

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 135

Produced by the Victorian Control Line Advisory Committee



August 2009
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**Copy Deadline for next issue is:
Wednesday August 19th 2009
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 pre typed, and please use a good black ribbon for best reproduction.

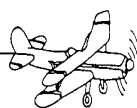
Best of all is to send a CD or use Email

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:- hbbailey@optusnet.com.au



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR

Aug-2	CLAG Club Flying Day, Carrier Deck	Knox
Aug-9	Speed , Classic Stunt, Simple Rat, Simple Goodyear, Swap Meet	CLAMF
Aug-23	Fun Fly & up to 2.5cc Day	KMAC
Aug-30	CLAG Club Flying Day (September meeting)	Moe
Sep-13	Speed , Navy Carrier, Vintage Combat	CLAMF
Sep-27	Club Day	KMAC
Oct-4th	CLAG Club Flying Day	Moe
Oct-18	1/2A Combat, Speed , F2F T/R ,	CLAMF
Oct-25	Fun Fly & up to 2.5cc Day, Classic B, Vintage A	KMAC
Nov-1	CLAG Club Flying Day Vintage Stunt/Vintage combat	Knox
Nov-8	Speed , Simple Rat, Aussie A, Triathlon	CLAMF
Nov-22	Monty Tyrrell Classic Stunt	KMAC
Dec-6	CLAG Club Flying Day	Moe
Dec-6	Goodyear, Mini Goodyear , Nationals Practice	CLAMF
Dec-13	Speed, F2C Team Race , 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
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

CLAG Contact :- Graham Keene
Email :- gkeene@wideband.net.au
Details of venues can be found on web site
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 President is Mathew Shears.
Email: "Mathew Shears" matshears@gmail.com
Ph home 03 5472 3881 Mobile 0432 491 794
Club Secretary is Steve Vallve
email chitwillow@gmail.com, phone: 5782 1693.



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
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
3-4 Oct	NSW. Venue Twin Cities, Albury	

CLAS.NSW C/L STATE CHAMPIONSHIPS.

**** (F2A and F2C)**

3-5 Oct CLAS at Kelso Park

City of Sydney Championships
Sun 11 Oct KMFC **Gordon Burford Day.**
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 - 5th Jan. 2010 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.

Adelaide Aeromodellers Club

2009 Events Calendar

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

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**

3-4 Oct Venue Twin Cities, Albury NSW. CLAS. NSW C/L STATE CHAMPIONSHIPS.

Events.

Saturday

10.00 - F2A
F2C - Heat 1 and Heat 2
Classic B
Combined Speed

Sunday

9.00 - F2C - Heat 3 and Final
Vintage A
F2F
Remaining Combined Speed if not finished on Saturday.

Remember only the F2A and F2C will be NSW States events, the other events are not State Champs events.

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.

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MAAA Life Member & Hall of Fame

Following voting at the 2009 Council Conference, the Chairman announced that Ron and Irene de Chastel were awarded joint MAAA Life Membership for Pioneering Model Aviation in Australia. MAAA congratulates Ron and Irene on this award.

Hugh Simons and Grant Potter were inducted into the MAAA Hall of Fame for their outstanding performance at the 2008 F2 World Championships where they became the World Champions (F2C) and established a new World record. MAAA extends their congratulations to both these outstanding modellers.

CLAMF & KMAC members

If your 2009/2010 fees have not been paid by 20th August 2009 this will be the last edition of ACLN you will receive, no insurance or club fees paid means no flying at either field will be permitted, please pay your fees to your club asap.

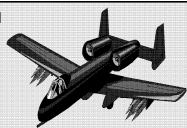
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CONTEST RESULTS



Riverside Trophy

L to R:- H Bailey. K Hunting, Colin Ray



Frankston 12/7/09

2.5cc Rat Race (Riverside trophy) 200 laps

1. Colin Ray/Jim Ray 460
2. Ken Hunting/Murray Wilson 421
3. Harry Bailey/Peter Roberts 379

All entrants used OS 15 FP engines in Simple Rat Race models.

Jim and Colin had an engine that had originally been modified by Andrew Kennedy but has also been worked on and modified by others. A Nelson plug is one of the modifications.

The race was a sedate affair without the usual heavy whipping and hand/handle changing that normally accompanies this event.

With only three entrants it was decided to omit the heats and go straight into a 20 minute final. No mishaps were encountered by any of the teams, not even a blown plug. Colin and Jim won this event last year so they get to hold on to the trophy.

Some Speed models took to the air but it was decided to postpone the competition to the following week due to the windy conditions.

The Balloon Burst and Limbo competition also failed to commence due to the high winds.

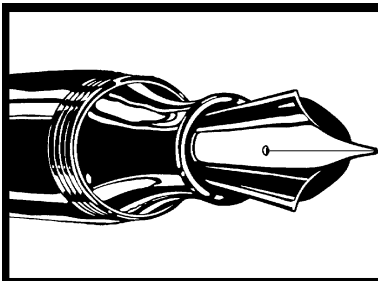
Combined Speed 19/7/09

Pos	Name		Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 2	Novarossi 21	10.72	10.49	11.10	10.49	276.15	95.33%
2	N Wake	Class 1	Nova Rossi 12	15.02	15.54	14.86	14.86	242.26	93.27%
3	A.Nugent	Class 1	Nova Rossi 12	15.80	15.60	D.N.S.	15.60	230.77	88.85%
4	H Bailey	Class 1	OS CZ11 PS	17.48	17.31	17.18	17.18	209.55	80.68%
5	N Wake	Proto	FORCE 21	31.45	31.67	31.88	31.45	184.22	76.71%
6	R Hiern	Vint/FAI	K&B 15R Torp	N.E.L.	N.E.L.	21.53	21.53	167.21	75.34%
7	R Hiern	Classic FAI	Rossi 15 Fl.	N.E.Laps	D.N.F.	D.N.S.			0.00%

R Hiern	Perky	Webra Mach 1	48.50	49.25	49.60	48.50	119.46
A.Nugent	Perky	Super Tigre G15	45.47	46.42	44.85	44.85	129.18
P.Stein	Perky	McCoy 19 spark	63.19	64.89	58.82	58.82	98.50
M.Ellins	Perky	McCoy19 spark	57.55	60.31	D.N.F.	57.55	100.67

AVERAGE PERKY SPEED 52.43 SECONDS

CLOSEST 48.50 R.Hiern



Letters to the Editor

These days I am getting more interested in C/L and have included a photo of my latest model for the news letter. 1957 Carioca with an OS25 covered in yellow silk and black polyurethane paint.



I slightly modified it and added an open cockpit and deleted the wheel spats. An excellent flyer.



The silk is fuel proofed with 'Bondall' Monocel Gold marine grade clear timber varnish. A urethane, ultraviolet resistant and chemical resistant finish. Comes in gloss and Saturn, also in a spray can. Single pack. www.bondall.com My can came from Mitre 10 hardware. So far it is nitro fuel resistant (10%) and when making a repair, dope resistant. I even tested an area under the wing with MEK which did very lightly craze the surface, but a quick rub with very fine sand paper and a light re-application of the product restored the gloss finish. So far, very satisfied with the finish. I am interested in the Brodak 40 motor for the classic stunt models, is there any one with experience on the motor? Any local reviews on this motor? In other words is it any good and are the owners happy with it?

Regards,
Pieter de Visser.

Dear Editor,

Congratulations on yet another excellent ACLN (Number 134). After reading Les Akre's great review of the GMS200 25 ABC, my memory was stirred concerning the value of thick cylinder liners.

Les' comment was that "... the liners above average thickness, provides an extremely stable platform for maintaining roundness..".

For sure, a thicker liner will have more mechanical rigidity, which can only be good. However, my concern is that heat from the combustion process is more likely to distort the cylinder than any mechanical pressures present. The argument goes like this.

The expansion of metal due to heat is capable of exerting great force. Witness steel railway lines badly bent on a very hot day. The mechanical rigidity of the liner has no effect on the expansion process; the rigidity of the liner cannot prevent liner distortion due to heat.

I have read elsewhere that liner thickness resists heat distortion. This is unlikely to be true, as argued above. So this leaves begging the question: how do we control heat distortion?

There appears to be 2 methods. The first is to use alloys with a low amount of expansion, which I believe is the case with high-silicon alloys used in pistons.

The second is to try to maintain a minimal temperature gradient around the cylinder: if all areas of the liner are at the same temperature, then there will be no heat distortion. Regretably, most engines in flight have a blast of air on the front, so that the front of the cylinder has more cooling than the rear. Examination of the coloration on the external cylinder surface can reveal this effect.

Thus the design of the cowling in respect of internal flows can be a critical issue in terms of maintaining a round cylinder liner. For more discussion of this point, there is material on my website at www.supercoolprops.com which may be of interest.

Cheers Supercool

Dear Editor,

I note three of points of interest to me in ACLN Number 134.

The first is John Hallowell's statement on Classic B, viz. "a constant problem with the plain bearing engines was getting a liner to last a reasonable time"

I have been running the old OS 20 crossflow/baffled piston plain bearing engine in Slow Open Power Free-Flight. Over a relatively short time, from new, this engine has deteriorated from being easy to start with good tuning, to a real pig, hard if not impossible to start hot, or even warm, and with a very inconsistent tune.

Examination of the wear pattern on the piston showed lunate wear at the top of the piston on the exhaust side. A second well-run OS 20 I have appears to have bad cylinder wear in a band around the the upper line of the exhaust port, up about 2mm.

It would interest me greatly if John could describe the wear pattern on Classic B piston/cylinder plain-bearing engines and which may be ascribed to the lack of a rear ball-race

Secondly, John refers to plating of the liner on OS engines being done with 2 layers of metal, with, I assume, the possibility that these metals are nickel and

chrome. My note is that the gold-plating on quality electronic printed-circuit boards can be done 2 ways. One is to plate the gold directly onto the copper contact points. The second is to first plate the contacts with silver, then the gold. This latter method is referred to as "hard gold plating", and is superior to the first method.

Thirdly and finally, I note in Robin Hiern's Contest Results that Andrew Nugent threw a counterweight, apparently on a Nova Rossi 12. As a manufacturer of C/L props with counterweights, this horrifies me. A propeller must NEVER fail. Therefore, if any chaps using my props have a failure, I do hope they let me know so that I can correct the failed design. As I do not get out much to fly, this feedback is the only way I have of improving the breed.

Cheers Supercool

Classic FAI

Dear Editor,

I have taken notice, with great interest, the article in ACLN No 128 re Classic FAI and the draft rules and would like, with respect, like to put forward some comments and suggestions for the task force to consider.

I was a keen competitor in the class when it was introduced in Victoria in the early 60' (that Golden era), in the western part of Victoria at club, interclub, and district levels, as well as an avid but unsuccessful entrant at the Nats. (65/66, 69/70, & 70/71) The planes I flew were always my own designs after much study through magazines of what was happening in the UK and Europe. A problem I always had was finding a suitable pilot or pitman to train up to Nationals standards.

What is the objective of the reintroduction of the class? ".....to recreate FAI team racing as it was before 1970....." Well if that is the case the event has to be frozen in the 1960's.

RULES. The rules for the comp, need only be as in the MAAA Rule Book 1968 (see VICSTUNT website) with the provisions as stated in ACLN No 128 except or include perhaps for some suggestions I outline below.

THE MODEL. Designs: ".....before 1970." If an "own design is intended to be used then proof has to be shown that it was built and flown in competition prior to 1970 by magazine or newsletter articles, competition programs, photos, statements from club or contest officials. If the design was processed, well and good.

THE MOTOR. This could prove to be the most contentious area of the rules for the task force to deal with. Not everybody will be happy. The first thing that strikes me is that the thrust is to try to bring people to the class then consideration could be given to the inclusion of plain bearing motors in the list of those approved and that the use of it be given a "bonus". This could be in the form of either laps or time. (Listen to the groans). Some would argue that they are not racing motors, perhaps not but we used to race them in those days. We all couldn't afford or obtain Ollie's or ETAs of the day in some cases. This could help to create interest.

'OUT OF THE BOX' to apply, and that means NO

modifications (again listen to the groans). In the latter part of the 60's I used an Oliver Mk 3 and two ETA Elites because they were available (I wish I had them now!!) and as they were manufactured. They were made as highly efficient motors and were quite suitable to race with. Competitors were prepared to accept them as they came and were still competitive. If the proposed competitors are not prepared to accept this rule then this class of racing is not for them. There are many other forms of racing where they can tinker with the motors to their hearts content. Those that push beyond the boundary of the rules for the event will create something that no longer resembles the original.

FUEL. With no restriction on fuel mixture and IO cc's capacity the latter-day boys will relish this and set some standards that will surpass the pre 1970 racing.

COMPETITORS. Consideration could be given to the registration of one of the team as a Vintage/Classic Control Line club endorsed aeromodeller.

GENERAL COMMENTS. I can see that there will be two definite sides develop to this debate:

1. To duplicate exactly the class as it was at that time with a full set of rules that are binding.
2. To use the designs of the era and apply latter-day technology and have loosely based rules.

If No 1 is adopted it would be difficult, if not impossible, for someone who is used to No 2 to restrain themselves and comply with the requirements of No 1. It would be as well for them to not be involved as it would only cause disruptions. The same applies in the opposite case.

There could be a monster created here!

To me the satisfaction would be to just fly them again just as we did back then.

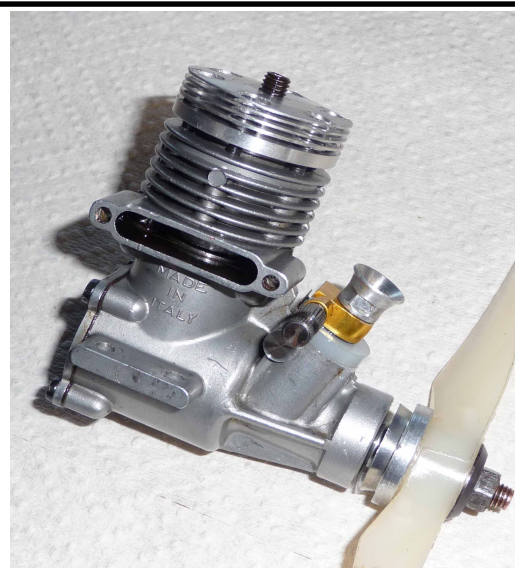
In closing my advice to the rule makers is as "Breaker" Morant yelled at the firing squad at his execution.

"SHOOT STRAIGHT YA BASTARDS; DON'T MAKE A MESS OF IT!"

Regards

Hedley J. Potter. 4261

Picture of Editors dieselised Super Tigre G15 that is to be used for Classic FAI team race.



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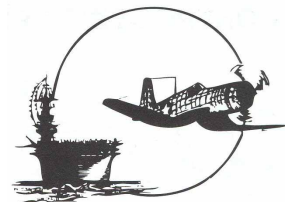
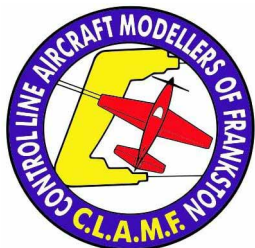


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Navy Carrier News

The next Navy Carrier competition is scheduled on August 2nd 2009 at KMAC (on behalf of CLAG). HMAS Seaford will again see active service with an ever increasing line-up of new models (and old pilots?) ready to take on the challenge.

The Navy Carrier day will also serve as a fly-n-try for those budding pilots wishing to try some third line action. To assist with this process a refreshed and reinforced... J-Roberts style Bearcat - 'Black Cat' will be made available. This model is equipped with a genuine 70's vintage HP40 R/C engine.

Pictured below is Graeme Keene flying the 'Black Cat' at a recent CLAG flying day in Moe



"Graham in action during the CLAG fun flying day at Moe"



"Bearcat powered by a HP40F R/C engine"

Harry has made available a few photos of his bare bones Brodak Bearcat to be powered by a Thunder Tiger 36 Pro R/C engine.



So what types of engines are suitable for Navy Carrier models? As the event consists of a high and low speed run with a significant weighting of points on a successful landing, there is no perceived advantage in using a monster high nitro burning engine.

The most popular Class in our club Navy Carrier comps seems to be Class 2 for 0.20 - 0.40 size engines. Here are a few engines currently available that would be suitable for Class 2 and suit models like the Brodak Bearcat and Skyraider:

Thunder Tiger Pro 36
GMS 32 BB
OS 35AX
Magnum XLS 36A

Enya 40 XZ TN
Enya 35X TN
Enya SS40
Webra Speed 36GT



TT36 Pro



OS35AX



GMS 32



There are plenty of older engines to choose from as well, particularly engines such as these...

HP 40F
OS 40 FSR
OS 35/40 FP
OS 40 LA
Enya 40 BB



Additional Navy Carrier information is available at:

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

SOUTHERN MOWERS
12 Stephenson Rd, Seaford
Ph 9775 1015
Fax 9775 1018

These businesses assisted CLAMF when the Toro Mower was in need of serious repair.

Contact

Bech and Borge Engineering Pty Ltd (ABN 36 006 187 506) can be contacted as follows:

Phone	(03) 9544 8600
Fax	(03) 9540 0609
Address	42 Carinish Road, Oakleigh South VIC 3167
Email	enquiries@bechborge.com

Engine Reconditioning Specialists



Tell your friends about “**Australian Control Line Nostalgia**”, the most comprehensive summary of Australian Control Line on the World Wide Web.

I have been considering adding some pages on Gordon Burford's engines to my website ACLNostalgia for several years now... but like everybody else I didn't get around to it. Until now. Believing that something (even if incomplete) is better than nothing at all, I have added some Burford engine pages, starting at <http://www.dkd.net/clmodels/bengines.html>

To ensure accuracy, Maris Dislers has checked my pages and assisted me with corrections where I had the facts wrong. When Maris' book eventually becomes available I'm sure you will find it more complete, but until then hopefully you will find what we have done is better than nothing. Thanks to everybody who helped.

Back issues of ACLN are archived, indexed, and may be searched here.
<http://www.dkd.net/clmodels>

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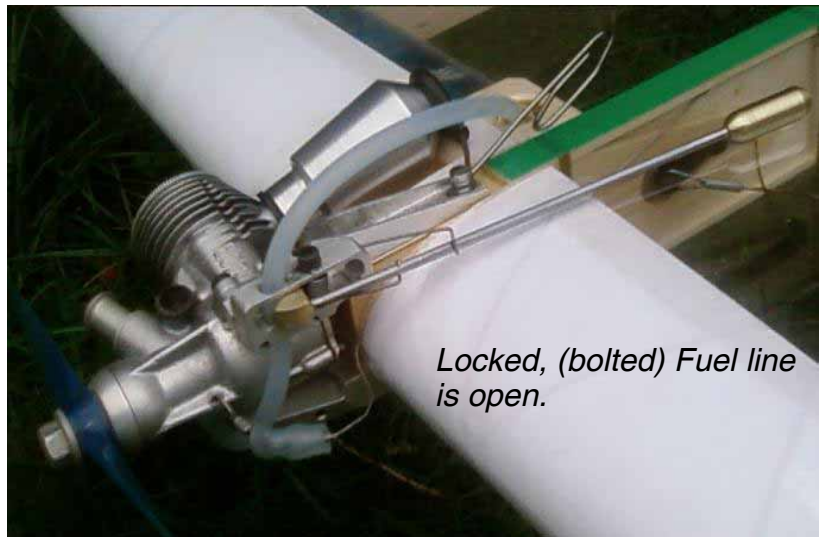
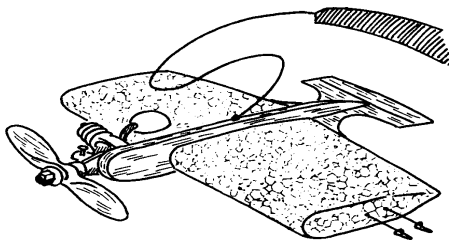
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The Editor and Committee of Clubs accept no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.

F2D Shut offs.

The rules for F2D combat recently changed and the use of engine shut offs became compulsory. Although the number of people that fly this event in Australia is not massive it may be of interest to other people how inventive us modellers can be when faced with a challenge. Many of the resultant variation of devices to meet the challenge can be seen at <http://www.f2d.dk/shutoff/shutoff.htm>

The shut off pictured right are available from Jacco De Ridder from the Netherlands <http://www.dutchcombat.nl/shutoffeng.html> They cost \$24 Euro each with a package of 4 costing \$5 Euro extra for postage, \$101 euro total for 4, they also come with silicone tubing. The shutoffs were used by Graeme Wilson at the NSW State Champs & attach to the bottom of the alloy engine bearers with 20mm bolts, the same bolts which also hold the engine, they performed perfectly, no problems on launch & didn't activate during flight, didn't get to test them with a flyaway but worked as static test on the ground.



63rd Nationals

Entry forms for the 63rd Nationals will be available shortly & will be sent to all entrants who attended the last Victorian Nationals.

There will be a **strict curfew** at **Alexandra Park** with flying only between **8.30am to 6.00pm daily**, any person flying outside these times will mean elimination from the Nationals, no questions asked, no correspondence entered into.

The reason this has happened is that the local council has had complaints from local residents of models being flown very early in the morning & they are not impressed, We can not afford to lose this excellent grass site.

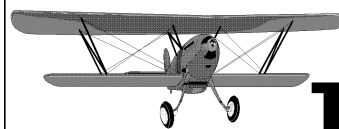
Notice



In addition to the flying activities held at the Frankston field on August 9th there will be a **Swap Meet**.

Included in the items for sale will be lots of modelling magazines, engines, models and kits and many bits and pieces from a retired modellers collection.

If you are a buyer or a seller then make a date to be there.



AROUND THE CLUBS



Visitors to CLAMF will be greeted at the field entrance by the new sign on the fence. It's all part of our marketing and promotional efforts within the club.

The Kuringai Club are having their field usage reviewed by the local council.

We hope that the council will look favourably on the clubs submissions and the use of this excellent flying field continues for many more years to come.



WANTED

Pressure nipple for OS 15

Brian Burke. 2-24 Apaloosa Court, Munruben, QLD 4125

Tel 07 3200 1308

brian.burke6@bigpond.com

WANTED. Black case Merco 40 in good nick.

Condition of piston and liner not important.

Contact Peter White Ph: 08 9307 3000.

Email: peterwhite1942@hotmail.com

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John Leditschke 157 Nelson Rd, Para Vista, SA, 5093.

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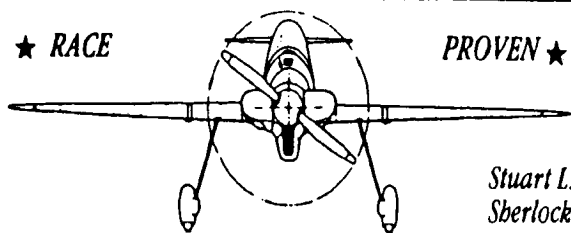
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