

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 133

Produced by the Victorian Control Line Advisory Committee



June 2009  
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**Copy Deadline for next issue is:  
Wednesday June 17th 2009  
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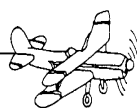
**Best of all is to send a CD or use Email**

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



### VICTORIAN CONTROL LINE CONTEST CALENDAR

Jun-7	Clag Flying Day`	Moe
Jun-14	<b>Speed</b> , FAI & Mod Combat, 1/2A Combat	CLAMF
Jun-21	Vic State Champs. <b>Mini G/Y, 1/2A T/R</b> <b>Midge Speed, Simple Rat Race</b>	CLAMF
Jun-28	KMAC Club Day	KMAC
Jul-12	<b>Speed</b> , Balloon Burst, Limbo, <b>2.5cc Rat Race (Riverside Trophy)</b>	CLAMF
Jul-26	Club Day and annual general meeting.	KMAC
Aug-9	<b>Speed</b> , Classic Stunt, Simple Rat, Simple Goodyear	CLAMF
Aug-23	Fun Fly & up to 2.5cc Day	KMAC
Sep-13	<b>Speed</b> , Navy Carrier, Vintage Combat	CLAMF
Sep-27	Club Day	KMAC
Oct-18	1/2A Combat, <b>Speed</b>	CLAMF
Oct-25	Fun Fly & up to 2.5cc Day, Classic B, Vintage A	KMAC
Nov-8	<b>Speed</b> , Simple Rat, Aussie A, Triathlon	CLAMF
Nov-22	Monty Tyrrell Classic Stunt	KMAC
Dec-6	<b>Goodyear, Mini Goodyear</b> , Nationals Practice	CLAMF
Dec-13	<b>Speed, F2C Team Race</b> , Nationals Practice	CLAMF
Dec-20	Club day and Nationals practice.	KMAC
Dec-28 - Jan-5 2010		

### **63rd Australian National Championships ALBURY NSW**

Events will be flown in order of printing.

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

**CLAMF** Frankston Flying Field, Old Wells Rd, Seaford  
(Melway 97J10), 10.00am start

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

H. Bailey (03) 9543 2259

Email :- [CLAMF@ozemail.com.au](mailto:CLAMF@ozemail.com.au)

Web site :- <http://clamf.aerosports.net.au/>

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

Contact :- Ken Taylor (03) 97380525

John Goodge 0439 972 006

Email :- [johnnogo@bigpond.com.au](mailto:johnnogo@bigpond.com.au)

**CLAG** Contact :- Graham Keene

Email :- [gkeene@wideband.net.au](mailto:gkeene@wideband.net.au)

Details of venues can be found on web site

[www.clagonline.org.au](http://www.clagonline.org.au)

**Brimbank Falcons** Stadium Drive, Keilor Park Recreation  
Reserve, Keilor. (Melways ref 15 C 5). Regular flying day  
3rd Sunday of each month 10.30am.

BFCLMAC club secretary is Mathew Shears.

Email: "Mathew Shears" [matshears@aapt.net.au](mailto:matshears@aapt.net.au)

Ph home 03 5472 3881 Mobile 0432 491 794

Club president is Alan Mattheison-Harrison

email: [adharrison5@bigpond.com](mailto:adharrison5@bigpond.com)



## COMING EVENTS



### **C.L.A.S. CONTEST CALENDAR 2009**

**\*\* Events which form part of Team Selection for 2010 World  
C/L Championships.**

DATE	CLUB	EVENT
<b>6-8 Jun</b>	<b>CLAS. NSW C/L STATE CHAMPS</b> <b>** (F2B and F2D)</b>	Whalan Reserve, Debrincat Ave, Whalan & SSME Ludenham
Sun 21 Jun	KMFC	Diesel Goodyear, Sabre trainer Racing & 2.5 diesel speed
Sun 5 Jul	KMFC AGM,	2.5 Stunt and Club Racing.
Sun 12 Jul	Doonside event to be held at <b>SSME</b>	F2B Aerobatics
Sun 19 Jul	KMFC	1.6 and Slow Combat
Sat 1 Aug	KMFC	CLUB STUNT (Novice)
Sun 9 Aug	KMFC	F2B Aerobatics and Novice F2B.
Sun 16 Aug	KMFC	Diesel Goodyear, Sabre Trainer Racing & 2.5 Diesel Speed.
29-30 Aug	COWRA MAC.	4th OILY Hand Diesel Day. (Contact Ian Cole 0427 015 792) Details TBA.
Sun 30 Aug	SSME	Slow Combat (Bonus points for WW2 Style model).
Sun 13 Sep	KMFC	Classic Stunt, Vintage Stunt & Palmer event. Details TBA
Sun 20 Sep	KMFC	Club Racing & Slow Combat
Sun 27 Sep	SSME	F2B Aerobatics
<b>3-5 Oct</b>	<b>NSW. Venue Twin Cities, Albury</b> <b>CLAS.NSW C/L STATE CHAMPIONSHIPS.</b> <b>** (F2A and F2C)</b>	
<b>3-5 Oct</b>	<b>CLAS at Kelso Park</b>	City of Sydney Championships
Sun 11 Oct	KMFC	<b>Gordon Burford Day.</b> Stunt - using G B engines in any of the Australian planes selected for previous Veterans gatherings at Muswellbrook. Sabre Trainer fly past. Speed - any G B engine up to 0.19cu.in. Special event- simultaneous flying of G B engined planes. Concours G B engined planes of any kind. Swap meet
Sun 18 Oct	KMFC	Club Racing and Diesel Goodyear
Sun 25 Oct	SSME	Phantom, Vintage A, Bendix T/R, Vintage 1/2A
Sat 31 Oct	KMFC	CLUB STUNT (Novice)
Sun 1 Nov	SAT (Kelso Park)	F2B Aerobatics
Sun 15 Nov	KMFC	Slow Combat and 1.6cc
Sun 22 Nov	NACA (Gateshead H.S.)	Classic Stunt & Cardinal Stunt. (I.Smith Ph:024975 2292)

Sun 22 Nov KMFC Vintage T/R, 1/2A,  
A (2 divisions) and Vintage B.  
Sun 29 Nov KMFC KMFC Christmas Party and Fun Fly  
Sun 6 Dec Doonside. **To be held at SSME**  
F2B Aerobatics

**Dec 28th 4th Jan.2010 63rd MAAA Nationals\*\***

**63rd NATIONALS. Albury NSW \*\* (hosted by Victoria)**

**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.

**SAT-** (Sydney Aeromodelling Team) - Kelso  
Park North, Henry Lawson Dr. Panania.

**SSME** - (Sydney Society of Model Engineers) -  
Model Park, Luddenham Rd, Luddenham.

**MDMAS** - (Muswellbrook District Model Aero Sports  
Inc.) - Mitchell Hill Field, New England Hwy,  
Muswellbrook

**DOONSIDE-** (to be held at SSME) Luddenham.

## Western Australia Contest Calendar 2009

Jun 13-14 W.A. State Champs F2C at  
Whiteman Park

THESE EVENTS ARE FOR W/CHAMPS QUALIFYING

## Adelaide Aeromodellers Club 2009 Events Calendar

2. Vintage Combat #1- June 20<sup>th</sup>
3. Grass Rat Race - July 4<sup>th</sup>
4. Whyalla Show Classic Stunt, Slow Combat & Grass  
Rat - August 15 & 16<sup>th</sup>  
(dates and events to be confirmed by Whyalla MAC)
5. Triathlon - September 5<sup>th</sup>
6. Peacemaker / FliteStreak Stunt - October 10<sup>th</sup>
7. Vintage Combat #2 - November 7<sup>th</sup>
8. Novice and F2B Stunt - December 5<sup>th</sup>

### Notes:

1. All AAC events at Unley Rd are on Saturdays,  
dates are provisional
2. Start time of all competitions is 11.00 am.  
Practice from 9.00am
3. All AAC events to be held at the AAC field, Unley  
Rd City opposite BMX Park
4. All entrants must be MASA members and with  
valid FAI licence
5. Safety straps required on all handles in all  
events.
6. Mufflers mandatory on all glow motors 2.5cc and  
above

**For more info contact Peter Anglberger,  
Tel 8264 4516**

## Threads and Bearings.

How often have you been working on your favorite engine to find you don't know the thread or bearing size you need to buy. Or as I have found over the last few months that some thread or bearing sizes don't even exist any more.

This has always frustrated me so I've been thinking what we can do about it. What I propose to do is set up a page on the CLAMF web site to document as many engines thread and bearing sizes as possible. This will only be successful IF people are willing to contribute. So over the next few months Paul Stein and I will devise an excel spread sheet to list the information on all sorts of engines. So even if you only know one thread or bearing size for an engine someone else might know the rest. That way we can gradually build up a profile on dozens of engines.

So if you have some knowledge on your favorite engine send me the info at [Andrew.n5@bigpond.com](mailto:Andrew.n5@bigpond.com) and I will have the page up dated, that way it can be accessed by modellers around the country and the world. The success of this depends on everyone's contribution.

Happy Flying, Andrew Nugent.

## 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"

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Subscribers are reminded that they can receive Australian Control line News by email at no extra cost. This option would allow you to view the pictures in colour as soon as it is ready to be sent to the printers for publication.

If you would like to use this option just make a request to the Editor by email.



## Navy Carrier Contest 17<sup>th</sup> May 2009

With Carrier Deck being the only event flown on the day it was a fairly relaxed affair. Not a bad attendance with eight competitors fronting up to fly. Once again all the models flown were Profiles, with the HP40F being the popular engine choice.

Graeme showed excellent landing technique with a perfect 100 point landing in both rounds, the others needing more than one pass to hook a wire. Good to see Steve turn up with an old Enya 45 powered GS Bearcat... the Enya was a bit gummy after hanging on the garage wall for about 30 years but fired right up after a bit of a squirt on the 3rd flick !!.. Unfortunately Steve along with Bryce and Andrew stuck it in the water and missed any landing points.

Excellent weather made for an enjoyable days flying. Timing and scoring was taken care of by Neil, Andrew, Mark and Paul... thanks guys !!..

Next Comp will be on the CLAG flying day at KMAC on August 2<sup>nd</sup> 2009.

Never flown a three line Navy Carrier model?

Navy Carrier models will be available for a fly-n-try on August 2<sup>nd</sup> 2009 on the CLAG flying day at the KMAC flying field.

### Results:

Place	Competitor	Model / Engine	High Speed	Low Speed	Landing	Bonus	Total
1	Graeme Wilson	Bearcat HP40	24.50sec	72.85sec	100	30	178.35
2	Peter Roberts	Wildcat Merco 29	28.30sec	101.41sec	85	20	178.11
3	Paul Stein	Corsair HP40	24.46sec	76.53sec	80	30	172.07
4	Mark Ellins	Corsair HP40	24.58sec	68.00sec	95	30	168.42
5	Murray Wilson	Bearcat HP40	25.02sec	84.83sec	50	30	139.76
6	Bryce Young	Bearcat HP40	25.85sec	67.14sec	Splash	30	71.29
7	Andrew Nugent	Bearcat HP40	26.04sec	64.17sec	Splash	30	68.66
8	Steve Mitchell	Bearcat Enya 45	33.50sec	56.24sec	Splash	30	52.72



*Andrew Nugent on low speed run with HP40 powered Bearcat.*



*Steve Mitchell looking happy with his Enya powered Bearcat*





*Navy Carrier model line-up*



*Navy Carrier HMAS Seaford underway !*

### **Navy Carrier News:**

The J-Roberts design of Navy Carrier models (Bearcat, Skyraider etc.) have proved very successful in terms of strength, flying characteristics and longevity (pictured below).



*Mark Ellins flying a Corsair – always close to vertical !*



**Brodak Skyraider**



**Brodak Bearcat**

In a move away from the J-Roberts design a recently completed Brodak Guardian (pictured below) made an appearance at the CLAMF Aerosports field during the May 2009 Navy Carrier competition. Initial flights were very encouraging although the model will require additional trimming to become truly competitive.





### *Brodak Guardian HP40 powered*

Potential Navy Carrier pilots should seriously consider the Brodak (J-Roberts) Bearcat or Skyraider as a first project. A few of the perceived quality 'niggles' can be easily overcome with advice from experienced pilots. Kits and hardware are all available via The Hobbycave.

Additional Navy Carrier information and a selection of plans please visit:

<http://clamf.aerosports.net.au/index.htm>



## **Results of Vintage A & Classic B T/R at Knox on 24/5/09.**

There were just four teams entered in Vintage A. Murray Wilson and Lance Smith broke their model in practice so that left 3 and it was straight into a 180 lap final. This will be the last time Vintage A will be flown on the old 46'.8" lines. We will now be flying on FAI size 52's.

John Hallowell and Neil Baker were the only team in the final with an R250, so it was no surprise they got home first from Harry/Peter and the Huntings.

- |                    |          |
|--------------------|----------|
| 1. Hallowell/Baker | 7.04.87  |
| 2. Bailey/Roberts  | 8.32.78  |
| 3. Hunting/Hunting | 10.06.72 |
| 4. M.Wilson/Smith  | DNS      |

Classic B was a real thriller with the result up in the air until the final seconds. It was a day to test some of the new Classic B BR engines. Neil and John had a new Rocket with an OS25 FX up front and Harry was trying out an Irvine 25 in his Barton B Galaxie. The sorting out process has begun!

The first round saw Hallowell/Baker post a slow 3.24 with the orange Swooper and then follow it up with a smokin' 3.00.53 with the yellow Rocket and Mk4 Brodak to gain first choice in the final.

The highly fancied team of Murray Wilson & Lance Smith also did a slow first round but made up for it with a smart 3.13.40 in round two. Bailey/Roberts did a two stop 3.29 for the 70 laps using an 8x6 APC. It would have been a very fast time indeed if the Irvine had managed just a few more laps each tank! As proven in Barton B, these engines also have much potential for Aussie rules Classic B. They used an old model with an OS FP for their next

flight but the gremlins were having a ride on the wing and that was that...

The brothers Hunting posted a best time of 3.24 in CD Mark Ellin's pad. Not quite as fast as their outstanding effort at the last Albury Nats, but good enough to make the final.

In the final Neil Baker had the yellow Rocket away in just one flick. Lance Smith was close behind as was John Hunting. The Rocket had the extra speed and was building up a good lead. However, the final stop saw a too hot engine refuse to fire and it allowed Murray to catch up. When the Rocket was finally in the air, it was just a second too late, as Lance and Murray crossed the line first by the narrowest of margins with the Barnsey Brodak Galaxie. Those that turned up for the club day had some good racing and good fun.

- |                    |         |         |          |
|--------------------|---------|---------|----------|
| 1. M.Wilson/Smith  | 3.31.50 | 3.13.40 | 6.49.81  |
| 2. Hallowell/Baker | 3.24.82 | 3.00.53 | 6.50.81  |
| 3. Hunting/Hunting | 4.15.29 | 3.24.54 | 139 laps |
| 4. Bailey/Roberts  | 3.29.88 | 5.36.88 |          |

John Hallowell  
AUS 1984



OS FX25 Powered  
Rocket





*Two of the engines on the approved list of the new Classic B rules that were used in the Knox contest.  
Left :- OS FX25  
Right :- Irvine 25*

## Speed QUEENSLAND C/L STATE CHAMPIONSHIPS

For the first time in many years (approx 10 years) a Speed competition was held at the C/L field at Loganholme. In fact there were 13 entries in all, but due to various reasons only 7 people actually flew in F2A and Combined Speed. The competition was held under ideal conditions with little wind and good temperature and humidity, which probably helped competitors record good times.

Andrew Heath in F2A recorded a time of 12.13 in the first round, followed by a 12.20 and completed his final round with a 12.09 to set a new AUSTRALIAN RECORD. Congratulations Andrew on a magnificent time with a speed of 297.77 kms/hr. Ian Gapps with a 12.27 and a 12.31 was not far behind taking out second place on the day.

Andy Kerr came third with a final run of 12.99 after a minor mishap earlier in the round.

Rick Justic with only one recorded run of 13.18 took out 4<sup>th</sup> spot.

A special mention must be made of Robert Owen who in his very first F2A competition flew consistently in each round and ended with his best time of 13.42. Well-done Robert.

Rick Justic flying Class 2 completed two runs, the best being a 10.79 to take out first place in Combined speed.

Mark McDermott with the Class 2 powered by a Nelson had a couple of runs in Proto to end up with a best time of 31.91.

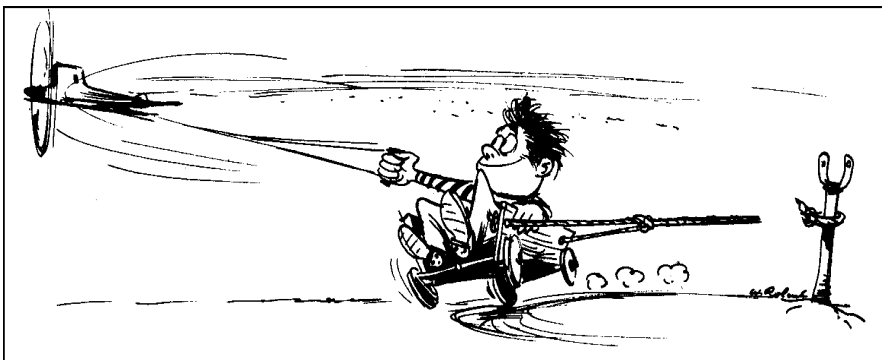
Peter Morandini with the Class 2 Bee Sting powered by a ST29, which unfortunately seized up did not record a time in Proto.

At the completion of the competition Stan Pilgrim and I checked motor and model specifications that were found to be correct.

Many thanks to the timekeepers who assisted me throughout the course of the competition and acted as FAI observers.

John D. Taylor  
Speed Contest Director

*Andrew Heath seen here with his F2A model recorded a time of 12.13 in the first round, followed by a 12.20 and completed his final round with a 12.09 to set a new AUSTRALIAN RECORD.*



## More from the Queensland State Championships speed circle.

There were 5 entrants in F2A .

Combat flyer Robert Owen, was a newcomer to the speed circle. He did not take long to get the hang of things and his flying style improved each time he flew the model. By the end of the contest Rob was looking relaxed and confident in the centre and had recorded a time with every attempt.

Andy Kerr was experimenting with a Profi Junior engine. He landed heavily early in the contest damaging the rear of his aeroplane. We all went searching for part of a yellow elevator which fortunately was recovered. After some quick repair work Andy managed to slip under the 13 second mark on his third flight and in so doing took third place from Richard Justic.

Richard was not as quick as I had expected and was having trouble with the tune, He only managed to record the one time in round two.

John Taylor was the Contest Director. John did an excellent job of running the show and managed to keep the event moving at a steady pace.

### Results

Pos	Name	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R.Justic	Class 2	10.79	10.87	D.N.S	10.79	268.47	92.68%
2	M.McDermott	Proto	31.43	31.01		31.01	186.83	77.80%
3	P.Morandini	Proto	D.N.F	D.N.F	D.N.F			0.00%

### FAI

A.Heath	FAI	Profi	12.13	12.20	12.09	12.09	297.77
I.Gapps	FAI	Profi	12.27		12.31	12.27	293.40
A.Kerr	FAI	Profi	13.21	15.68	12.99	12.99	277.14
R.Justic	FAI	Profi		13.18		13.18	273.14
R.Owen	FAI	Profi	14.02	13.42	13.60	13.42	268.26

**Vintage A** was flown first up Sunday morning before I got there. Andy's final time was excellent but his heat time was only around the 3.20 mark. If a few fast teams from down south had been there he probably would not have made it to the final with the result then that the final time (3 stop) would have been slower than what Andy was capable of. Just goes to show that you need a missile to qualify and it would be advantageous to have a two stopper on standby in case a long range aeroplane makes it to the final.

One of the Queensland guys took photographs.

Kind regards,

StanP

# *News from Qld*

IT'S ON !!!

## 64<sup>TH</sup> MAAA NATIONALS

### DALBY QUEENSLAND

29<sup>th</sup> DECEMBER 2010 to 7<sup>th</sup> JANUARY 2011

*COMBINED R/C F/F C/L*

Newsletter Editor  
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Victoria  
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## "All Aussie" and Vintage Combat held at KMAC Sunday 3/5/09

For the second year running, a very well attended meeting, thanks in no small part to the absolutely perfect weather.

A total of 28 entries in "All Aussie" and 11 entries in "Own design"; saw a varied assortment of models and a real feast for the eyes.

The Brimbank boys, who provided the combat entertainment, were going for it all day. The attrition rate seemed a little high, giving some indication as to the seriousness of the competition. A look in the council garbage bin afterwards, revealed many sets of tangled lines and lots of smashed bits and pieces. But, it was all good fun and well appreciated by the spectators.

Doug Grinham, again went home with the "peoples choice" prize; his "Ramrod" being judged as the best "All Aussie" model.

Steve Mitchell's "Trio Mk4" was judged as the best "Own Design".

Photos of the many models and the days activities can be seen on the CLAG website, [www.clagonline.org.au](http://www.clagonline.org.au) go to "News" and open the 3<sup>rd</sup> May Knox page.







*Combat area.*



## Brimbank Falcons Vintage Combat Day held at Knox 3<sup>rd</sup> May

1 <sup>st</sup> Murray Wilson	Ironmonger	ST G20/15D	W W W B W W W
2 <sup>nd</sup> Tony Caselli	Anduril	R250	W L W W B L W
3 <sup>rd</sup> Ken Maier	Anduril	ST G15D	W W B W L B L L
4 <sup>th</sup> Phil Lewis	Warlord	Enya .15G	W W L L
5 <sup>th</sup> Mike Lewis	Ironmonger	PAW .19D	L W W L
6 <sup>th</sup> Harry Bailey	Stockport Warlord	PAW.19 & ST G15	W L L
7 <sup>th</sup> Bryce Young	Anduril	PAW 2.5 TBR	L B L
8 <sup>th</sup> Reeve Marsh	Yeti	OS Max .15 G	L L
9 <sup>th</sup> Mark Usher	Anduril	ST G20/15 D	L L
10 <sup>th</sup> John Hallowell	Early Bird	Gillot CS Oliver T 2.5D	L DNF
11 <sup>th</sup> Stephen Reeve	Slabster	OS LA.15	DNS

*Murray Wilsons winning model*



A dead calm and sunny Melbourne Autumn Sunday morning greeted almost a dozen vintage combat hopefuls for the annual Brimbank Falcons hosted Vintage combat day held at the Knox MAC club on the 3<sup>rd</sup> May 2009.

There were some very desperate and exciting battles fought with contestants in some bouts recording 3 or 4 cuts. There was also the usual mid air carnage associated with the close following that took place in many of the combat bouts.

However it was the young gun Murray Wilson who blitzed the field with his equipment reliability and cool and precise flying style taking many small streamer cuts along the way to take out a well deserved first place.

Special thanks must go to Alan Harrison who made the long journey from Queenscliff and Reeve Marsh (Western Port) for without their tireless assistance in the cut scoring and time keeping department the event would not have run as smoothly as it did.

Further thanks go to the members of the Gippsland club who organised the barbecue lunch and for inviting the Brimbank club along on their day.

Ken Maier CD



# Simple Adjustable Pushrod Ends

By Graham Keene

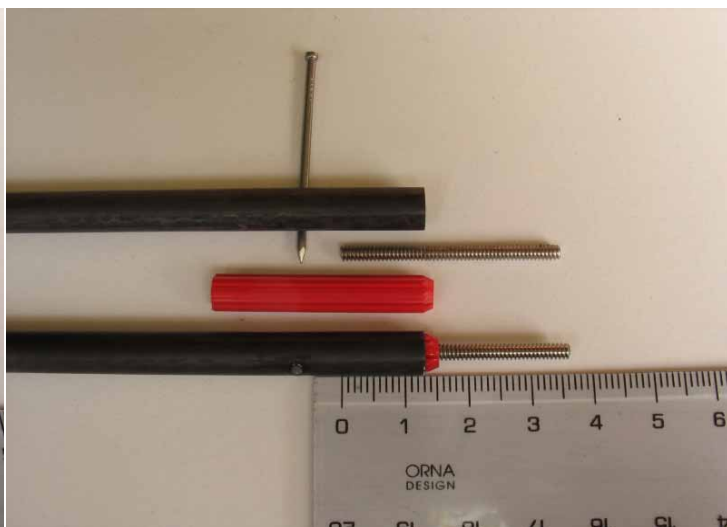
A field and game supply shop opened nearby recently, giving me the opportunity to obtain carbon fibre arrow shafts for use as pushrods. Having seen various “complicated” methods of attaching adjustable ends; I thought I would try and simplify the process.

The attached photos show the result, with all parts off-the-shelf. I have always used Dubro products; their ball links, clevises, 4.40 threaded rod etc. are well made and have proved very reliable.

The plastic plugs are a sliding fit in the arrow shafts, but once the threaded rod is screwed-in, the fit is nicely snug.

Assembly is as follows:

- (1) Cut your arrow shaft to the required length. The plug is inserted then secured with a 1.6mm nail pushed through a 1.5mm hole which has been drilled through the arrow shaft and plug. The ends of the nail are then cut and filed leaving them protruding slightly.
- (2) The threaded rod is then screwed-in, being careful not to bottom it out against the nail, otherwise you will push the plug out as the rod is tightened. I drill the hole at 20mm and screw the rod in 15mm.
- (3) Cyano is then applied to the plug, threaded rod and nail.
- (4) When the cyano is thoroughly dry, the clevis and/or ball link are then screwed onto the threaded rod.



You will find that the clevis or ball link are a very tight screw-on fit to the 4.40 threaded rod and when making adjustments the threaded rod in the plug may move. You can either, hold the rod with a small pair of pliers or use a 4.40 tap to cut a thread in the ball link or clevis.

*Tested to 25kgs. No problems.*



## Jet flying at Easter Champs.

I thought that I should let you know that I broke the NZ Jet record on 12th April with a flight of 195.88 mph, (315.24 km/h - 11.42 sec/km).

Roberts old record was 186.85 mph, (300.7 km/h - 11.972 sec/km) so I broke it by 9 mph.

This was using 60% Nitro & 40% Prop Ox with a 0.048" metering Jet. 3.5 laps in the pylon and under power for all timed laps.

I had radiused the tailplane leading edge corner and this eliminated the vibration at the 182-184 mph speed I was doing on 80% Methanol - 20% Nitro but when I switched to the Hot fuel the vibration came in after about 5laps (I assume as the model got up to top speed) and was there for the rest of the flight but at a much lower amplitude, so it is still there but I appear to have moved it up the speed range a bit. I sewed my elevator back on with Kevlar thread. It didn't fall off this time!

Have been very busy both at work & home but hope to send out some results soon plus an article to Speed Times.

Regards

Andrew Robinson



"He sayeth he's trying to invent a Hobbye—whatever that meaneth".

## CLAMF Aerosports Website News:

Our venerable and talented webmaster Ken Dowell continues to spend a considerable amount of time and effort updating the CLAMF Aerosports website which continues to be the leading active control line website in the country. The website is easy to navigate (courtesy of good design) and contains up-to-date news and information on local and interstate activities. Keep up the great work Ken !



Visit the CLAMF Aerosports website at: <http://clamf.aerosports.net.au/index.htm>

CLAMF - Microsoft Internet Explorer

Address: <http://clamf.aerosports.net.au/index.htm>

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Frankston  
at 14:13 Tue  
18.1°C E 9km/h  
weather zone

Frankston, Tue  
7-18°C  
weather zone

HOBBYCAVE  
Control Line Kits and Parts

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CLAMF - Microsoft Int...

99% 3:18 PM





*The MAAA rules conference was held recently and the proposals put forward by the Control Line representatives were passed. These changes are effective as of now so if you are a competition flyer make sure you are up to date with the current rules so you don't get any surprises on your up-coming competition day's.*

*The VMAA has sent out it's table of fees for the 2009/2010 financial year. Club members are advised that fees should be paid by July 1st to be covered by insurance.*

	MAAA	VMAA	Total
Seniors	\$60	\$44	=\$104
Pensioners	\$60	\$44	=\$104
Juniors	\$30	\$32	=\$62

*I recently read a report by British combat flyer Richard Evans about his exploits earlier this year whilst on a trip down under.*

*He managed to get in some model flying and socialising in NSW and competed in the Hunter Valley Champs in which he won Vintage Combat. The top three were all using R250 powered Andurils built by Andrew Linwood.*

*Richard wrote:- **"Andrew Linwood (dad to Tommy, their young prodigy) has jiggered up to produce large numbers of these models. They all fly the same, that is to say, well! My only criticism is that, as they allow film covering, they look just like F2D models."***

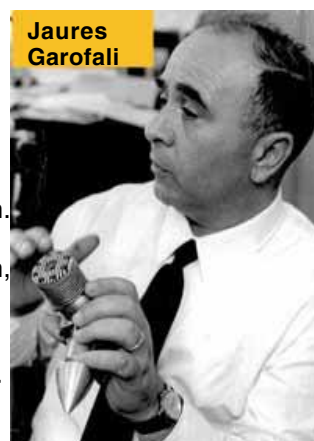
*I for one would agree with Richard on that comment. Vintage Combat continues to attract good entry levels here in Australia and is an enjoyable spectator event as well. It would be a pity if all models were to continue down the path of colourless blandness. For the sake of the spectators, cut judges and not having all combat event models appearing to look the same can we please retain some model colour in Vintage Combat even if were only a token 20% of the model?*

*I have nothing against clear mylar as a covering material but a quick squirt with a spray can would brighten up airborne activities.*  
**ED.**

Richards full report can be viewed at  
<http://www.combatflyers.co.uk/>

## Mr. Jaures Garofali,

founder of Super Tigre engines, passed away on Thursday, March 26th at the age of 89. Born in Bologna, Italy in 1920, Mr. Garofali was one of the true pioneers in model engine design. He began designing model engines at the age of seventeen, originally producing engines under the OSAM brand name. He later founded Super Tigre engines in 1949. The first Super Tigre engine produced was the G-19, a 4.82 cc diesel engine soon to be followed by a powerful glow version. In 1950, he produced the famous G-20, a 2.47 cc glow engine that was destined to become one of the most famous engines in the Super Tigre line. The G-20 was flown by modelers in virtually every country and received more than its share of first place awards for the next fifteen years. In 1954, Amato Prati used a stock SuperTigre G-20 in his "Speed King" model and reached a speed of 190.47 km/h, a new Class A world speed record. Mr. Garofali continued to upgrade and improve the performance of this engine, incorporating ideas he received from modelers, especially the speed fliers.



In May of 1956, A. Marconi, a well known speed flier, used the SuperTigre G-20 Lappato (lapped piston, strengthened crankcase with removable rear cover and many internal changes) to achieve another Class A world speed record of 215.56 km/h with his "Tajavento" model. The G-series SuperTigre engines were aimed at the sport modeler and builder who wanted an engine that was easy to operate, reliable and had enough power for leisure time flying. The G-30 2.5cc diesel engine was the only one of the series designed for competition and was the engine of choice of many FAI Team Racers in the late 1950's. Mr. Garofali is survived by his wife and children. Daughter Sandra and sons Leonardo, Romualdo and Fabio continue to work in the hobby industry at the Italian distributor, Safalero.

Our sympathy to his friends and family.

Tell your friends about **"Australian Control Line Nostalgia"**, the most comprehensive summary of Australian Control Line on the World Wide Web. Back issues of ACLN are archived, indexed, and may be searched here.  
<http://www.dkd.net/clmodels>

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## How strong are your lines?

Here is a comparison chart that was produced by Andrew and Don Robinson.

Stainless steel lines are not as strong as other types.

Date August 1996	OUTSIDE	C/S	WEIGHT	BREAKING	TENSILE
DESCRIPTION/ Source	DIA mm	AREA sq mm	g/100m	LOAD Kg	STRESS MPa
0.010, SINGLE STRAND Ex Frankton Model Suplies	0.249	0.0487	38.5	13.5	2721
0.010, SINGLE STRAND PIANO WIRE Ex A.P.Robinson,USA sourced	0.254	0.0507	39.4	13.8	2664
0.012, 7 STRAND STAINLESS STEEL Ex Christchurch Model Shop - 1987	0.301	0.0553	46.6	9.7	1717
0.012, 7 STRAND STAINLESS STEEL Ex SIG Manufacturing USA	0.302	0.0557	44.9	7.5	1319
0.012,SINGLE STRAND WIRE Ex Model Hob, England	0.302	0.0716	55.8	19.6	2680
0.012, LIGHT SINGLE STRAND, BRASS COATED Ex Model Hob England	0.302	0.0716	56.5	17.8	2443
0.0124, (30SWG) SINGLE STRAND PIANO WIRE Ex D.J. Robinson, NZ sourced	0.317	0.0789	61.9	20.9	2597
0.33mm, 3 STRAND, SUPERLINE LIGHT Ex England	0.347	0.0611	55.2	21.2	3404
0.0137,3 STRAND STEEL, TINNED English Lightweight Laystrate, Ex Christchurch NZ	0.348	0.0615	61.5	14.8	2359
0.015, 7 STRAND, STAINLESS STEEL Ex Trolling Wire USA	0.385	0.0905	71.4	14.6	1579
0.015, 4 STRAND, STEEL Ex B. Gibson NZ Made	0.385	0.0799	66.3	17.6	2159
0.015, 7 STRAND, STAINLESS STEEL, PLAIN Sullivan "Pylon" Brand, Ex England	0.395	0.0953	71.9	19.4	1993
0.015, 7 STRAND, STAINLESS STEEL, BRASS COATED Sullivan "Pylon" Brand, Ex England	0.397	0.0963	74.4	16.3	1662
0.4mm (0.0157), SINGLE STRAND Ex Carl Dodge USA	0.398	0.1244	97.4	32.3	2544
0.016, 7 STRAND, STAINLESS STEEL Aeroflight, Ex R. Boys	0.39	0.0929	74.8	16.7	1765
0.016, 7 STRAND BRASS COATED SUPERLINE, LIGHT Ex England	0.398	0.0968	77.9	25.8	2615
0.016, 3 STRAND SUPERLINE LIGHT Ex England	0.41	0.0853	75.6	22.4	2579
0.0164, (27SWG) SINGLE STRAND PIANO WIRE Ex D.J. Robinson, NZ sourced	0.419	0.1379	108.8	33.9	2411
0.018, 7 STRAND, BRASS COATED SUPERLINE HEAVY Ex England	0.444	0.1204	96	29.1	2367
0.018, 3 STRAND STEEL, Ex B. Gibson NZ Made	0.455	0.1051	85.5	22.2	2070
0.020, 7 STRAND, STEEL, TINNED English Heavyweight Laystrate, Ex D.J. Robinson	0.5	0.1527	138.7	38.8	2495



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 Please pass this through C/L modellers on your email list.  
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fred adler [<mailto:fred.adler@lycos.com>]

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