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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 104



Produced by the Victorian Control Line Advisory Committee

October 2006  
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**Copy Deadline for next issue is:  
Wednesday 18th October 2006  
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pretyped, and please use a good black ribbon for best reproduction. **Best of all is to send it on a 3.5" disk as a Windows Write, Word for Windows, or as an ASCII TEXT FILE or use Email**

Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.

Email address:- [hbailey@optusnet.com.au](mailto:hbailey@optusnet.com.au)



## COMING EVENTS



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR 2006

OCT 1	C.L.A.G. Country Flying Day "Diesel Day"	KNOX
OCT 15	Classic Stunt, Vintage Combat	BRIMBANK
OCT 22	Stuntmasters Trophy (Re-scheduled due to bad weather)	KMAC
NOV 5	C.L.A.G. Country Flying Day	MOE
NOV 12	<b>FAI &amp; Combined Speed, Mini Goodyear T/R. 1/2A Combat, 2.5cc Rat Race</b> (Riverside Trophy)	CLAMF
NOV 26	Monty Tyrrell Classic Stunt Vintage Combat	KMAC
DEC 3	C.L.A.G. Country Flying Day	TRARALGON

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 :- Peter O'Keeffe (03) 9753 3442 [kmac@aanet.com.au](mailto:kmac@aanet.com.au)

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

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contained in this publication.

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

DATE	CLUB	EVENT
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
<b>DOONSIDE</b> - (Doonside Model Flying Club) - Kelso Park North, Panania.		
<b>KMFC</b> - (Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.		
<b>NACA</b> - (Northern Area Contest Aeromodellers) - Gateshead H.S., Pacific Hwy, Gateshead.		
<b>REMAC</b> - (Ryde Epping Model Aero Club) - Peter Board HS, Wicks Rd, North Ryde.		
<b>SAT</b> - (Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.		
<b>SSME</b> - (Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.		
<b>WMFC</b> - (Werrington Model Flying Club) - Entrance to flying site @cnr. Landers & Walker Sts, Werrington.		
<b>MDMAS</b> - (Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook		
<b>COMSOA</b> - (City of Maitland Society of Aeromodellers) Raymond Terrace Rd, Metford.		

### 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)

### Notice

**Brimbank C/L MAC will be holding a Classic Stunt and Vintage Combat  
contest on Sunday 15th October.**

**Start 10:30 BBQ lunch will be available.**

Location of BFCLMAC flying site: Melways ref. map 15 C5

From the Western ringroad take the Keilor Park Drive exit.(turn left at K.P. Drv) Travel north along Keilor Park  
Drive for approximately 3 kms and turn left at the 1st roundabout into Stadium Drive.Travel for approx 500  
metres.Flying site is right next beside to the enclosed tarmac council carpark opposite the council  
depot.(garbage trucks ect. visible in compound).

# MVVS TRS and D7 2.5cc Diesels

**Maris Dislers evaluates a marque that could be a big wheel in Vintage Combat.**

## Introduction

It seems that the Vintage Combat formula has hit on a satisfying level of performance, at a cost that is within the reach of many. The one model per bout rule is a key drawcard in this respect, as durability and reliability take precedence over ultimate performance. And a bloke with reasonable flying skills has a fair chance of doing well. In fact, more Top Guns are humbled in combat than any other class, there's always a chance for anyone to do well. No wonder this event is to be flown (again) at the next MAAA National and perhaps this event has gone beyond the novelty/nostalgia level into the mainstream. On this note, my review may be of interest for those seeking to "kit up".

There's a fairly well established list of competitive model designs that fit the bill, but what about the engine? A look at the rules suggests that those in the know will be seeking out some of the best 2.5cc engines of yesteryear. Let's face it, model performance potential matters and who wants to be the one fighting with the "short sword" in a duel? We should remember that an Oliver Tiger in top shape was *de rigueur* for Britain in those times and Aussies were more likely to succeed with Super Tigre G-15's over the 68-Series Taipan 2.5 diesels. It is no understatement that it is worth the trouble to seek out a truly trusty combat engine (or two) without unreasonable expense.

Fortunately, the event does not require exceptional power to do well. In break horsepower terms, you're looking at a minimum of 0.35 BHP "delivered at the prop". Balance this with engine weight, consistency of run through tight manoeuvres, surviving the not so sagacious swoops into the sward and stuff like tolerating slightly off settings and the ability to be restarted after flushing the dirt from the venturi, even by an inexperienced pitman. In real terms, that may put the current crop of eligible 2.5cc "sport" engines out of the running.

For what it is worth, Super Tigre G20D's were the most popular choice at the last SA Nationals and can be considered a benchmark for performance here in Oz. If your G20D cupboard is bare, the selling prices of really good examples on Ebay might have you looking for alternatives. What about a Czech MVVS D7 instead? I have to declare that I had great success with the MVVS in earlier times. Vintage Combat was the perfect excuse to pull out an old favourite for some performance testing.

## History

In those fierce struggles for technological dominance, the World Champs Speed contest in 1964 saw Bill Wisniewski's revolutionary Wart-K&B take top honours. Hungary's Krizsma took second with his Moki and a narrowly beating Czechoslovakian Sladky with a new model MVVS. This was quite an upset as the usual hotshots using Super Tigre G20's and other makes were suddenly also-rans.

The new MVVS duly appeared as the limited production RL model. A diesel version went into production around 1968 for control line team racing, as the TR-Super or TRS. A few years later, the design was revised, principally to allow fitment of a tuned pipe on the glow versions for F1C and F2A work. The revised models were called G7 for the glow engine and D7 for the diesel. Ultimately, a new wave of shnuerle-ported rear induction engines eclipsed the engines from the 1960's, but they remain as true thoroughbreds in their own right.



*MVVS 2.5cc diesels. D7 (left) and TR-S (right)*

Essentially, there is not much difference between the TRS and D7 models. The conical piston crown gave way to a flat type, matched to a squish & dome contra piston. Later pistons were a bit lighter and the conrod profile changed. There is also some difference between transfer passage shapes between batches. Despite these changes, fit and finish of parts in particular engines is probably more important, so the following report can be considered representative of both types, which of course meet the cut-off date for Vintage Combat. Despite the forward bulge on later D7 crankcases, we're not aware of any production engines with three-port Schnuerle porting.

## Test Series 1

MVVS engines were typically supplied with relatively generous carburettor sizes, giving marginal suction for combat work. An easy fix with the TRS (which has a through-mounted needle valve assembly) is to fit a spraybar with 4mm diameter in place of the original 3.5mm item. This drops effective choke area from 11.1 mm<sup>2</sup> to 7.5mm<sup>2</sup>, equivalent to an unobstructed round hole of 3mm diameter. Similarly, the D7's peripheral jet carburettor with 3.5mm throat may prove to be a little generous, particularly considering the primitive fuel tank designs typically used in vintage combat models. Reliable performance with competitive power using a small choke size is therefore a definite advantage in this application. Tests were conducted with the 7.5mm<sup>2</sup> choke arrangement, using a fuel mix containing 20% castor oil and 2% DII which was well suited to the engine's needs.

I found the MVVS straightforward to operate, but a little slow to warm up on the very cold test day. It would burble away while warming its innards and then quite suddenly leap up to full speed. The process could be hastened if needed by upping compression and then reverting to the previously established peak running setting, such as might be done in the warm-up period before a bout. Never the



less, it falls short in this respect of a good radially ported engine such as the Oliver Tiger (and the CS replica) or perhaps the PAW 249 CT.

In its favour, the MVVS has commendably low vibration at all useable speeds and the data show a very good power output, peaking at 0.45BHP somewhere between 15,000 and 16,000 RPM. The power curve is quite flat, so operating anywhere between 14,000 and 17,000 would give near-peak results from this engine. More importantly, maximum torque of just over 31oz-in is delivered at around 13,000 RPM before gradually dropping off. This characteristic of maximum torque delivery not far from peak power output speeds is particularly valuable in combat work, as there is plenty of “oomph” to sustain RPM in the increased loads during manoeuvres.

## Test series 2

MVVS engines have typically come with a second, larger carburettor for operation with pressure-fed fuel systems. This is quite unusual, as most diesels of traditional design are typically unable to capitalise on the increased volumetric flow made possible by this arrangement. The generous 7mm crankshaft gas passage diameter and large intake port area are certainly one reason why it works with the MVVS. We ran a second series of tests using the 9mm ID carburettor and 4mm spraybar, as used in my F2D models of yore. This gives an effective choke area of 27.6 mm<sup>2</sup> (equivalent to an unobstructed round hole of 6mm diameter).

Operation of diesels on crankcase pressure requires a bit more finesse, but I find it easier than for glow engines, which can quickly chill the plug element if set a little rich, leading to the false setting syndrome. From our experience, flooding from crankcase pressure systems can be minimised by reducing the outlet hole size from the pressure nipple to 0.3mm (0.008in.). Starting and tuning with this arrangement is no different to the suction-fed system. Of course, there is always more likelihood of a flooded engine, especially when the engine has been stopped without “venting” pressure from the fuel tank.

As expected, the gain was insignificant at low speeds and most pronounced at high speeds. A spot test result of 20,400 RPM with APC 7x4 prop is a full 2,000 RPM up on the suction arrangement. Certainly something you won't get from ye olde Oliver Tiger! Peak power is increased 15% to 0.52 BHP at 17,000 RPM, while torque is lifted to a very healthy 34 oz-in. It was interesting that the measured gains were more marked with the APC props in the test range and less so with the Graupner and Cox props which have wider tips.

Test props aside, we can assume that for practical reasons “combaters” will choose a Taipan nylon propeller in preference to fragile glass-filled types. Here are our test results with these propellers.

Taipan Propeller	Suction venturi	Pressure venturi
8x6	13800	14200
7x6	14200	14400
8x4	15600	16300

Using the rule of thumb that revs increase by around 2000 RPM in the air, we can expect near-peak power (and airspeed) with the six-inch pitch propellers, while the four-inch prop is likely to have the engine over-revving in level

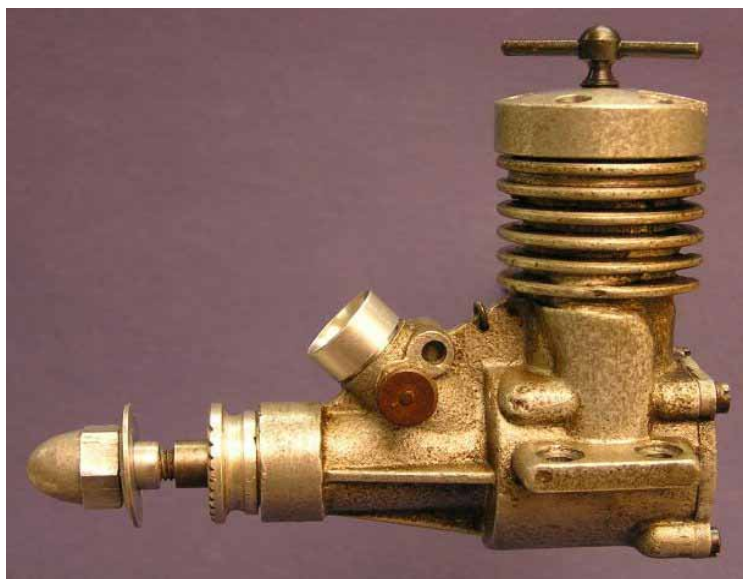
flight. The load placed on the engine during tight and continuous manoeuvring would dictate which prop is best for the individual situation. Model weight, size and other factors have to be accommodated. It is the current fashion to use the 8x4 prop with Super Tigre G20D's, allowing them to perform at their best when manoeuvring at the expense of level airspeed. The MVVS will certainly match their free-revving capability, as good horsepower is maintained well beyond the theoretical peak operating speed.

It is interesting to compare RPM figures between the 8x6 and 7x6 props. With only 76% of the larger propeller's swept arc, one would have expected higher revs from the seven-inch prop. As always, performance in the air is the important thing and the 7x6 may well prove to be a good choice.

## Conclusion

Is pressure feed worth the hassle? While OK in F2D and providing an edge in racing models, it may be too much of a liability in a single model combat class for the few percent extra airspeed. Of course one could take the view that superior power means you can better control the scenario and avoid crashing in the first place. And consistency of mixture setting through tight manoeuvres is excellent with pressure feed. On balance, Never the less, I reckon the MVVS on suction feed is more in keeping with the spirit of this fly-for-fun event.

MVVS D7's have very competitive power output, do not suffer from mixture setting variations between normal & inverted flight and are reasonably plentiful, selling for well under US\$100 in excellent or new condition on Ebay. Overall “useability” is of a high order. They are not particularly nasty when flooded and respond predictably to adjustment of controls. Low vibes mean a good chance of avoiding the dreaded problem of fuel frothing in the tank. The choice of materials and overall design is spot on, so parts failure in D7's is uncommon and they last for ages. It is hard to get dirt into a rear-facing exhaust port, something that can't be said for that forward-facing venturi.

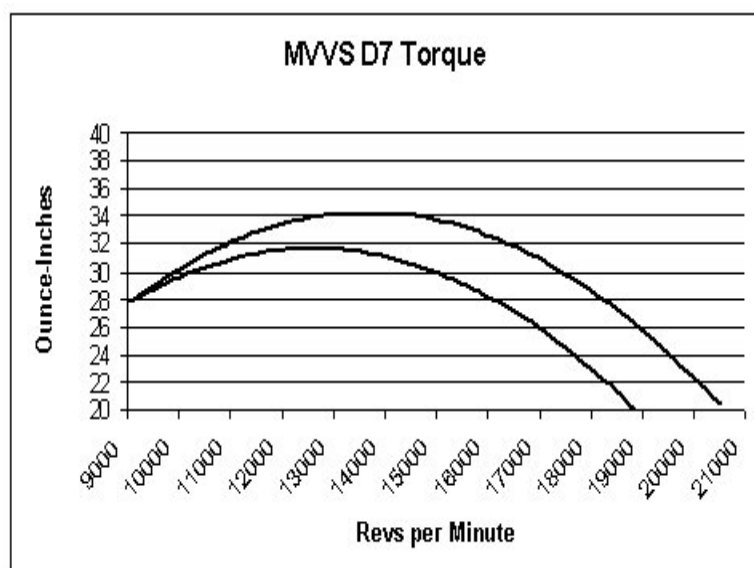
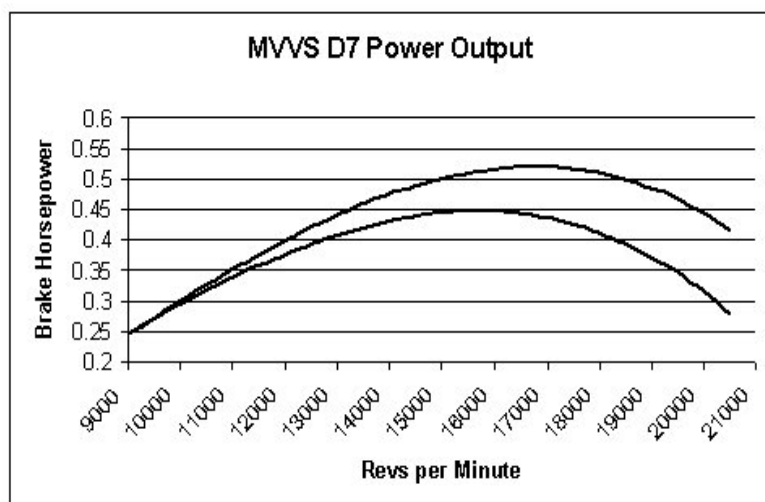


*D7 fettled for combat use. Its no oil painting, but performs very well.*

On the downside - for practical purposes- the D7's exhaust stub has to go as it is impractical to position the engine forward enough to clear the leading edge of the model. Quality control was not brilliant, so there were some duds.

MVVS were famous for not washing all the machining swarf from their engines and damage could result if they were run without a thorough cleanout. The as-cast underside of the mounting lugs needs to be trued up unless relatively soft engine bearers are used. Also, they are a bit heavier than some. Even after tidying up the crankcase, the MVVS tips the scales at 170g, meaning that a CS Oliver at 155g has a modest weight advantage that some feel is important. By comparison, the Super Tigre comes in at 175g and the PAW 249 CT weighs 180g. Engine weight is no big deal anyway, if one of the larger available model designs is chosen.

To sum up, the "agricultural" look of the crankcase casting, along with a "blanket" view held by many of poor quality from Eastern Bloc products works against the MVVS TRS or D7 engines. However, in my experience they are truly rough diamonds. Perhaps not with the 'falls in your lap' inevitability of a Copeman-tuned Oliver Tiger, but the MVVS engines get the big ticks where it counts. With a little work, they become an affordable and reliable way of supplying competitive performance for Vintage Combat models.



## Q & A on Electric F2B

**Q.** I have just been reading the F2B results from the C/L World Championships. Not being a dedicated Stunt flyer myself I always thought the rules restricted power to an internal combustion engine. How do you control the length of engine run of an electric power source?

Not R/C. I hope.

Just curious.

**A.** The acceptance of electric power in F2B began Jan 1 this year, along with increase from 10cc to 15cc, with no differential now between 2 and 4 stroke capacities.

It's done with an electronic chip that also controls the voltage/amps hence the rpm's. Apparently they are constantly changing props to stay within the rpm range they want. The flyer flicks a switch, checks the rpm's, then walks to the centre. The overall time is preset to allow a few laps beyond the time required for the full pattern.

There's talk of a control measure similar to your racing fuel cutoffs, but a quick full up or down wouldn't look all that good with a stunter.

The batteries are quick-charge li-pol - lithium polymer.

Some claim only one flight on a charge, others claim 2 or 3. Can be recharged from a car's 12 volt source.

Any and all controls must be either within the model itself, such as chip-controlled, or by current down the lines as is often used for Scale. Nothing by either R/C or other radio such as garage closer controllers are permitted - nothing "remote" from the directly-connected pilot/model combination.

While Bob Hunt gained the most publicity about electric F2B at the World Championships in Valladolid, Kim Doherty of Canada is by far the leader in this technology. The Germans aren't far behind either. The Americans are still "playing" by comparison.

There's a video of Willi Schmitz's electric powered at the WC's on Uwe Kehnen's site - <http://home.arcor.de/fesselflug/html/downloads.html#download>

The sound is quite surprising, and shows how much of what we hear is really prop noise rather than combustion.

Ken Dowell.

Here are some Electric Stunt price indications from electric whiz Frank McPherson.

You got me going on this subject, I have done some research, and then some pricing on locally available electric controls for Model Aircraft.

This arrangement will produce results similar or in excess of performance got By Mike Palco in 2004

# Outrunner motor, ( Hiperion Z30 ) \$ 130-

# Electronic speed controller ( Hiperion Titan 30 ) 30 Amps \$ 94-

# Lithium Polymer battery 2S, 2amp hour, 2 off in series 15 volts ( Kokam, Col Taylor Models ) \$ 90- ea \$ 180-

# Auxilliary control built by myself, on PCB

\* Speed set by Potentiometer.

\* Timer, adjustable 5 to 10 minutes

\* Switch input for start / stop \$ 50- approx

The first three items could be obtained by mail order from suppliers in Hong Kong for about 20% less than Aus' retail.

I hope that gives you an idea of cost.

Frank Mack



**Meeting held at  
Moe on Sunday  
August 6th.**

I had received advance warning that our flying field appeared to have been double-booked, but this still did not prepare me for the sight that greeted me, hundreds of midget AFL "wannabes" and their admiring parents - Yes, it was Junior Country League grand finals.

A quick decision was made to use our Traralgon field and fortunately, the twelve enthusiasts who finally made it, were not disappointed, as the field was perfect.

Again, Craig Hemsworth and Johnno did their best to fit in as many flights as possible. Craig tells, his new model with Saito .72 power is now almost complete and Johnno has at least half a dozen almost complete models on the way. It should be interesting in the next few months.



Peter Roberts making his first visit to Traralgon flew his Topflite ARF "Nobler", with Brodak .40 power, it looked and sounded great. (See picture)

Yours truly, Ron Jones and Alan Frost did our usual thing, with no new models to report, but lots of flying.

Frank McPherson kept our steady stream of visitors entertained with his touch-n-go biplane.

Ken Donnelly brought along an interesting Sig "Skyray 35", a very nice model, didn't get to see it fly.

Steve Mitchell was having engine problems and only managed a couple of short flights, one ending with a very loud thud but no damage. Vic however, was happy to stay warm and listen to some classic guitar.

Paul Richardson again made the trip down on his Royal Enfield, this is Enfield No.3. In keeping with the character of the bike and explaining El Presidenté Geoff's naming them "Royal Oilfield" a suitable sized pool of oil was left behind.

So, out of a near disaster, all agreed it was a very successful day.

Our next meeting, September 17th, is the Country Competition. Events to be flown will be Classic and Vintage Stunt and Team Race. All are welcome, food and drinks will be available.

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

## **KURING-GAI M.F.C. presents GORDON BURFORD DAY SUNDAY 15th OCTOBER**

A tribute to this great contributor to  
Australian aeromodelling.

Venue:- St Ives showground

All planes this day to use Burford engines

CONCOURS 9 am to 10 am

STUNT (Vintage pattern) 10 am on .....

SPEED (any plane, any Burford engine, any line  
length —combined speed format)

10 am on .....

ENGINE COLLECTION DISPLAYS all day

CIRCLE DEDICATION 12 noon

\$5 LUNCH 12.30

WINNERS AND RAFFLE DRAW (Burford  
engine) around 2.30

**\*\*Burford designed WOMBAT kit with full size  
plan now available.**

Contact David Owen at [owendc@tpg.com.au](mailto:owendc@tpg.com.au)  
subject line: Wombat cost \$30

For further info call John Nolan on 02 9997 3434



# Vintage Team Race Results from the British Nationals

## 1/2A Team Race

		Heat	Final
1	Haywood/Haywood	Panko Baby/PAW TBR	4:19 09:08.0
2	Flack/Springham		4:26.0 09:34.8
3	Toogood/Ward	Six and a Half/Cub	3:54.2 Ret'd
4	Green/Newbold		4:27.8
	Flack/Springham	Wharfedale 1/2A/CS Cub	4:33.0
	Green/Newbold	Panko Baby/PAW TBR	4:33.1
5	Smith/Bollen	Little Warrior/Cub	4:41.9
6	Leeman/Robinson		5:12.2
7	Houlton/Grainger	Hornet/PAW TBR	5:58.7
	Leeman/Robinson		0:0 DQ Jettison
	Blades/Blades	PAW Print/PAW TBR	0:0 DQ released handle
	Reese/Durkin	Third Dimension/PAW TBR	0:0 Ret'd 99 laps
	Blades/Blades		0:0 Ret'd 51 laps

## Vintage A Team Race

1	Haywood/Haywood	Dimpled Dumpling/CS	3:22.6 07:41.8
2	Green/Long		3:46.0 08:45.3
3	Langworth/Broadhead	Voodoo 1/Oliver Tiger	3:48.3 08:54.4
4	Blades/Blades	Pluto/Rothwell	3:48.6
5	Toogood/Ward		3:48.9 Changed prop!
	Toogood/Ward	Dimpled Dumpling/Rothwell	3:49.6
6	Bainbridge/Orchard		3:53.4
7	Ross/Yeldham	Voodoo 1/CS	4:08.7
8	Bainbridge/Orchard	Voodoo 1/CS	4:28.4
9	Rabjohn/Perriam	Voodoo IV/CS	5:25.5
10	May/Mealing	Dimpled Dumpling/Rothwell	5:41.8
	Blades/Blades		0:0 Ret'd 47 laps
	Andrews/Taylor		0:0 Crashed
	Haywood/Haywood		0:0 Crashed
	Green/Long	Dimpled Dumpling/CS	0:0 Ret'd 26 laps
	Roberts/Copland	Time Traveller/CS	0:0 Ret'd 45 laps
	Andrews/Taylor	Dimpled Dumpling/CS	0:0 Ret'd

*John Mealing and "Chowhound"*

## Vintage B Team Race

1	Toogood/Ward/Toogood	White 13/Merco	3:15.8 07:01.7
	Toogood/Ward/Toogood		3:20.9
2	Green/Long	Double Dice/Enya	3:22.1 07:50.8
3	Andrews/Taylor	Double Dice/Enya	3:29.6 09:39.6
4	Bainbridge/Orchard/Delgado		3:32.7
5	Flack/Springham		3:58.8
6	Blades/Blades		4:20.4
7	Mealing/May		4:09.1
8	Whitehouse/Watson	Blue Star/Enya	4:15.9
9	Isidro/Ridley	White 13/Enya	4:22.1
	Mealing/May	Chowhound/Enya	4:26.0
	Whitehouse/Watson		4:27.9
	Blades/Blades	Double Dice/Enya	4:32.1
	Flack/Springham	White 13/Enya	4:43.0
	Valliant/Cooper	Double Dice/Enya	0:00 Ret'd 17 laps plug gone
	Bailey/Pickles	Double Dice/Enya	0:0 Ret'd, cowl loose
	Bainbridge/Orchard/Delgado	Marauder/Enya	0:0 Ret'd 71 laps



Green/Long  
Isidro/Ridley

## BARTON B

- 1 Bainbridge/Orchard/Delgado Cleaver
- 2 Toogood/Ward/Toogood
- 3 Heaton/Morrissey/Isles Rocket plus  
Toogood/Ward Own design
- 4 Barker/North
- 5 Langworth/Broadhead Razzamachas  
Barker/North
- 6 Morrissey/Heaton/Isles Rocket  
Heaton/Morrissey/Isles Dalesman
- 7 Andrews/Taylor/Mealing
- 8 Blades/Blades Dalesman
- 9 Ross/Bollen/Yeldham  
Andrews/Taylor/Mealing Firebrand
- 10 Roberts/Copland  
Heaton/Morrissey/Isles
- 11 Walker/Pearl/Robinson
- 12 Paffett/Tricker  
Ross/Yeldham  
Blades/Blades  
Hill/Metcalf Spitfire  
Roberts/Copland Dalesman  
Walker/Pearl/Robinson



0:0 Ret'd 60 laps  
0:0 Ret'd 46 laps

3:21.7 07:02.5  
3:18.0 07:55.1  
3:28.0 Ret'd 118 laps  
3:30.6  
3:40.3  
3:43.2  
3:43.9  
3:46.6  
3:46.7  
3:47.6  
4:02.5  
4:10.8  
4:12.5  
4:15.4  
4:20.6  
4:22.4  
4:31.7  
4:33.1  
0:0 Ret'd broken prop  
0:0 Ret'd 44 laps  
0:0 Ret'd 73 laps  
0:0 Ret'd 45 laps

Duncan Bainbridge with  
his pit crew are pictured  
here with the Cleaver  
that won Barton B at the  
Nats.  
Hard core windy  
conditions, two near mid  
airs.







*"Supernova" model and friends (Left) features Dick Place (former World Champ) holding his Supernova, Ken Long (Tigress and Dalesman designer) in the cap and Mike North in the bald wig. Moves are progressing in the U.K. to have this style of 2.5cc racer competing in it's own class of team race.*



*Glen Alison's Moitle - 1944 design, same as his date of birth. Has Rustler repro Frog 500 spark. Flew very smoothly. Beautifully built.*



*Scaled up Keil Kraft Spectre by Scottish modeller. Very pretty.*

*Pictures from the British Nationals by Duncan Bainbridge, Terry Mc Donald and Charles Frizell.*



## **C.L.A.G. Country Competition held at Moe, Sunday 17<sup>th</sup> September.**

A good turn up of fliers and perfect weather guaranteed another successful Moe Competition day.

The warmish day meant most were happy to socialise and competition was kept low key.

Three rounds of Classic Stunt were flown with the eventual winner being Peter Roberts, Topflite "Nobler"/ Brodak .40. A big thank you to Vic and Steve Mitchell, our tireless judges.

Team racing was also limited to two events, with Graeme Wilson and Mark Ellins taking out Classic "B" then Mark teamed up with Ken Hunting to win Aussie "A".

Non-competitors enjoyed the usual sport flying, having two ovals, finding extra space was not a problem.

Of interest, were a couple of models brought along by Reeve Marsh and Stephen Reeve. The foam wing, profile, "Warbirds"



are designed for display combat and are of simple construction for .40-.46 power. One featured a removable wing taped to ply saddles, making it very easy to transport or to replace in the event of a breakage.

Our next Club event, "Diesel Day", will be held at Knox on Sunday 1<sup>st</sup> October. So unearth all those Diesel's and join us for what promises to be a FUN day.

Graham Keene Sec./Treas. CLAG Inc.



*"The Warbirds" from Moe*



## Knox Model Aircraft Club

### REPORT: Fun-Fly Day – August 27<sup>th</sup> 2006



### Just another Fun-Fly Day...?

To the casual observer of activities at the KMAC flying field, it would seem that the Victorian State Championships were on again... until they checked the date was Sunday August 27<sup>th</sup> not Easter Sunday... Simply put, there were cars, people, model aeroplanes and activity everywhere!

Parking space, for models in the pit area, and for cars in the public parking area, was at a premium. Throughout the day, a steady stream of curious visitors drove in off the road and pulled into whatever space they could find, wandering around to look at all the colourful models jostling for space in the pit areas. A "Welcome to KMAC" sign out by the roadway held an invitation that many in the passing traffic couldn't resist.

There were a range of activities on display throughout the day... from sport flying of a wide variety of models through to the precision aerobatics patterns of the big F2B ships. At one stage in the afternoon, observers were treated to the awesome sight of PJ Rowland flying his huge 4-engined Lancaster stunt model. A long line of spectators sat on the log barrier watching PJ muscling this stunt aeroplane, of well over 100 ounces, through the full pattern... in flight as well as on static display, the Lancaster has enormous visual appeal and an obvious WOW factor that attracts the immediate and full attention of even the most casual of onlookers. A scheduled speed competition run by CLAMF was also in progress on one of the flying circles which also invited a lot of attention as these models fly so fast. A couple of combat models,



taking to the air later in the day, added yet another dimension to the day's flying and helped to showcase what control line flying is all about to those outside the fraternity. Three flying circles were in constant use throughout the day.

**Space was very limited... both in the pit area and car park!**



Yet this was scheduled and promoted simply as a Fun-Fly event. KMAC's new committee felt that a day such as this would give our control line community the opportunity to come along to a great purpose-built control line venue, fly whatever they wished to bring and also catch up with old acquaintances again as well as meet up with many new faces. The positive social atmosphere is a huge slice of the pie that is aeromodelling... it is an integral and pleasurable part of the whole sport, hobby or craft (call it what you will... ).

This event was very well supported by enthusiastic club members from as far as Ballarat (Hi to Dave and Vera), Geelong (G'day Doug) and Gippsland (Hello to John and Graham). Metropolitan clubs such as CLAMF (Frankston) and Brimbank (Keilor Park) were also represented. Indeed, we thank everyone for taking the time and making the effort to support KMAC... it is very much appreciated.

The added attraction to the mix, may also have been the inexpensive lunch available on site and prepared by our fantastic ladies, Debbie Ruth and Jenny Sammut. These girls worked tirelessly throughout the day, preparing, cooking and selling almost 100 sausages on KMAC's brand new 4-burner trolley barbeque which had its first outing on the day. Thankyou, ladies for a great job very well done!



**Our KMAC BBQ Ladies... cookin' up a storm!**

Suffice to say, the work undertaken by all selfless volunteers in aeromodelling, be they club administrators, contest directors, competition judges and many other support groups, underpins and enhances the pleasure that all flyers enjoy. I think we'd all agree that volunteers should always be positively acknowledged and encouraged as it makes their commitment so much more enjoyable and rewarding.... and more likely to be ongoing. Even though they were worn out from barbequing, I'm sure our ladies will offer their time and support at more events in the future. They may even broaden the menu range too... but no shrimps on the barbie just yet though!!

Peter O'Keeffe / KMAC - Victoria



## Combined Speed held at KNOX 27-08-2006



Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 4	Super Tigre X40	12.87	12.45	DNS	12.45	289.16	104.26%
2	N Wake	Class 5	Novarossi 21	14.49	DNS	DNS	14.49	248.45	96.76%
3	R Hiern	Class 3	Rossi 60	12.02	17.60	12.47	12.02	241.00	91.51%
4	R Hiern	Class 1	OS CZ11 PS	16.33	16.72	DNS	16.33	220.45	87.69%
5	K Hunting	Midge	PAW	10.24	DNS	DNS	10.24	141.45	86.43%
6	N Wake	Class 4	OPS 40	16.40	17.55	DNF	16.40	219.51	79.15%
7	R Hiern	Proto	Novarossi 21	32.01	30.84	30.52	30.52	189.83	79.05%
8	V Marquet	Vintage Proto	OS 25LA	51.90	53.17	DNS	51.90	111.63	69.36%
9	V Marquet	Class 1	ASP 11	21.60	DNS	DNS	21.60	166.67	66.30%
10	K Hunting	1/2A	FOX 049	14.15	13.40	DNS	13.40	108.09	59.85%
11	N Wake	Proto	Cippolla 20	45.70	NEL	42.25	42.25	137.13	57.10%

## Combined Speed flown at Frankston Sept 10th 2006

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 1	Novarossi 12	14.45			14.45	249.13	99.10%
2	R Hiern	Class 5	Novarossi 21	14.66	14.65	14.49	14.49	248.45	96.76%
3	N Wake	Class 1	Novarossi 12	16.55	17.17	15.84	15.84	227.27	90.40%
4	R Hiern	Class 2	Novarossi 28	11.38			11.38	254.55	87.87%
5	N Wake	Vint/FAI	Super Tigre G20/15	N.E.L	20.26	20.67	20.26	177.69	80.06%
6	V Marquet	Class 1	ASP 11	21.88	21.90	23.22	21.88	164.53	65.45%
7	N Wake	Vintage Proto	FROG 500	DNS					0.00%
7	V Marquet	Vintage Proto	OS 25 LA	DNS					0.00%
7	L Smith	Proto	Novarossi 21	N.E.L	N.E.L	DNS			0.00%

## Contest results from MOE 17/09/2006

Aust A Team	race rd 1	rd 2	final	engine
1. M.Ellins/K.Hunting	dns	4:50.44	8:32.97	Taipan
2. J.Hallowell/N.Baker	4:03.19		8:40.43	OS FP15
3. G.Wilson/M.Wilson	5:04.54	dnf 66	10:44.75	OS FP15
Classic B Team	race rd 1	rd 2	final	engine
1. G.Wilson/M.Ellins	4:11.19	dns	7:02.37	OSFP25
2. M.Wilson/L.Smith	dnf 66	3:36.81	8:03.02	OSLA25
3. M.Wilson, J.Hallowell/K.Hunting	4:24.88	dns	12:17.31	ENYA
4. J.Hallowell/N.Baker, P. Roberts	6:16.72	6:48.44		OSFP25

Lean engine runs, line tangles, engines not starting, engine fires, cut fingers & no laps were the order of the day in Classic B at Moe especially during the heats. The final was a little better except landing in the wrong place & no laps again occurred but we all had fun & were well looked after by the CLAG modellers at lunch time with a BBQ.

Thanks to Graham Keene, Geoff Ingram & Co, Reeve Marsh & the lap counters for a good day.

As a follow on from last months poems this one was sent in.

## ***Combat Capers in Life***

*I flew my first control line  
Back in nineteen fifty six  
While the Olympics were in Melbourne  
I glued my balsa sticks*

*Soon I built a Peacemaker  
And learned to do a loop  
Grinned all the way on the bike ride home  
For a bowl of Mother's soup*

*The Firestreak was next in line  
With OS thirty five  
I learned to fly inverted  
Without the dreaded dive*

*This flying wing was loads of fun  
So I built several more  
A boy among the men I was  
As cuts I tried to score*

*Streamer chomping made me smile  
I liked the thrust and parry  
Bring on the rivals I would say  
Be it Tom or Dick or Harry*

*While winning just a meet or two  
Now a Twister we did fly  
With pressure feed a brand new thing  
It danced around the sky*

*Open combat was my favourite  
With HP forty power  
My own design the Cosmic Ray  
Could cause a streamer shower*

*Then came years of nothing  
No more streamer chasing for me  
Life deals many changes  
I bowed out gracefully*

*In time came the Triathlon  
With combat, stunt and race  
Much better for me than F2D  
I liked the Vintage pace*

*So we attached the streamer  
The first for 20 years  
And I was flying combat bouts  
Again against my peers*

*I'd forgotten just how cool it was  
Peacemakers turn on a dime  
With good old fashioned Olivers  
I had a super time*

*Open had a last hurrah  
With a Nelson .36 for power  
But scared myself quite silly  
At one twenty miles an hour*

*Back to flying Vintage  
With the next Nationals in mind  
Early Birds are built in threes  
To meet the combat grind*

*Now you've heard my story  
Is it similar to yours?  
I'd like to hear your combat tales  
And further push the cause!*

*John Hallowell  
VH 1984*



*John Hallowell's 'Early Bird'. First one flew really well. Gillot Tiger really hauls it around! More are being built in preparations for the Nationals.*

## **Nationals Update**

**F4B Scale** has been included into the program after being removed in the last edition of ACLN.

**F2F Team Race** was left off entry form but is still on the program so add it to your entry form when submitting your entries with appropriate entry fee & team member.

**The contact phone number in the entry information for Graeme Wilson. is wrong, the correct number is 0408 034 722 for C/L CD.**



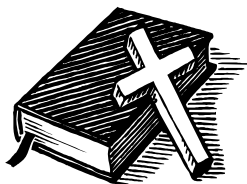
## Vale Terry Matthews

The committee of Knox Model Aircraft Club, on behalf of all club members, join with the wider Australian Control Line community to extend our deepest sympathy to Julie and family at the passing, on Sept 23 2006, of Terry Matthews, past president of KMAC. His selfless service to the club as president over many years is forever greatly appreciated by past and present members. Terry was a gentleman of integrity who will be sadly missed by all who were fortunate to know him and to share life's experiences with him.

Terry hailed from Adelaide initially and became involved in control line aeromodelling together in friendship with another notable South Australian, Gordon Burford, who later became a model engine manufacturer of Sabre, Taipan and Glo-Chief engines. Terry reaffirmed his passion for control line flying at KMAC in Scoresby, Victoria at a later time in his life and became involved in the administration of the club culminating in his elevation to the presidency for many, many years. He was an affable and dedicated administrator who thoroughly enjoyed every aspect of control line flying, particularly precision aerobatics. Terry also enjoyed the social atmosphere and camaraderie of like-minded aeromodellers and would spend much time in thoughtful and knowledgeable discussions about the interesting characteristics of various engines and models from contemporary as well as earlier classic and vintage periods of the hobby and sport.

Farewell to one of aeromodelling's finest and most honourable gentlemen whose Christian faith and principles guided every aspect of his life.

Peter O'Keeffe / President  
KMAC Victoria



### Newsletter Editor

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

## 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.



# For Sale

## Engines and spare parts.

OS 15 III	New	No box	\$100
Enya 15D Mk 1	New	Boxed	\$300
OS CZP11	New	Boxed	\$125
Enya CX11 AAC Diesel	New	Boxed	\$150
CS ED Hunter 21	New	Boxed	\$150
OS 25VF + New piston & liner	New	Boxed	\$125
Taipan Tyro	New	No box	\$150
Taipan Gold Head Diesel (Replica)	New	Boxed	\$275
OS .06, 1cc	New	Boxed	\$150
V.A ED .46	New	Boxed	\$300

## Engines 2nd hand.

Super Tigre G15RVD	Excellent	\$275
Cipolla 21 SP Speed X 3	Excellent	\$250
OS 15D	Very good	\$350

## Spares New.

Cipolla AAC P/L Integral	\$75
OS 15 III P/L	\$30
OS 15 III Gasket Set	\$5
OS 15 III Screw set	\$5

Wayne Wilson

PO Box 77

Toormina

NSW 2452

Phone (02) 66 581 576

## Having a clean out and decided I should part with some of my old engines.

1 Taipan 2.5 ball race Diesel	\$150.00
1 Oliver 1.5 ball race Diesel	\$150.00
1 Hp 40 RC	\$80.00
1 Enya 35 Plain bearing	\$30.00
1 Paw 2.5 Plain bearing	\$30.00
2 Paw 1.5 Plain bearing	\$35.00 each
1 new piston & liner & conrod for Paw 1.5	\$50.00
1 Cox Conquest 2.5 Glow	\$50.00
2 ST X15 Glows	\$100.00 each
4 Super Tiger X15 steel piston & liners new	\$50.00 each
1 Super Tiger X15 ABC piston & liner new	\$50.00
2 Super Tiger X15 cases new	\$40.00 each
1 Super Tiger G20 glow	\$100.00
1 Super Tiger G20 Diesel setup with a cox carby was used for simple Team Race.	\$100.00
1 Rossi 15 Rv D	\$100.00
2 Cipolla combat 2.5 glows Make me an offer.	
Footprint vintage TR model to suite Oliver.	\$50.00
1 Three line handle	\$30.00

All prices negotiable

## Also for sale

Gentle Lady R.C. glider light and easy to fly, complete with 2 channel Remote Control and Nicad Pack \$250.00

Viper V tail slope soarer fast and maneuverable aileron and elevator setup complete with 2 channel Remote Control and Nicad Pack \$250.00  
Mitutoyo Depth Micrometer 2 inch base, 0 to 3 inch depth range, as new \$50.00

Contact Jerry.  
(04) 09796620



## F2C model,

2002 jm Mazniak engine, Mazniak tank/valve, Ivanko (Ukraine) carbon fuselage and balsa wing, 355gms ..... \$900+ postage.

contact:- [shaunsuter@hotmail.com](mailto:shaunsuter@hotmail.com)  
or Tel (03) 9789 4274

Unfortunately I will have to announce a price increase for my first **pressing pure castor oil**.

The price is now \$38 per 5 lts including container effective immediately.

Std Postage in Victoria is \$7 inclusive of packaging.  
Std post NSW & SA is \$12 inclusive of packaging.  
Other states please email or telephone postcode for postage quote.

Telephone: 03 9398 8244 day or evening  
Email: [combtkid@hotmail.com](mailto:combtkid@hotmail.com)

# WANTED

Information on where I can buy Piano wire, Control line wire in various sizes.

Also wanted .29 size tuned pipe.

Reply to:- M. N. Bell  
P.O. Box 438  
Dubbo  
N.S.W.

## 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"

## AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

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SEAFORD VIC 3198

SURFACE  
MAIL



Knox Model Aircraft Club  
proudly presents....

Due to inclement weather on Sept 24<sup>th</sup>, KMAC will reschedule the *Stuntmasters Trophy* Stunt Competition to Oct 22<sup>nd</sup> in place of the scheduled Vintage Stunt Competition. Interested flyers and spectators are invited to attend.

Competition entry fee is \$5 and prizes will be awarded to the first 3 place-getters.

There will also be a Sausage Sizzle BBQ lunch and soft-drinks available at a nominal cost.

The KMAC field is located off Stud Rd., Scoresby, opposite Caribbean Gardens... (Melway 72 K9)

Enquiries: Peter O'Keeffe (03) 9753-3442

Email: [kmac@aanet.com.au](mailto:kmac@aanet.com.au)



**Sunday October 22nd at 10am**