au/>

---

## VicStunt's "History Re-visited"

*Last month's question? - Monty Tyrrell's article was written for Model News in 1960.*

**This article was written by an un-named author as a special feature in Model News ... The question is WHEN ? (What year?) ... Answer in next Month's column**

In the life of every male, there comes a time, at some age, the urge to submit to a creative desire. The most incredible of the creative creatures thus evolved is a complex and hard to predict character known as an aeromodeller.

What are these bods made up of? Baseball caps, the latest pre-fabbed kits, sun-glasses, Yankee motors, late nights, messy bedrooms, hot fuels, loud shirts and, when they invoke the wrath of the family, mentally retarded nit wits.

Nobody can arrive so late for meals or contests with so many alibis, and who else would sit in a public place and bite glue off his fingers? And all aeromodellers have one creed in common - to argue with every line in every rule in every rule book that every contest director may have the temerity to quote, even before a contest.

An aeromodeller is a managing director asking a kid for advice; an office clerk reading plans; a labourer judging a work of art; and a man's man with a toy plane in his hand. When you want one of these bods. they can usually be found engrossed in modelling magazines; up in trees; in hobby shops; on rooftops; looking for pins; in workshops; under cars; in public parks; in hot water; and always in

debt.

No matter how ill or poorly you feel, a bod will always make you feel worse by running a Dooling in the next room or smelling the house out with dope fumes. Who else will confine someone else to their room because of a Wakefield motor stretched down the corridor, or a bathtub full of half set microfilm?



**What is an Aeromodeller? Jack Leggett, of the Eastern Suburbs M.A.C., snapped by Mac Munro, in the midst of mess and misery after crashing his scale Lightening.**

---

The really keen type is a composite of many factors: The curiosity of a model for a tree; the stubbornness of a diesel with a hydraulic lock; and the temper of a too-far provoked contest director. Nobody can spend as much time lubricating rubber, running in motors, sanding propellers, mixing fuels, untangling control wire, and still stay in bed contest day because it looks like rain. And who else would drive hundreds of miles for a week of arguing plus the destruction of many months of work and return saying "I had a wonderful time!" And who else could fit into the hip pocket of a pair of jeans four propellers, a raffle ticket for a car, two glo plugs (one useless), key to the toolbox in the workshop, socket spanner, screwdriver, 18 inches of plastic tubing, and then find he's left his needle valve at home.

He is a magical creature. He can make Mother's best knife and supply of pins, plus Dad's best chisel and special paint brush, disappear just when they want them. To avoid getting involved with one is the natural instinct of a female, and the prime purpose of the aeromodeller is to win an impossible prize - a female who is interested enough to build a model and follow the same path. And when the visitors come, the tough, lousy, bad-tempered, noisy, uncouth, uncivilised nuisance can at last take pride when the parents or spouse say with that air of deserving some credit - "He won all these items with his model aircraft, which I think is a really constructive and educational pastime for any boy."

Look how many less delinquents the community would have if . . . .

Ain't Nostalgia Grande !

Cheers

Ken Dowell

<http://www.vicstunt.com>



# Home made silencers

Article and pictures from Charles Frizell  
Canterbury U.K.

*"Mine cost about £1 and a little time - maybe an afternoon, to make. Also they only weigh a fraction of an ounce."*

I don't like the diecast silencers that come with most motors these days. They are invariably clumsy, heavy and don't do a marvellous job of reducing noise. The separate items as sold by some UK manufacturers are also heavy, but even worse they cost almost as much as the motor!

When you come down to it, a silencer is nothing more than an expansion box for the exhaust gases, it's function being to smooth out the short, sharp exhaust pulses into a smoother gas flow. I was mulling over the problem a little while ago when I was building a Nobler. A conventional silencer would also have adversely affected the c of g, especially as the Thunder Tiger 42 was itself much heavier than the Fox and Veco 35's that the plane was designed for.

I remembered reading an article in "Scientific American" some years ago on the amazing strength of aluminium beer cans. The walls are apparently only 4 thou thick but a person can stand on one. Well, a beer can would be a bit big for my models but my daughter's Kiss Me Quick spray-on perfume looked ideal. A bit more investigation revealed that these cans come in a few standard sizes from the large fly-spray size to the small ones that contain asthma spray.



*Nobler with home made silencer*

All you need to make the silencer is an empty spray can, a length of 3/8" OD aluminium tube, a length of similar brass tube and a small piece of 1/16" or 1.5mm brass sheet. The brass tube and sheet are needed for the exhaust manifold. If you can handle aluminium brazing then that is slightly lighter, but the difference is actually very small because of the small size of this component.

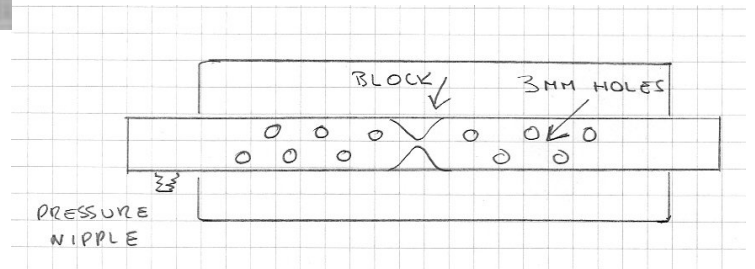


The first step is to empty all the contents of the spray can in the normal way. Next, drill a small hole in the centre of the concave end, about 1mm is fine. This will completely depressurize the tin. Next, using a 6mm bit drill out the spray mechanism. Some bits will be left, but don't worry about that now. Take a small tapered reamer (surely you have one to enlarge prop holes?) and gently ream out that end until you can just slide in the 3/8" aluminium tube. When you do this all the remaining gas valve bits will fall out. Now enlarge the hole in the rear end, first with a 6mm drill and then with the reamer. All this should have taken you about 30 minutes!



The next step is to drill 3mm holes in the aluminium tube as shown in the drawing below. There are two sets of holes, one set where the exhaust gas from the motor enters the expansion chamber and another set to let the gas out. The combined area of each set of holes should be a little more than the area of the aluminium tube.

In the drawing below it shows the tube squashed in the middle to separate the inlet and outlet parts. This causes the tube to bulge and the bulges must be filed off. A much better idea is to use a wad of toilet paper impregnated with epoxy, this being rammed down from each end with a dowel or stick of balsa. Drill a hole in this position as it serves to lock the wad firmly in position.



Finally, the aluminium tube is epoxied in place. The valve end of the can provides a large area for the epoxy to grip

on, and the other end is also sealed with epoxy. There is absolutely no problem in using epoxy as the silencer itself does not get very hot at all.

Note: It is important to drill a small hole about 1mm in what will be the underside of the silencer to allow any fuel and unburned oil to drain out. If you use silencer pressure, drill a hole in the inlet tube just in front of the silencer body and epoxy in a pressure nipple. Alternately you could put the nipple in the main silencer body. Both work equally well.

The next step is to make the exhaust manifold. Cut a piece of brass (or aluminium) somewhat larger than the required size. Mark the holes where the mounting screws will go, centre pop, and then drill the holes. I usually tap the holes 3mm.

Next centre pop where you want the tube to meet the sheet, then drill a hole here, about 6mm is usually fine. Cut a length of brass (or aluminium) tube for the exhaust stub. Make this considerably longer than you need because you can cut it to the required length later. It is a good idea to soften the tube by heating it to red heat and then quenching in water. To soften aluminium, smear soap on one side and heat until the soap blackens and then allow it to cool naturally. With a small hacksaw cut off one end obliquely and file this smooth and flat so that it will fit flush against the plate.

Open the hole in the sheet up a bit with a file to about the internal diameter of the tube. Once this is done, clean both the tube and the sheet with fine emery paper. Hold the sheet lightly in a vice and make up a jig using soft wire such as florist's wire to hold the tube accurately in place while you silver solder the two parts together. It may be possible to use ordinary tin-lead solder which is much easier, but I haven't tried it.



Use a small round file to open up the inside of the sheet to blend smoothly into the tube. Finally file the plate to exactly the desired size.

What I use to hold the silencer in place are strips of beer can epoxied to it and then secured to the fuselage with small screws. It's very light and is quite strong enough for the job.



*Complete silencer assembly on Thunder Tiger 42 in a Nobler.*

I have used this method to tame the bark of a PAW 2.49 in a Peacemaker and also to reduce the noise of an ED Bee to a mere hum.



*Above :- Silencer fitted to a PAW 2.49 in a Peacemaker.*

*Below :- An ED Bee is reduced to a mere hum.*



And that's it, job done. The lightest and cheapest silencer you've ever seen. They are very quiet too and do not seem to reduce the power noticeably.





## **Notice of Closure of Springvale Model Aeroplane Club Inc.**

*As of the 30th June 2006, the Springvale Model Aeroplane Club Inc will cease to operate. This unfortunate event is simply a matter of practicalities and is linked to the dwindling numbers involved in the club (and aeromodelling in general, control-line in particular). There are simply too few people available to maintain operations.*

*The Springvale club is probably the longest continuously operating aeromodelling club in Victoria, being able to trace its heritage back through Oakleigh MAC and Parkdale and District MAC.*

*The current SMAC members will remain involved in aeromodelling, joining other clubs in the area, and in the short term, the upcoming SMAC events on the current control-line calendar will still be run as scheduled.*

*The outgoing executive committee is:*

*President: Len Follett*

*Vice President: Mark Ellins*

*Secretary: Reeve Marsh*

*Treasurer: Glenys Ray*

*Contest Administrator/Safety Officer: Reeve Marsh*

*VMAA Delegates: Keith Baddock and Jim Ray*

*We would like to thank all current and past members (including our two life members, Ken Bowden and Edna Marsh) for their efforts and shared experiences.*

*President  
Len Follett*

*Secretary  
Reeve Marsh*



*Peter Morandini (crouching) and John Taylor prepare to start a pulse jet powered model. The jet being used here was manufactured by O.S.*

*Peter and John both have similar models and will be demonstrating their use at an upcoming public display in Queensland.*

*The jet noise is sure to attract some attention.*





*Here's a picture of Russ Greens' BTR winner from the 2006 U.S. Nats. O.S. Max 28F power.*



*The Australian F2C Team took second place in the World Championships in Spain. Pictured here from Left to right are:- Ray Harvey, Trevor Letchford, Hugh Simons, Ian Thompson, Grant Potter, Mark Ellins and Rob Fitzgerald.*



# RESULTS FROM THE CONTROL LINE WORLD CHAMPIONSHIPS HELD IN VALLADOLID SPAIN 16-24 JULY 2006

## F2C

Team	Country	Heat 1	Heat 2	Heat 3	Best 1	Semi 1	Semi 2	Best 2	Final
1. SURUGUE / SURUGUE	WC	3:09.5	3:31.8	3:10.7	3:09.5	DISQ	3:10.8	3:10.8	6:29.8
2. BONDARENKO / LERNER	UKR	3:27.0	3:16.5	3:14.9	3:14.9	3:11.0	3:07.7	3:07.7	6:33.1
3. KRAMARENKO / CHAYKA	UKR	3:47.8	3:30.7	3:14.7	3:14.7	3:08.4	DISQ	3:08.4	103 LAPS
4. PICARD / PERRET	FRA	3:21.9	3:18.9	3:15.5	3:15.5	3:29.6	3:15.1	3:15.1	
5. SIMONS / POTTER	AUS	<u>3:25.9</u>	<u>DISQ</u>	<u>3:16.7</u>	<u>3:16.7</u>	<u>3:18.0</u>	<u>3:15.4</u>	<u>3:15.4</u>	
6. OUGEN / SURUGUE	FRA	3:28.2	3:14.1	3:20.4	3:14.1	DISQ	3:16.8	3:16.8	
7. YUSHCHENKO / YUGOV	RUS	3:13.4	3:15.1	3:19.9	3:13.4	3:17.9	3:20.3	3:17.9	
8. MARTINI / MENOZZI	ITA	3:16.9	77 LAPS	3:24.6	3:16.9	3:18.0	DISQ	3:18.0	
9. THOMPSON / HARVEY	AUS	<u>3:27.0</u>	<u>DISQ</u>	<u>3:17.4</u>	<u>3:17.4</u>	<u>3:21.8</u>	<u>3:44.7</u>	<u>3:21.8</u>	
10. BARRAGAN / BARRAGAN	ESP	3:13.3	34 LAPS	3:13.7	3:13.3	3:23.9	3:27.9	3:23.9	
11. CRESPI / CRESPI	ESP	3:39.7	3:19.2	3:13.5	3:13.5	3:32.2	3:25.9	3:25.9	
12. WEE KIM SUN / WONG TACK	SIN	37 LAPS	3:59.9	3:17.3	3:17.3	46 LAPS	DISQ	46 LAPS	
13. SHABASHOV / IVANOV	RUS	3:17.7	3:25.3	74 LAPS	3:17.7				
14. SANCHEZ / CARRACEDO	ESP	3:19.1	3:39.6	3:17.9	3:17.9				
15. MARY / WIECK	BRA	3:23.9	3:20.4	3:19.8	3:19.8				
16. FITZGERALD / ELLINS	AUS	<u>DISQ</u>	<u>3:27.2</u>	<u>3:20.1</u>	<u>3:20.1</u>				

A fantastic result for the Australian team that competed in F2C Team Race.

A total of 45 teams from around the world took part in the competition and to finish up with our three teams in the top sixteen places is a noteworthy achievement.

Rob Fitzgerald and Mark Ellins will be disappointed that their posted time for Heat 1 of 3:11 was not counted due to a disqualification on lap 98. This time would have put them in the semis but unfortunately it was not to be.

Hugh Simons and Grant Potter did a 3:10 in Heat 2 but were DQ'd after they had finished their race for obstructing the other team when landing.

The combination of Ian Thompson from Western Australia and Ray Harvey from New South Wales obviously worked well together. It would be no surprise if Ian had a pint or two of Guinness to celebrate their placing in 9th position.

*Right picture:-*

*Georges Surugue F2C World Champion 2006*



## F2A Results



	Surname	Name	FLIGHT 1 SPEED	FLIGHT 2 SPEED	FLIGHT 3 SPEED	BEST
1.ESP	PARRAMON	Luis	296.3	301.3	0.0	301.3
2.GBR	HALMAN	Peter	296.2	297.8	296.7	297.8
3.RUS	FEDOTOV	Konstantin	272.9	290.1	292.4	292.4
4.FRA	GILBERT	Regis	285.4	289.3	291.3	291.3
5.GBR	MORRISSEY	Ken	291.3	286.2	287.6	291.3
6.GBR	ISLES	Gordon	0.0	290.6	287.8	290.6
7.RUS	KOSTIN	Sergey	0.0	290.5	0.0	290.5
8.USA	DODGE	Carl	289.7	285.5	282.6	289.7
9.HUN	KALMÁR	Sandor	288.8	0.0	0.0	288.8
10.FRA	MAGNE	Jean	287.9	274.1	283.5	287.9

There were 32 entries.

Australia did not have any representatives in the speed competition.

## F2D Results

POS.	COMPETITOR	CAT.	Cty	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	TOTAL
1.	TRIFONOV, Igor	SEN	WC	W	W	W	W	W	W	W	L	W				8
1.	MARKOV, Artern	JUN	RUS	W	W	W	W	L	W	W	W	W	L			8
3.	MACKENZIE, Ivan	SEN	CAN	W	W	W	L	W	W	W	W	L				7
29.	COMISKEY	SEN	AUS	L	W	L										1
29.	COMISKEY Jnr, Michael	SEN	AUS	W	L	L										1
43.	COMISKEY, Ryan	JUN	AUS	L	L											0

There were 58 F2D competitors

## 2006 World F2B Championships - Valladolid. Spain

### FINAL ROUNDS

Final Score is Total of Best Two Rounds - Averaged

PLACE	COMPETITOR		ROUND 1	ROUND 2	ROUND 3	FINAL SCORE
1	BERINGER, Remi	FRA	1067.98	<b>1071.25</b>	<b>1076.62</b>	<b>1073.94</b>
2	FITZGERALD, David	USA	1064.12	<b>1076.62</b>	<b>1068.02</b>	<b>1072.32</b>
3	WALKER, Paul	USA	1045.40	<b>1069.45</b>	<b>1069.12</b>	<b>1069.29</b>
	MILANI, Maurizio Jnr	ITA	<b>1059.60</b>	<b>1075.23</b>	1058.28	<b>1067.42</b>
4	XIN PING, Han	CHN	<b>1062.9</b>	1032.30	<b>1057.35</b>	<b>1060.13</b>
5	YATSENKO, Andrey	UKR	1039.73	<b>1058.10</b>	<b>1061.15</b>	<b>1059.63</b>
6	AN LIN, Niu	CHN	1041.12	<b>1054.35</b>	<b>1062.85</b>	<b>1058.60</b>
7	DELABARDE, Serge	FRA	<b>1048.05</b>	<b>1062.98</b>	1047.93	<b>1055.52</b>
8	WEI, Zhang	CHN	<b>1055.80</b>	<b>1054.93</b>	1054.73	<b>1055.37</b>
9	WERWAGE, William	WC	1030.15	<b>1055.42</b>	<b>1052.62</b>	<b>1054.02</b>
10	VEJMOLA, Jiri	CZE	1031.77	<b>1049.18</b>	<b>1049.40</b>	<b>1049.29</b>

### FINAL ROUNDS - JUNIOR

Final Score is Total of Best Two Rounds - Averaged

PLACE	COMPETITOR		ROUND 1	ROUND 2	ROUND 3	FINAL SCORE
1	MILANI, Maurizio	ITA	<b>1059.60</b>	<b>1075.23</b>	1058.28	<b>1067.42</b>
2	RUD, Christopher	USA	<b>1031.60</b>	0987.58	<b>1022.43</b>	<b>1027.02</b>
3	KORSOV, Maxim	RUS	<b>0992.30</b>	<b>1010.12</b>	0988.25	<b>1001.21</b>



## F2B QUALIFYING ROUNDS

Qualifying Score is Total of Best Flight from each Circle. (One was grass and the other tarmac.)



PLACE	COMPETITOR			CIRCLE #2				QUALIFY SCORE
				ROUND 1	ROUND 3	ROUND 2	ROUND 4	
1	WALKER, Paul	SEN	USA	1013.17	<b>1047.20</b>	<b>1039.70</b>	1013.43	<b>2086.90</b>
2	YATSENKO, Andrey	SEN	UKR	999.80	<b>1053.00</b>	981.60	<b>1010.87</b>	<b>2063.87</b>
3	BERINGER, Remi	SEN	FRA	1032.73	<b>1053.33</b>	<b>1009.83</b>	954.77	<b>2063.16</b>
4	WEI, Zhang	SEN	CHN	981.20	<b>1047.23</b>	1012.10	<b>1014.30</b>	<b>2061.53</b>
5	FITZGERALD, David	SEN	USA	1037.03	<b>1047.93</b>	993.30	<b>1010.00</b>	<b>2057.93</b>
6	WERWAGE, William	SEN	WC	<b>1041.93</b>	1040.27	979.27	<b>1005.73</b>	<b>2047.66</b>
7	DE JONG, Henk	SEN	NED	963.27	<b>1054.13</b>	954.07	<b>976.10</b>	<b>2030.23</b>
8	BERINGER, Gilbert	SEN	FRA	1007.93	<b>1036.93</b>	983.67	<b>988.33</b>	<b>2025.26</b>
9	XIN PING, Han	SEN	CHN	1011.97	<b>1012.60</b>	<b>1009.10</b>	1008.93	<b>2021.70</b>
10	SCHREK, Alexander	SEN	SVK	1000.53	<b>1046.97</b>	962.73	<b>971.80</b>	<b>2018.77</b>
47	BATTAM, Frank	SEN	AUS	851.23	<b>962.87</b>	<b>896.30</b>	888.77	<b>1859.17</b>
51	SIMONS, David	SEN	AUS	928.43	<b>973.50</b>	855.87	<b>860.63</b>	<b>1834.13</b>

There were 84 individual entries in F2B and 30 Nations were represented. The Australian team placed 19th.

Sport: Aeromodelling - F2 - Control Line

Title: 2006 FAI World Control Line

Aeromodelling Championship

Type : World

Date: 16 - 24.07.2006

Location: Valladolid, Spain

Final Results : F2

### F2A, Team - Speed Model Aircraft

1st: Great Britain

2nd: Russia

3rd: France

### F2B, Team - Aerobatics

1st: China

2nd: France

3rd: USA

### F2C, Team - Team Racing

1st: Ukraine

2nd: Australia

3rd: Spain

### F2D, Team - Combat

1st: Russia

2nd: Ukraine

3rd: Spain



# REPORT ON W.A. STATE CHAMPS... WHITEMAN PARK, SUNDAY JULY 2nd.

Sunday dawned sunny and calm under a completely cloudless sky following almost a week of similar weather. As the day progressed a very slight breeze drifted in from the north allowing the seven competitors the luxury of flying with the sun behind them for best part of the day.

Judges were Hans Bertina and Phil Trueman.

Adrian Dyson's state champs campaign was cut short in Round One when his OS 40FP powered Gieseke Nobler came to grief when it floated off the lines at the top of a loop and was extensively damaged.

Trevor Letchford's Fox 35/Twister was plagued with starting troubles in Round One, an under-run in Round Two and a lack of airspace beneath the vertical eights in Round Three but with each round he gained confidence and began opening his manouvres up. With some regular practice and a couple of comps Trevor's flying could improve greatly .... just have to get him to stop playing with those racing aeroplanes for a while.

Stephen McMurray, last year's winner and this year's second place getter, put in some neat manouvres with good bottoms flying his Southwick Lark/ ST 51 combination. Stephen has this motor running very well now after a lengthy period of runaways and generally inconsistent running.

Coming in at third spot when the dust had settled was Dick Morrow flying his trusty Sig Magnum hauled around by a Stalker 61RE. Dick had some nagging little run problems which he wasn't able to track down during the day.

Mark Sherburn's overweight ex-Peter White Manito didn't make life easy for him, needing to be flown quite quickly. However, Mark put in a creditable performance with it to crack fourth spot. It should be mentioned that the ST 46 in this model is an excellent motor that holds its tune and puts out a lot of useful power.

Stuart Sherlock's continuing run of strange motor behaviour kept on keeping on to the extent that he elected to sit out Round Three. For some so far inexplicable reason, the motor, a ST 46, either cuts abruptly or dies over a period of a couple of laps, sounding as though it's seizing. With two complete flights on his Eather Firecracker Stuart may well have been in line for a much higher placing than he achieved on the day.

Yours truly flew a 54" scaled down GEO XL powered by a Stalker 40 RE, a combination that works well and is enjoyable to fly.

(Pictured Right)



During the breaks between rounds, Hans and Phil gave the gathered flyers a general run-down on common errors that were being made (no names, of course), giving everyone something to think about and work on in the following round.

Something positive like this can't fail to be of help to

all competitors and should contribute to raising the general standard of flying.

Thanks goes to Dick Morrow for rounding up the judges, Simon Wedd for keeping things moving in the pits, doing the flight order draws and tending the BBQ, Trevor Letchford for organising the food and drinks, Rose and Stuart Sherlock for checking and correcting my addition of all the flight scores for the day and of course the judges, Hans and Phil.

Peter White

Results are as follows	Rd1	Rd2	Rd3	Total 2 best Flights
1st Peter White	1034.5	1077.5	-----	2112
2nd Stephen McMurray	765	735.5	763.5	1528.5
3rd Dick Morrow	670	641	728.5	1398.5
4th Mark Sherburn	691	588.5	627	1318
5th Stuart Sherlock	649	526.5	-----	1175.5
6th Trevor Letchford	406	256	362.5	768.5
7th Adrian Dyson	91	-----	-----	91

Contest Director Peter White

Flight Judges Phil Trueman & Hans Bertina

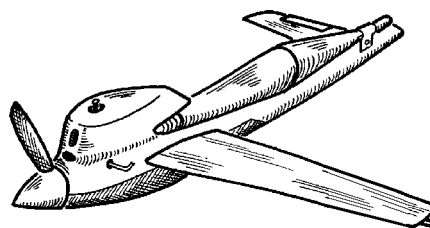
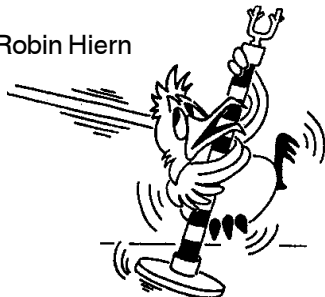
## Combined speed at Knox 25th June 2006

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	1/2A	AME .049	8.21			8.21	176.42	97.69%
2	R Hiern	Class 4	Super Tigre X40	13.33	N.E.L	D.N.S.	13.33	270.07	97.37%
3	N Wake	Class 5	Novarossi 21	14.80	14.71	D.N.S.	14.71	244.73	95.31%
4	K Hunting	Midge	PAW	10.60			10.60	136.64	83.49%
5	N Wake	Class 4	K&B 40	N.E.L.	16.48	BANG	16.48	218.45	78.76%
6	V Marquet	Midge	Cippolla	12.77			12.77	113.42	69.30%
7	V Marquet	Class 1	ASP 10	23.12	23.74	23.59	23.12	155.71	61.94%
8	N Wake	Proto	Cippolla 20	41.05	45.50	45.65	41.05	141.14	58.77%
9	K Hunting	1/2A	FOX 049	15.48			15.48	93.57	51.81%
10	R Hiern	Classic Fai	KOSMIC 15	N.E.L.	N.E.L.				0.00%

## Combined Speed held at Frankston 9th July 2006

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	N Wake	Class 5	Novarossi 21	14.80	14.79	14.57	14.57	247.08	96.23%
2	R Hiern	FAI	Irvine 15R	N.E.L	13.63	N.E.L	13.63	264.12	91.93%
3	N Wake	Class 1	Novarossi 12	N.E.L	15.85		15.85	227.13	90.35%
4	R Hiern	Class 2	Novorionssi 28	11.72	11.86	11.29	11.29	256.58	88.57%
5	L.Smith	Proto	Novarossi 21	27.73	29.80	28.06	27.73	208.93	87.00%
6	D.Shackleford	Proto	Orion 28	30.50			30.50	189.96	79.10%
7	V Marquet	Vintage Proto	OS 25 LA	56.30	N.E.L		56.30	102.91	63.94%
8	V Marquet	Class 1	ASP 11	23.63	24.20	22.61	22.61	159.22	63.33%
9	N Wake	Proto	Cippolla 20	45.70	44.64		44.64	129.79	54.04%

Speed results from Robin Hiern



## Remaining results from the 2006 VMAA C/L State Champs. Flown on 9th July 2006

MINI GOODYEAR	rd 1	rd 2	final	engine
1. M.Wilson/P.Stein	3:55.65	3:52.50	7:50.31	OS CZ 11PS
2. G.Wilson/M.Ellins	3:31.91	dns	8:17.09	OS CZ 11PS
3. C.Ray/J.Ray	6:26.32	4:06.66	9:09.03	CS 09
4. K.Hunting/N.Baker	4:46.71	dnf 0		OS CZ 11P

Wilson/Ellins were on target to take out another Mini Goodyear final but the gremlins moved in, hot thumb fell to bits at the start of the final then the engine didn't want to keep running so lost lots of air time, Wilson/Stein had a clean run to come home 1st, the Ray's also had problems and finally finished in 3rd place.

## SIMPLE RAT RACE Laps

1. C.Ray/J.Ray	213
2. K.Hunting/M.Ellins	199
3. M.Wilson/G.Wilson	191
4. J.Hallowell/K.Baddock	dns

As only 3 teams fronted up on a wet, cold day only a final was flown. The Ray's had a good run with clean pitstops to take 1st place Ken & Mark had a slow 2nd pitstop to take 2nd place & the Wilson's weren't quick enough in the air or on the ground to take out 3rd. After the racing everyone packed up and left the cold damp flying field, the first cold flying weather we've had.

Report from Graeme Wilson



# For Sale

Pure, 1st pressing Castor Oil - cleaner running than Castrol M.  
Cost for 5 litres including container is \$33 + P&P within Australia  
Telephone Ken Maier (03) 9398 8244 day or evening.  
email: [combtkid@hotmail.com](mailto:combtkid@hotmail.com)

## Balsa wood sheets.

Approximately 54 sheets of quality balsa wood in 1.5mm, 2.5mm and 3.5mm thicknesses x 4 inches wide and 4 feet long + balsa strips etc. at bargain prices. "**Half shop price**" Must be collected! \$200

Other control line items including electric starters also for sale. Telephone seller for details.

Seller giving up the hobby due to age and health reasons.

Telephone Ray on (07) 3372 9165  
Forest Lake 4078  
Brisbane



Merco 40 in any complete order (consider for spares)  
Contact Ray 02 69532311 evenings.

Gary 14 C/L learner requires diesel engine 1.5cc - 2.5cc to fit 1" bearer spacing (Sabre trainer). Reliable order but not a collection price.

Please contact Gary 02 69552323 evenings

I am on the hunt for a Modern 1/2A T/R model that was built for a Sesqui in reasonable condition that someone may want to clear out of the shed.

Contact :-  
Duncan Bainbridge  
17 Bowling Green Lane  
London EC1R 0QA  
[duncan.bainbridge@austinsmithlord.com](mailto:duncan.bainbridge@austinsmithlord.com)

## A.C.L.N. ADVERTISING

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

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

## 2006 EASTCOAST CHAMPIONSHIPS

The events listed below if adequately subscribed will be held at the control line model aircraft flying fields of the Aeromodellers of Logan City Inc. adjacent to Chetwynd St, Loganholme Qld 4129 as follows:-

**Saturday 30<sup>th</sup> September:**  
2.5cc Slow Combat

**Sunday 1<sup>st</sup> October:**  
2.5cc Fast Combat

**Sunday 15<sup>th</sup> October:**  
2.5cc Eastcoast Rat Race  
Classic B Team Race  
Vintage A Team Race  
Goodyear  
Bendix

Except for Juniors who will be half price, Entry Fees remain at \$10.00 per individual entrant per event. Although fees may be lodged by 9:00am on the day of each event, Expressions of Interest on a Possible/ Probable/Definite basis should be tendered as soon as possible, please. If required, additional information may also be obtained from:-

**The Registrar, 2-24 Appaloosa Ct, Munruben Q 4125**  
**Telephone (07) 3200 1308**

**2.5cc SLOW COMBAT** will be run to NSW rules with the following exceptions:-

- One model per bout flown in a modified round Robin format with no 2 minute forfeit if not airborne.
- 5 bouts per entrant should be possible.
- Lightweight Laystrate steel lines may be used.
- 10kg pull test to apply.
- Electric starters will be available for use.
- Muffler pressure permitted if the factory supplied muffler is used.

**2.5cc FAST COMBAT** will be run to MAAA F2D Modified rules with the following exceptions:-

- One model per bout flown in a modified round Robin format with no 2 minute forfeit if not airborne.
- 5 bouts per entrant should be available.

**2.5cc EASTCOAST RAT RACE** is an umbrella event encompassing all plain bearing engine categories such as Junior, CLASI, Simple and Fun Rat.

- Heats (2 of ) will be of 5 minutes duration with the Final of 10 minutes
- Engines must be structurally unmodified 2.5cc plain bearing types. Fuel delivery must be via suction from a tank mounted outboard of the fuselage centre line, refuelling must be only by squeeze bottle or syringe.
- Mufflers are not required but if the standard silencer is fitted then muffler pressure is permitted.
- Line length is 15.92 metres (+ 40mm).
- Pull test of 10kg will apply.

**CLASSIC B T/R, VINTAGE A T/R, GOODYEAR AND BENDIX** will be conducted in compliance with MAAA requirements.

# AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

**SURFACE  
MAIL**

## SUBSCRIPTION APPLICATION ARE YOU BORROWING?

If you have just finished reading somebody else's copy of Australian Control Line News why not get in now and order your own copy. Australia and New Zealand residents cost \$20A and other countries \$30A. For this annual amount you will receive eleven issues of this newsletter, and be up to date on Control Line both in Australia and elsewhere. Please make payments payable to "Control Line Advisory Committee"

You can order from:

G.WILSON

PO BOX 298

SEAFORD

VICTORIA 3198 AUSTRALIA

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

POSTCODE \_\_\_\_\_

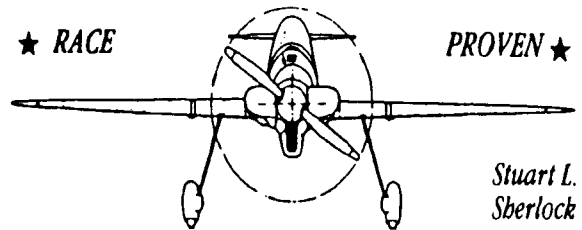
TELEPHONE \_\_\_\_\_

## SUPERCool RACING PROPELLERS

42 Hepburn Way, Balqa, 6061 W.A. Australia Tel/Fax: 61 8 9247 2481  
www.supercoolprops.com

★ RACE

PROVEN ★



Stuart L.  
Sherlock

★ Minimum induced loss computer designed propellers

★ Advanced technology precision mouldings

X43141-26

F2C11 6.4 X 6.2

F2C12 6.4 X 6.3

F2C13 6.4 X 6.4

F2C14 6.4 X 6.5

*Supercool .....*

*First in Racing*

F2C11 to F2C14 now with Suzuki low Re, high Mach airfoils