

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 136

Produced by the Victorian Control Line Advisory Committee



September 2009  
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**Copy Deadline for next issue is:  
Wednesday September 16th 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:- [hbbaily@optusnet.com.au](mailto:hbbaily@optusnet.com.au)



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR

Sep-13	<b>Speed</b> , Navy Carrier, Vintage Combat	CLAMF
Sep-27	Club Day, Vintage A, Classic B, Class 2 Team Race	KMAC
Oct-4th	CLAG Club Flying Day	Moe
Oct-18	1/2A Combat, <b>Speed</b> , <b>F2F T/R</b> ,	CLAMF
Oct-25	Fun Fly & up to 2.5cc Day, Combined Speed	KMAC
Nov-1	CLAG Club Flying Day Vintage Stunt/Vintage combat	Knox
Nov-8	<b>Speed</b> , Simple Rat, Aussie A, Triathlon	CLAMF
Nov-22	Monty Tyrrell Classic Stunt	KMAC
Dec-6	CLAG Club Flying Day	Moe
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 President is Mathew Shears.  
Email: "Mathew Shears" [matshears@gmail.com](mailto:matshears@gmail.com)  
Ph home 03 5472 3881 Mobile 0432 491 794  
Club Secretary is Steve Vallve  
email [chitwillow@gmail.com](mailto:chitwillow@gmail.com), phone:5782 1693.

**Please note the event changes from the last  
newsletter Edition for September 27th and  
October 25th.**



## 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
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	<b>NSW. Venue Twin Cities, Albury</b>	

#### 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

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**

### 3-4 October

**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.

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

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Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

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

## Product Review:

### Bondall Monocell Gold urethane spray cans.

Pieter de Vissers' "Letter to the Editor" in ACLN Number 135 spurred me to try the above spray can product for putting a coat of clear on my new Dixilander F/F.

Previously I have tried Dulux Interior Enamel and Anchor lacquer paint spray cans with good results. Also Feast-Watson Weatherproof Clear High Gloss Finish one-pack urethane which had to be brushed on. Amazingly, the brush marks disappeared as the urethane settled and the result was all I could ask for.

So it was with little reluctance that I tried the Bondall Gloss Interior/Exterior as described by Pieter. However, the recommended atmospheric conditions of a warm dry day were not present in Perth when I applied the paint. In fact, halfway thru the job, it started to rain. Soon there was a deluge, with overspray raindrops entering my work area.

This is typical of my methods. I never expect to get a good finish, so I am never disappointed!

Well the Bondall hit the doped tissue and immediately orange-peeled. Not only that, but it blushed as well. This was not looking good, but ho-hum, another crap day in Dullsville.

But then, a miracle! The orange-peel slowly flattened out to give a smooth glossy finish, and a few minutes later the white blush also disappeared! However, what with the rain and cold of a Perth winter, the paint was still not touch-dry after 7 hours. Luckily the rain eliminated the dust, so this was not critical.

By the next morning, the wing was touch dry: the finish was excellent.

The only poor spots where I had not applied enough spray, so that a small amount of orange peel was still present. Looks like it will be quite a few days before the paint will be fully cured.

Conclusion: Bondall urethane spray cans are well worth a try. With the right amount of spray applied, an excellent, high-gloss run-free finish is easy to obtain. The only negative is the long period before the surface can be regarded as not trapping dust. Warm dry weather is probably best for the application. Peter has already tested the resistance to fuels, so things look good for my Dixilander.

Cheers  
Supercool

*Editor Note. Product is available from Mitre 10 hardware stores.*

**Newsletter Editor  
Harry Bailey.  
37 Thompson Street  
Clayton 3168  
Victoria  
Tel (03) 9543 2259**

# Obituaries

I wish to report the passing of Peter Newell AUS 7235 on 9/01/09

He was a T/R modeller who teamed up with Bill Logan. They went to the Queensland Champs in Ron Decastel's era and won 1/2A, FAI and B T/R.

I spent many evenings with him as he whittled crutches with a pocket knife.

He was a top fishing lure maker at Tenterfield in later life.

He never lost interest in models though - always wanted to fly stunt.

Vale Peter Newell

From Mervyn Bell

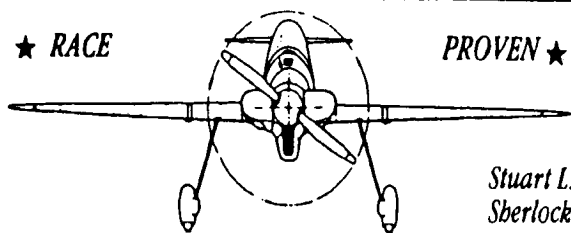
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K43141-26

F2C11 6.4 X 6.2

F2C12 6.4 X 6.3

F2C13 6.4 X 6.4

F2C14 6.4 X 6.5

*Supercool .....*

*First in Racing*

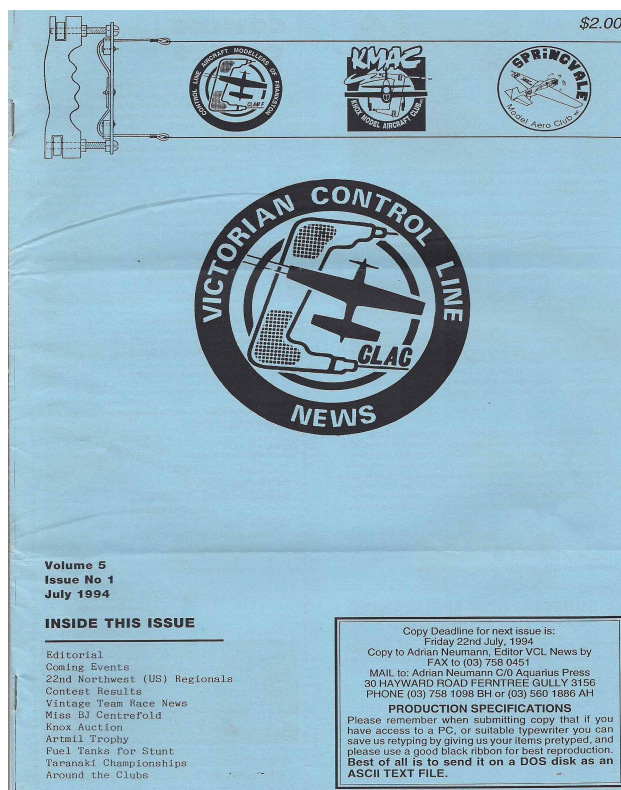
F2C11 to F2C14 now with Suzuki low Re, high Mach airfoils



At a recent meeting of the Control Line Advisory Committee a revue was taken of the cost of producing this newsletter. The cost of postage and printing were greater than the subscriptions charged.

As from this month new subscriptions will increase from \$20 to \$25 per year.

I have been editing this newsletter since December 1996 and whilst delving through some past issues I came across this copy of a July 1994 version. A look in the top right hand corner has the price of \$2.00. It has remained at that price up to this current time. The modest increase in cost is well below the inflation rate of the past fifteen years.



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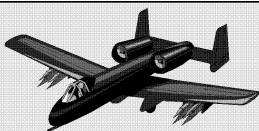
Phone: (03) 57734263

In line with the cost of subscriptions increase, it has also been decided to delay the placing of the publication of the Adobe .pdf versions of the newsletter on Vicstunt, Australian Control Line Nostalgia and CLAMF Aerosports web sites until one month after it has been sent to subscribers.

Subscribers are reminded that in addition to the greyscale printed copy, they are entitled to receive their coloured copy by email if they wish to at no extra cost.

ED.

# CONTEST RESULTS



Frankston 9/8/2009

## Simple Rat Race

	Heat 1	Heat 2	Final
1. G. Wilson/ M.Wilson	<b>106</b>	DNS	211
2. B. Young/ M. Ellins	101	<b>105</b>	211
3. C.Ray/ J. Ray	98	<b>106</b>	78
4. J.Hunting/ K. Hunting	86	104	
5. H. Bailey/ P.Roberts	78nps	89	

Simple Rat Race has a habit of producing close results but I can't think of an occasion that has had a dead heat occur in the final before.

If it wasn't for a misunderstanding of a signal from the pitman to the pilot the Bryce/Ellins team would have won by a margin but team Wilson shared the spoils on the day.

## Simple Goodyear

	Heat 1	Heat 2	Final
1. J.Hunting/ K. Hunting	5:47.19	<b>5:18.16</b>	11:26.22
2. M.Wilson/ M. Ellins	<b>5:45.09</b>	6:26.03	12:18.56
3. H. Bailey/ P.Roberts	<b>5:38.10</b>	DNF 91	14:32.53
4. C.Ray/ J. Ray	DNF 62	5:49.44	

Craig Hemsworth paid his first visit to the Frankston field to compete in Classic Stunt with his superbly built "Nobler" but because of the low number of entrants he had to content himself with some practice flying.



Colourful Simple Goodyear racer



Michael Lewis's smart looking Perky.

## Combined Speed

Pos	Name		Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	N Wake	Class 1	Nova Rossi 12	ATT	15.24	15.05	15.05	239.20	92.09%
2	M Wilson	Class 1	OS CZ11 PS	16.69	D.N.S	D.N.S.	16.69	215.70	83.04%
3	N Wake	Proto	FORCE .21	35.91	32.27	31.27	31.27	185.28	77.15%
4	R Hiern	Vintage 2.5 1957	Os max -2-15	N.E.L	DNF	D.N.S			0.00%
4	R Hiern	Classic FAI	Rossi 15 Fl.	D.N.F	D.N.F				0.00%
4	A.Nugent	Class 1	Nova Rossi 12	N.E.L	D.N.S	D.N.S			0.00%

## PERKY

A.Nugent	Perky	Super Tigre G15	50.25	44.06	43.03	43.03	134.64
V Marquet	Perky	ED Racer	63.45	61.70	62.32	61.70	93.90
M.Lewis	Perky	OS 15 ???	44.76	44.55	44.36	44.36	130.61
R Hiern	Perky	ED Racer	N.E.L	N.E.L			

CLOSEST TO  
AVERAGE PERKY ==

M.LEWIS 44.36

#N/A

AVERAGE PERKY TIME

= 49.69

#N/A

Also taking place at the Frankston field on the 9th of September was a sale and swap meet.

Club members had been contacted by Mr John Douglas, an 81 year young gentleman that once worked at Hearn's Hobbies, was a member of ESMAC and now wished to sell off his collection of C/L modelling gear, magazines, engines etc. The majority of the goods were sold but a lot of old modelling magazines remain in the club's possession and a few kits are for sale. (See this month's "For Sale" section. If interested contact a CLAMF committee member)



## Results from the European Championships held in Belgrade for F2B & F2D.

<b>F2D COMBAT</b> - 44 entries	1	2	3	4	5	6	7	8	9
1. Audrey Belyaev RUS	W	W	W	W	L	W	W	W	W
2. Artem Markov RUS	W	W	W	W	W	W	L	W	L
3. Audrius Rastenis LTU	W	W	W	W	W	W	W	L	L
4. Peteris Brokans LAT L	W	W	W	W	W	W	L		
8. Robertus Platkauskas LTU	W	L	W	W	W	L			
8. Johan Larsson SWE	W	W	L	W	W	L			
8. Hakan Ostman SWE	L	W	W	W	W	L			
8. Igor Trifonov RUS	W	L	W	W	W	L			
<b>JNR F2D COMBAT</b> - 7 entries	1	2	3	4	5				
1. Raul Mateo ESP	W	W	W	L	L				
2. Champion Benoit FRA	W	W	L	L					
3. Giuseppe Motta ITA	W	L	W	L					

16 countries were represented with the juniors flown in with the seniors, last year's junior world champion lost his 2 bouts as did 14 others. At round 5 there were 16 competitors left but only 2 were undefeated.

<b>F2B AEROBATICS</b> - 41 entries	Fl 1	Fl 2	Fl 3	Fl 4	result	flyoff 1	flyoff 2	flyoff 3	result
1. Richard Kornmeier GER	1063.5	1093.46	1194.96	1209.96	<b>2303.42</b>	1112.25	1129.06	1073.75	<b>1120.65</b>
2. Jiri Vejmla CZE	1027.80	1051.60	1153.10	1182.30	<b>2233.90</b>	1058.63	1100.28	1051.50	<b>1079.45</b>
3. Igor Burger SVK	998.46	1050.30	1173.46	1187.73	<b>2238.03</b>	1062.33	1067.56	1033.63	<b>1064.94</b>
4. Alexander Schrek SVK	1022.73	1022.26	1179.33	1199.30	<b>2222.03</b>	1056.90	1062.70	1036.85	<b>1059.80</b>
5. Maurizio Milani (jnr) ITA	996.30	1034.70	1191.03	1178.03	<b>2225.73</b>	1057.42	1046.81	1039.03	<b>1052.11</b>
6. Andriy Yatsenko UKR	963.70	1045.10	1159.06	1190.00	<b>2235.10</b>	1036.26	1032.21	1031.53	<b>1034.23</b>

16 countries were represented with 8 juniors flying in with 41 senior entries with the top junior gaining 5th place overall, there was also another junior from Italy placing 15th, Rob & Bert Metkemeier (F2C fame) also flew in the F2B competition.

# EASTCOAST CHAMPIONSHIPS

ALC LOGANHOLME QLD

10-11  
OCTOBER  
2009

• FRIDAY AFTERNOON  
• PRACTICE

• SATURDAY  
• SPEEDLIMIT  
• F2D MODIFIED

• SUNDAY  
• Z-CLASS T/R  
• 2.5 SLOW

• \$10 ENTRY PER EVENT. PH 0433 696 218



F2D MODIFIED AND 2.5 SLOW ARE ROUND  
ROBIN.

SEE [WWW.F2ALC.COM](http://WWW.F2ALC.COM) FOR RULES.  
SHUTOFFS NOT REQUIRED.

*For those of you that are not familiar with Z Class racing here is a  
brief description of the event.*

## CONTROL LINE “Z-CLASS” RACING

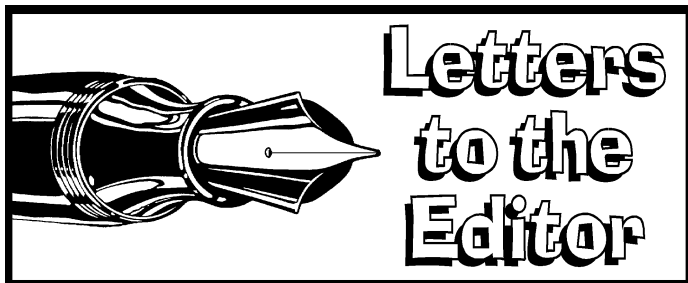
Rules current as at 29 October 2008

### PREFACE.

“Z-Class” is a new interpretation of an old event - namely the “original” Bendix class, re-invigorated in 2007 by a group of flyers including an originator of Bendix, pilot Brian Cochrane. [Like many racing classes have been to begin-with] Z-Class is intended to be relatively cheap and accessible, utilizing cheap sport engines, and the option of building simple models. It is of course the hope of this class, to make a fun, entry-level racing event, to get more people involved with the concept of Control Line Racing. “Vintage-Bendix” was obviously a misleading term, as was “Classic-Bendix”. “Original-Bendix” and “Slow-Bendix” were probably not optimal for the marketing of this event. Hence the new title, “Z-Class”. “Z-Class” racing was officially launched on 3 August 2008, with the Ian Garton Memorial Trophy, held at ALC.

### WINNERS

The inaugural event on 3 August 2008 at ALC, and hence the Ian Garton Memorial Trophy, were won by John Taylor and Trent McDermott with their GMS-powered Mr D. There were 7 teams entered.



Dear all

As fellow Aeromodellers I am sure that you are interested in the future of our sport, especially competitions, there is currently a recent decision which was made at the 2009 Plenary meeting of the CIAM, when a rule was passed requiring wrist straps for all F2 events.

This rule was submitted as a "safety" rule and no provision was available for the members of the F2 Technical Subcommittee to debate its merits other than in a very brief e-mail exchange prior to the CIAM meeting in March.

The USA's Bill Lee and many others believe that this rule introduces a significant safety hazard to F2C and other racing events just not F2C but everything from GY to VTR in a major significant way.

First, as a pilot I believe allowing a pilot to change hands under many conditions prevents a great number of crashes.

A good pilot has the ability to change hands in a desperate situation.

But won't unless necessary!

And it is **NOT** models flying away in F2C because the pilot loses the handle that is the dominant safety problem. Rather it is the **crash** of the model and the resulting shrapnel that injures the pit crew or bystanders.

Am sure that you have all seen this but think we need to act.

Based on my own personal experience, I believe wrist straps are bad news in racing,

I believe Bill is doing the right thing.

So please read Bill Lees comments and review with your own experience.

If you feel so inclined respond to the petition. <http://www.wrlee.com/WristStrapPetition/>

Or to me direct with thoughts and comments.

Bouquets and brickbats etc!

Regards

Duncan GBR 27286 now AUS 15825

---

AS most of you know, the Plenary passed a rule back in March that mandates wrist straps for F2C. This rule has been discussed here and many other places since that time. The supporting arguments have been made, and the reasons why this is a bad rule have been identified.

The rule was passed as a "safety rule" in a year when there was no F2 Technical Subcommittee meeting held. As a "safety rule" it has an effective date of 1/1/2010.

This rule will be addressed at the Bureau meeting this fall with the desire to have the Bureau delay implementation until the entire F2 Technical Subcommittee can discuss it at the March Plenary. The Bureau is comprised of the president and various other elected officials, plus the chairmen of the various technical subcommittees. It is obvious that getting the Bureau to address this problem and take action will rest highly on the support or lack of support by the F2 Technical Subcommittee Chairman,

Bengt-Olof Samuelsson.

I am asking you to do two things.

First, please write to Bengt-Olof at [bengt-olof.samuelsson@lottingelund.se](mailto:bengt-olof.samuelsson@lottingelund.se) and ask him to please support delaying implementation of this rule when it is discussed at the Bureau meeting this fall. Perhaps if B-O hears directly from folks all over the world he will reconsider his previous support for this dangerous rule. I have already done so and will send a copy of my e-mail to anyone who asks to see it.

Second, please visit this site:

<http://www.wrlee.com/WristStrapPetition/>

I have prepared an electronic petition that everyone who wants to see this rule overturned for F2C should sign. Rule-change proposals to that effect will be submitted for consideration at the 2010 Plenary.

Your support in this effort is appreciated.

Regards,

Bill Lee

---

Dear Duncan, everyone,

I am currently not a member of the CIAM F2 Subcommittee - I resigned "in disgust" in February of this year when the the current F2 SC Chairman refused to hold an F2 Technical Meeting in March 2009 (that decision was, for me, "the last straw").

Had we had an F2 Technical Meeting, the wrist strap rule would (among many other even more important items) have been discussed in detail. As there was no meeting, the proposal for a wrist strap in F2C was not discussed properly by the F2 SC. The result was that this new rule was passed by Plenary in March 2009, and it's easy to understand why - the average CIAM national delegate sitting at Plenary may not necessarily have nil (or anyway, not much) C/L experience him/herself, and even fewer delegates have ever seen a modern F2C race. So being presented with an official Proposal for a new "Safety Wrist Strap rule" it's an easy "Yes" for the average delegate (i.e. it's an "obvious no-brainer" - who can be "against safety"?).

But having now had some years experience of judging modern F2C at many international events, including at Continental and World Champs level, I know that F2C is, shall we say, "different"!

Personally I remember only 3 occasions when I have seen a "free flight" F2C model over at least 10 years (one when a pilot just let go of the handle - he himself could not say why he'd done that, when asked afterwards! - one when a handle was accidentally knocked out of a pilot's hand during a fracas in the middle; and one when a pilot threw his handle away "in disgust" at landing). A safety strap would of course have saved all 3 of those situations - to SOME EXTENT (what would have happened to the bits, including the motor, if the free flying model had hit the ground hard enough to break up)?

On the other hand I have seen rather more occasions where changing hands have apparently (pretty obviously, actually) saved what would almost certainly have otherwise been a crash, though as a Judge, I (and those of my colleagues who are able) really do try very hard to prevent such situations developing (by giving Warning/s

quickly enough).

So, IF there had been a Technical Meeting in March 2009 (and IF I had still been an F2 SC member then), personally I would have argued strongly AGAINST a Safety Wrist Strap rule for F2C.

AND ....

During the time when I was an F2 SC member we discussed the question of safety for F2C officials (lap counters, timekeepers, etc) several times, unfortunately without coming to a definite rule change proposal. One of the main "reasons" apparently being that we are already covered by the safety helmets for all in the circle rule. Anyway, speaking purely personally again, I would be 100% in favour of mandating either portable or fixed "fine-mesh" safety screens to be positioned just behind every pit area, these for use by the officials to "hide behind (and for the "resting mechanic" too, if he/she likes). Some (of the better) sites do provide these already, but some don't, and even with those that do you don't (of course) have "guaranteed 100% safety" (I have seen some "fast-flying heavy bits" go through the safety screens after a bad crash). So in my view, we have nothing whatever to loose apart from a (minimal) extra cost, so safety screens SHOULD be mandated for ALL sites, asap. This is now particularly true, if, as above, the introduction of the Safety Wrist Strap rule does lead to more crashes that we currently see.

ALSO ....

As many may know, there was a series of evening "lectures" planned for the F2 Euro Champs in Belgrade last month, and I had prepared a paper covering all the above (and several other items primarily affecting F2C). But as F2C (and also A) was cancelled at the last minute, I did not visit Belgrade. Neither did the current F2 SC Chairman I believe, but from what I heard I think that whole Belgrade "lecture" programme was cancelled along with the F2A & C contests.

Thanks to Duncan and to Bill Lee for taking these steps. I believe my own view, as above, is clear enough.

Hope to see as many as possible in Lugo in September (it's in Italy Duncan!)  
Best wishes to all.

Kind regards  
Andy Sweetland

AES Aviation GmbH  
Postfach 1  
CH-4419 Lupsingen  
Switzerland

## 63rd MAAA Nationals Sponsors.

At the present time there is only one Control Line event sponsored.

This sponsorship is essentially to offset the trophies for the events and should you or your club decide to involve yourselves in one event, it will cost \$50

Sponsors names will be placed in the official programme and any advertising you may require is then placed at the registration centre,

Please advise your intentions by September 30th.  
Money is payable to the VMAA Treasurer.  
19 Cunningham Dve, Endeavour Hills, 3802.



We had our council inspection at the field last Saturday. We had wonderful support from our own members, from associates from the south and north of us, and from other parts of Sydney.

It became a real family day which must have looked good for us—from 4 year olds to elderly grandmas sitting under umbrellas.

We had some top stunt fliers in one circle, not-too-noisy racing in another, and kids learning in a third.

The new-look KMFC website is now up and running.

The site is : [www.kmfc.com.au](http://www.kmfc.com.au)

It is a work in progress, and your contributions through Jeff Reeves are welcome.



The St Ives fling field on the inspection day.

Chapter Two: (Tuesday night 4th August)

Just back from a meeting with councillors and planners. Got a fair hearing in putting our case for maintaining our quality grass surface. All seemed to appreciate our need for this. Some comments from those present after I had spoken:

Jonathan O'Dea (state member for the area): "The interests of the current showground users should be paramount."

Mayor Elaine Malicki: "I think you made a very good case."

Councillor Ian Cross: "I don't think anyone wants to move you."

All well and good. BUT.....they still seem to want to find someone for us to share with, and they keep coming back to the farmers' market stallholders.

Again I point out that the structures and the chairs and the tent pegs will damage our surface. "What if," asks the head of open space, "we put down a perimeter of synthetic grass on each circle. Could you fly off that, and leave the grass centres for the stalls when you are not flying."

Now this intrigues me. What do you guys think about that? We could leave the Alan Garland circle all grass for the combat crazies, and put down a synthetic perimeter on the other two circles.

Yes? No? Your thoughts please.

# What's being Built?

That prolific builder of Team Race models John Hallowell has just completed another Classic B racer.

This one is called 'Streak'

It was recently test flown in windy conditions. Went well.



*'Streak' Classic B with OS 25 FX.*

John has also been busy recently doing some modifications to his Nova Rossi 21 powered Class 2 racer. With a reduced weight and improved cooling he has gained airspeed and the model is now super competitive and ready to take on all comers at this years Nationals.

New Nova Rossi 21 engines have also been purchased by Murray Wilson and Mark McDermott. Mark has been testing the engine and will have a model ready to go in time for the Nationals.

Murray Wilson is also joining the 21 brigade in Class 2 with a model that he is building. If he is as successful with this project as he was with the Classic B model that he built last year then he will also be pressuring the top teams.

Here is some news on the engine scene.

## NEW PARRA 2,5 DIESEL ENGINE MULTIPURPOSE MODERN ENGINE



Designed and developed over 2 years with extensive testing by the best racing and combat specialists of Spain and Ukrania. This first version is all steel with AAC version to follow soon. Made from the highest quality to the finest fits and tolerances possible using modern machinery and up to date workmanship Unique in its class as a multipurpose engine suitable for use in : Goodyear racing, Formula 15 racing, Speed limit combat 15, F2F racing, F2E combat.

Read more at Web page:

<http://www.clubtamaran.com/parramotorING.htm>

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

Ron Chernich has installed a new control line discussion forum as an adjunct to ACLNostalgia. Looking a bit like the Barton forum (it's powered by a new version of the same free software), we hope that in time it will grow to become a worthwhile Australian contribution to the aeromodelling scene. See it at [www.dkd.net/forum](http://www.dkd.net/forum) and register to check out all its features.

Back issues of ACLN are archived, indexed, and may be searched here.

<http://www.dkd.net/clmodels>

## SUBSCRIPTION APPLICATION ARE YOU BORROWING?

If you have just finished reading somebody else's copy of Australian Control Line Newsletter why not get in now and order your own copy?

For Australian and New Zealand residents the cost is \$25 Aus and other countries \$35 Aus

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## 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"

# WANTED

I am desperate for one (1) long head bolt for an OS 15 MAX 111. Is there anyone out there who can help, eg. bolt, boltset, or derilect engine? Was told years ago that early OS used Swiss metric and not current S.I metric threads.

Brian Burke. 2-24 Apaloosa Court, Munruben, QLD 4125  
Tel 07 3200 1308  
[brian.burke6@bigpond.com](mailto: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](mailto:peterwhite1942@hotmail.com)

WANTED :- FEBRUARY 1987 FLYING MODELS  
MAGAZINE OR PHOTO COPY 2ND HALF MISS B.J.  
ARTICLE.  
John Leditschke 157 Nelson Rd, Para Vista, SA, 5093.  
Ph 08 8264 7238.

WANTED  
1 M.R.S. Monoline handle.

Contact Merv Bell (02) 68850581

# For Sale

Stalker 61 RE (4-2-4) version, New in box, \$290

Super Tigre 60 stunt, as New , reworked in the USA, \$220

OS 40 FP low time motor, reworked by S.Reise USA, \$150

Brodak VECTOR 40 ( ARF) new in box \$200

Call RON (03) 9531 0305 or 0410 938 769  
email [kryon11@bigpond.net.au](mailto:kryon11@bigpond.net.au)

## Castor oil for sale!

Highest quality first pressing de gummed.  
Price: \$40 for 5 litres (including container) + P&H  
\$10 in Victoria  
\$15 SA, TAS & NSW  
\$20 QLD, WA & NT  
Premixed diesel fuel also available – POA

## Taipan white nylon brand new propellers

8x4 & 8x6 \$2.95ea  
7x4 & 7x6 \$2.75ea  
+ Parcel Postage cost

Ph Ken 03 9398 8244  
Email: [combtkid@hotmail.com](mailto:combtkid@hotmail.com)

## FOR SALE.

Mc Annely style speed pans for 2cc speed. \$25.  
Mc Annely style speed pans for 2.5cc speed. \$25  
Nelson type T/R pans. \$25

These pans are a gravity sand cast unit and as such need some cleaning up. They are cast from AA601 Aluminium alloy and when polished up look very good. You will need to drill and tap them to suit your engine.

Available from Andrew Nugent 0437469402, 95511884.  
[andrew.n5@bigpond.com](mailto:andrew.n5@bigpond.com).

Please allow \$6 for postage and packaging for 1 pan for interstate buyers.

For overseas postage allow \$12



"About 100 plus" Vintage model engine tests.

"1948-1990" A4 photo copies from English Aeromodeller and Model Aircraft magazines, by Laurence Sparey, late, Peter Chinn, Ron Warring etc.

Diesels, glows and a few spark ignitions.

Very interesting and scarce.

Phone for lists and further details.

Ray 07 3814 2308

## From the collection of a retired modeller.

Old model kits in original boxes.

All kits appear to be complete.

1 off Comet kits "Aeronca Chief" rubber powered model

1 off Central Aircraft "Falcon" 50 inch wingspan free flight for 1 - 1.5cc engines.

2 off Mercury "Mustang P.51" for 1.5 - 3.5cc engines.

Price for each kit is \$40 O.N.O.

Contact:- [clamf@ozemail.com.au](mailto:clamf@ozemail.com.au)



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