

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 137

Produced by the Victorian Control Line Advisory Committee



October 2009
INSIDE THIS ISSUE

Contest Calendars.
Contest Results
Notices
Letters to the Editor
Modifying a standard sports 25 glow
engine for Classic B Racing
Out and About
Around the Clubs
For Sale
Wanted

**Copy Deadline for next issue is:
Wednesday October 21th 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:- hbailey@optusnet.com.au



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR

Oct 3-4	NSW State Championships + supporting events.	Twin Cities Albury
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, Combined Speed	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.

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



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
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

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 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.

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

For this amount you will receive eleven issues of this newsletter and be up to date on Control Line both in Australia and elsewhere.

There is also the additional option to have it sent to you by email if you desire.

Please make payments payable to "Control Line Advisory Committee"

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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"

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.

The views and opinions expressed in ACLN do not necessarily reflect those of the Editor or Committees of Clubs or of the members of the Club represented in ACLN but are those of the respective authors.

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

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

Newsletter Editor

Harry Bailey.

37 Thompson Street

Clayton 3168

Victoria

Tel (03) 9543 2259

IT'S ON AGAIN!!



THE GREAT..

GORDON BURFORD DAY



the world record holders

**KMFC Sunday 11th October
(St Ives Showground, Sydney)**

**A celebration of Gordon's contribution to our sport
All planes on this day will use Burford engines**

*engine displays & concours
stunt—Muswellbrook veterans planes preferred
speed—up to .19 engines — Sabre fly past
new world record attempt—2.5 cc, 52'3" lines
engine raffle — swap meet*

***\$5 lunch no entry fees*
Australia's biggest non-competition control line day**

enquiries to: kmfcsec@gmail.com



Z Class Racing

You may be aware that the original Bendix 35 event which the current Z-Class is based on, was put together way back in 1972 by four rather young and naive modellers who were all members of "Stardusters". They were Rex Howells, Bob Neilsen, David Brown and yours truly. Sadly, Rex and Bob passed away several years ago, however David and myself are still going strong. We are now both members of ALC.

Incidentally, the original Bendix 35 model which is based on a Aerocobra P39, was designed by Bob Neilsen and built by myself and David. The model was the first Bendix 35 to get into the air in early 1973 and flew in many events. The model was retired in 1976....UNBEATEN. Incidentally, it is still flying today. The model was refurbished about eighteen months ago and is still capable of doing "almost" three second laps. We only fly the "old girl" on special occasions and as a static display at events.

Now to the reason for Z-Class. As we know, Bendix 35 has evolved into very fast Team Racing, with models flying close to two second laps. This is really up there and somewhat quick for us old farts and also a bit frightening for those young guns who would like to have a go at Team Racing. So we decided about two years ago to resurrect the original Bendix 35 based on the original rules and settled on calling the event "Z-Class". We decided to keep it as a club event to start with, the idea being that it was for pure fun which could be flown at a slower pace so us old farts could keep up with it and also to give the young guns a starting point, with the idea of getting experience so they could advance to the more "serious" events in Team Racing. Above all it is about having fun.

The event was opened up to other clubs (Thunderbirds, Ipswich etc..). We have quarterly racing events and it is becoming very popular. The next event is at the ALC Field on the 13th September 2009. New models have been constructed, and the guys are very enthusiastic. The other clubs are now showing interest since we went to their fields recently to put on a demonstration or two. The event was included in the State Champs earlier this year and it was most successful.

The reason for the events success and popularity is that the rules are original, and are not to be changed under any circumstances. This makes the event close and competitive but at slower speeds. We all feel that it is a very good training ground for the young guys and those that would like to get some experience in Team Racing, and a whole heap of fun.

Cheers

Brian Cochrane
Member of Aeromodellers of Logan City



Thought I would attach a couple of photos of the before and after of the original Bendix 35 racer.

I am the good looking bloke on the left trying to get the damn thing started, and the other bloke is David Brown.





Navy Carrier News 13/9/2009

Navy Carrier commenced under grey clouds and intermittent rain. Five competitors took to the skies with the usual assortment of Bearcat, Corsair and Wildcat Navy Carrier designs. Except for the Wildcat powered by a trusty Merco 29, all other entrants used a HP40 engine as standard.

Murray experienced an unusual mishap on his first landing attempt with his Bearcat tumbling off the inside of the deck damaging the outboard wing. Further investigation revealed that an error on the line-up phase prior to landing positioned the model inboard of the white centre line 'sweet spot'. Murray's model would later be retired. Graeme took to the air and experienced high speed engine problems although low speeds were within the range for a good score. As per usual Graeme casually landed the model for a perfect 3 point landing.

Peter's Merco 29 powered Wildcat performed flawlessly with the slowest low speed of the competition. Not having the outright grunt and speed of the HP40 / J Roberts style combinations, Peter proved that reliability and good technique are essential for a winning combination. Mark flying the Bearcat 201 was affected by slightly rich engine setting on the high speed run and made up by scoring the slowest speed of any HP40 powered machine on the day. Combined with another excellent 3 point landing Mark would be the man to beat !

Paul flew the Corsair and performed well with a good high/low speed scores and another 3 point landing after two attempts.

Harry (who is close to finishing his TT36 powered Brodak Bearcat) took up the offer to fly a three line Navy Carrier model for the first time - in a competition! Harry's first experience was launching into the air with the Bearcat 201, straight off the HMAS Seaford deck. Mark who assisted in the centre circle, neglected to offer a pre-flight briefing and only advised Harry on the finer points of the control mechanisms once airborne. Harry took to the high speed run with aplomb and worked his way through the low speed run to record official times.

As expected the landing phase would always pose a challenge for this low time Navy Carrier pilot. Harry's first 'arrival' resulted in 201 contacting the ramp (courtesy of a super low level approach), assuming a near vertical attitude with a spectacular power recovery. Harry 'splashed' on the next attempt landing gently onto the grass a few feet in front the deck - Bearcat 201 fully serviceable!

Becalmed conditions made for great Navy Carrier flying with all pilots being able to test the limits of their engine/model combinations. Peter took the honours effortlessly exploiting the calm conditions with the lightweight Merco 29 powered Wildcat. Well done Peter !

Results below:

Navy Carrier			High Speed	Low Speed	Landing	Bonus	Total
1	Peter Roberts	Wildcat / Merco29	27.65sec	105.04sec	100	20	197.39
2	Murray Wilson	Bearcat / HP40	27.30sec	87.78sec	100	30	190.48
3	Graeme Wilson	Bearcat / HP40	26.30sec	82.36sec	100	30	186.06
4	Mark Ellins	Bearcat / HP40	28.40sec	81.02sec	100	30	182.62
5	Paul Stein	Corsair / HP40	25.30sec	83.84sec	90	30	178.54
6	Harry Bailey	Bearcat / HP40	29.59sec	54.50sec	Splash	30	54.91

Additional Navy Carrier information is available at: <http://clamf.aerosports.net.au>



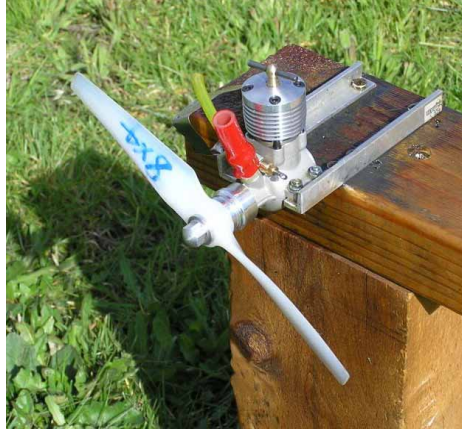


Harry took up the offer to fly a three line Navy Carrier model for the first time - in a competition!

Vintage combat took place and the four entrants mixed and matched piloting and pitting duties with whoever needed assistance.

Tony Caselli was mixing his flying participation with the occasional bench running in process of a new R250 but his combat concentration was sufficient to win the contest.

Vintage Combat	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5
1.Tony Caselli	W	L	W	W	W
2.Ken Maier	W	L	B	L	
3.Harry Bailey	L	W	B	L	
4.Graeme Wilson	L	L			



R250 for Vintage Combat



Tony does some line shortening tactics whilst Graeme attacks.

A welcome visitor at the field had come along to watch the day's activities.

Ollie is six years old and has been in a wheelchair since birth. He is a pupil at St. Michael's Grammar School, Windsor, where Kathryn (Johnston) is the school nurse.

He expressed an interest in model aeroplanes so Kathryn and Roger invited him and his father Nick to come to a contest day at Frankston.

He had a ball. Looking at the carrier event and examining the model of a Japanese Zero, Carrier Fighter. He also tried to grasp the intricacies of the control system of Mark Elins' Jazzer aerobatic plane, following a demonstration flight by Mark. Harry Bailey and Tony Caselli put on a demonstration Vintage Combat fight for Ollie's benefit and both he and his Dad were thrilled to see a bout for the first time.

He especially enjoyed throwing hand-launch gliders around, like the little Gort Spaceship, caught on his Dad's camera, looping over his head.



Roger Virgo explains the intricacies of the control system of Mark Elins' "Jazzer" aerobatic plane.



Modifying a standard sports 25 glow engine for Classic B Racing

An out-of-the-box standard sports 25 engine can be easily modified to create a reasonable performing Classic B engine with a minimum of modifications. To get maximum performance from your sports 25 engine for Classic B you have to set it up for the fuel that you intend to use. Most 25 engines are designed to give a good overall performance on a moderate level of nitro, and that includes good idle and throttle response for a radio engine, and good transition between four- and two-stroking for stunt engines. For this reason the manufacturer has not set them up with anything like optimal combustion chamber shapes for racing engines. The head shape and compression ratio are of course a compromise for ease of running.

Modifying the head

The first thing to do is to measure the compression ratio and bring the head into shape. At high RPM, you need good fuel mixing just before ignition to promote optimum power output (torque). Most sports 25s have a tapered squish that, although excellent for sports running, does nothing for the engine in promoting power and torque at maximum RPM.

Bringing the head into shape means removing the steep taper on the head in favour of a flat squish band set-up. Remember to measure all dimensions before and after modification because you need to make sure an equal depth of metal is removed from the base of the head (under the shims) to keep a reasonable piston clearance at top dead centre (TDC). Metal removed from the taper must be 'added back' by removing a similar amount from the base of the head.

Here are some 'before and after' examples prepared earlier.

OS FX before modification



GMS 25 before and after modification

Note the taper has been completely removed on the right-hand GMS head, and an equal depth of metal removed from the bottom or base of the head.

The ideal compression ratio of an engine running predominantly on methanol or ethanol (with 15–20% nitromethane) should be between 12 and 17:1.

The volume of the head with the piston at TDC can be easily measured. Removing the plug from the engine, move the piston to TDC and inject a mixture of 50% methanol and 50% Benol in through the plug hole with a 1.0 mL or 0.5 mL syringe until the level of the fluid just reaches the bottom of the thread on the plug. Do this several times to make sure the result is accurate. Rock the piston back and forward near TDC to remove any air bubbles. For a 25 engine this volume should be somewhere between 0.15 and 0.3 mL.

The reason for using 50% methanol and Benol is that the Benol is red, which makes it much easier to see when the fluid level reaches the plug thread.

The formula for calculating the compression ratio is:

$$(\text{effective capacity of the engine (mL) + head volume (mL)}) / \text{head volume (mL)}$$

For best results with a flat squish band set-up the piston/head clearance should be shimmed to between 0.015" and 0.006". The RPM and lap times (measured with a stop watch) tested with the intended racing fuel will determine optimum head clearance. Care should be taken to measure the head clearance carefully, ensuring the piston does not strike the head.

Modifying the fuel system: use an alternative venturi

To obtain the best range with the intended fuel we converted our engines from simple spray bars to R250/Cox style venturi system. Normally this will give some extra power as well as approximately 5–10 more laps without going to range ingredients. Range ingredients are going to give you extra laps on top of this bonus anyway.

The venturi is mated to the crankcase by the addition of a threaded polyethylene insert. This insert also insulates the alloy venturi from the running heat of the crankcase, ensuring the fuel atomisation system is kept cool.

Here are 'before and after' photos of a spray-bar conversion to an R250-style venturi on a GMS Series 2000 25.



Modifications to the bottom end

Once the fuel is in the engine, getting it to the top end is simple, but gas transfer can be made more efficient by gas flowing the crank webs so the fuel is directed and carried into the transfer ports in greater volume. This work requires a little grinding and polishing, and care must be taken not to remove too much metal from around the crankshaft inlet passage; otherwise, the crank web and shaft may part company – with interesting changes to the geometry of the crankcase.

One of the first things to do is to radius the outer face of the crank web so that the incoming charge can move smoothly around the edge of the crank and into the transfer port area. Gas traveling at speed does not flow cleanly around sharp edges (the edges create vortices that impede gas flow), so radiusing the web actually improves gas flow for a very small increase in crankcase volume. If you prefer not to undertake the heroic metal removal shown in the gas-flowed example below, then just radiusing the crank web cheek should help.

*Here is one 'before and after'
photo prepared earlier*



The polishing does not just make the crankshaft look nice; it is believed to help reduce the chance of stress-induced cracking during operation – an important consideration in extending engine life in stressful conditions.

Should one change exhaust and transfer timing?

We have decided that the manufacturer has already optimised these factors. In our experience changing exhaust and transfer timing has a marginal effect on engine performance with open exhaust engines; it also tends to make them a lot less economical with fuel and more critical to tune. We like laps, so we have left the exhaust, inlet and transfer timing standard. Currently we have a out-and-out gas flowed highly timed OS 25 FX that in the end has the same speed as a standard timed engine on the same fuel in an identical model, but returns 10–11 fewer laps so I rest my case.

Stock and modified timing on P/L

Currently we have an out-and-out OS 25 FX engine that has been gas flowed and highly timed but which, in the end, has the same speed as a standard engine.

*Standard P/L
(Left)
compared to
high timed
(Right)*



We have the fuel and the engine working in perfect unison, so it is down to the pitman on the needle valve to make sure he is not the weak link. We got the fuel right, the engine right, how about the tune! Make sure it is on rich side.

One of the things you must consider when modifying any engine for racing is that any single modification may not make the engine go faster, but if it does succeed it does mean greater stress on the engine. Empirical results suggest (that is, in hindsight) some modifications may even cause the engine to break, so one should also proceed with caution at each step. Modify the engine with considerable care.

Lance Smith AUS 62894

Out and About

The VMAA Web Page has been updated with the 63rd MAAA National Programme and Entry Form.

All documents are in PDF and ready to download.

Murray & Graeme Wilson did a flying display at Fountain Gate Secondary Collage & were well received by the students & teacher.

During the activities the students managed to crash the club trainer but got about 20 flights out of a "Terminator" triathlon with no damage.

Brochures were handed out along with CLAMF Aerosports business cards so hopefully we (control line) may get some membership interest.

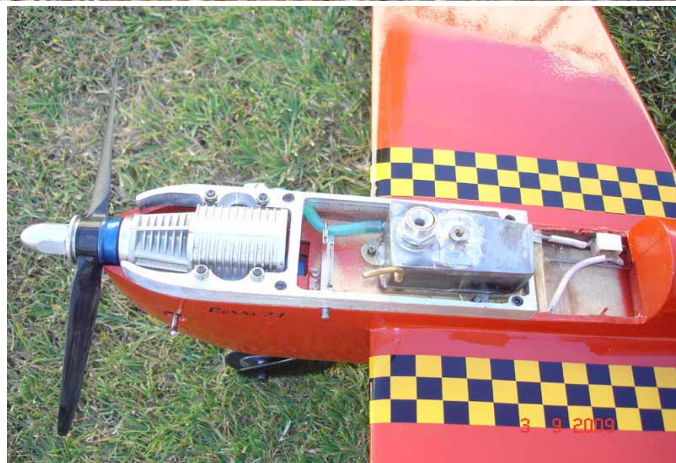
We flew a F2D model, 1/2A combat model & carrier model to show what can be done & static displayed Classic B & Class 1 Speed model. The teacher & students were really impressed.

They are building a model of sorts during classes at school but it is a very slow progress. Two periods on a Tuesday is all they get. Graeme has offered to help once they get closer to finishing.



Here are some new pictures of my Class 2 team racer which has been built by Peter Morandini.(AKA "The Dini") Flew it today, it did 16 flat for about 45 laps. We did 5 tanks full then gave it a rest. Engine is a Nova Rossi 21 and the restarts are very good.

Mark McDermott



Ringmaster Fly-A-Thon 2009



The Brotherhood of the Ring is sponsoring its 2nd Fly-A-Thon event:

October 3rd & 4th, 2009

Matt Kania's beloved Ringmaster control line model has been built and flown by more modelers than any other control line model airplane, maybe ever!

This is not a contest! There are no entry fees or prizes! This Fly-A-Thon is to *honor* the most popular CL model ever!! Our goal is to make history by having more Ringmasters fly, and to make more Ringmaster flights, in one weekend, than last year's record of **255** flights! This event is open to *all* participants-*worldwide*!

On October 3 & 4, we challenge you to fly any one or more of the many Ringmasters, old or new, and report your flights to: ringmasterflyathon-2009@yahoo.com

Deadline for reporting is 12:00 noon Eastern Daylight time (USA) Tuesday October 6, 2009

Location: Wherever you are!

Please report how many different Ringmasters flew, how many total Ringmaster flights were made and the location of these flights.

You may also report how many different pilots flew, how many Ringmasters were flown at the same time and what type of Ringmasters were flown.

Also, if you get someone new to solo on a Ringmaster, that flight will count as 2 flights! The more, the merrier! Let us know how many new solo flights we have too! If this will help promote new flyers by flying the same plane so many of us started with, this would be a bonus!

Let's keep the spirit of C/L alive!

Ok everyone! Just dig that old dusty Ringmaster from your attic and go fly it!

The results will be compiled and reported by the Brotherhood of the Ring

Any questions may be directed to ringmasterflyathon-2009@yahoo.com

64th NATIONALS UPDATE

DALBY, QUEENSLAND

29th December 2010/7th January 2011

The inaugural meeting of the National's Committee was held on 26th June, following a successful presentation by the MAAQ to the MAAA at the National Conference in late May.

OUR GOAL

**To host a MAAA NATIONALS COMPETITION BETTER THAN TOOWOOMBA.
TO PRODUCE THE BEST NATIONALS EVER**

THIS WILL BE A COMBINED R/C, F/F AND C/L COMPETITION and will include Rocketry.

Your National Committee is made up of the following people.

CHAIRMAN John Taylor johndt@iprimus.com.au
SECRETARY Darryl Gunst secretary@maaq.org
TREASURER Robin Klau treasurer@maaq.org
REGISTRAR Kevin Dodds secretary@maaa.asn.au
R/C CONTEST DIRECTOR Michael Snabaitis cfi@maaq.org
F/F CONTEST DIRECTOR Dale Jones weldwell@ezinternet.net.au
INDOOR F/F CONTEST DIRECTOR Brian Taylor vid25@bigpond.com
C/L CONTEST DIRECTOR Peter Krenske peterkrenske@gmail.com
DALBY R/C CLUB REPRESENTATIVE Ross Milne mipl@bigpond.com
FACILITIES CO-ORDINATOR Dale Jeude a.d.jeude@bigpond.com.au
ROCKETRY CONTEST DIRECTOR Peter Briggs pabriggs@tpg.com.au

This was a good meeting with a lot of discussion and constructive ideas to put forward for the next meeting. It was also a good chance for the members of the team to meet one another.

At this point in time there will be at least three R/C venues, excellent grass and hard stand C/L venues, a huge Indoor facility for both F/F and R/C events and two F/F fields available for use.

All events will be centered near the town of **Dalby** which has everything and more than is needed.

Further updates will be in following editions of AIRFLOW and the MAAQ website will be updated on a regular basis.

Contact the various Committee members for further information about your discipline.

JOHN TAYLOR
CHAIRMAN

Dalby Accommodation Guide, Dalby Real Estate directory, Complete Guide to Dalby Region

<http://www.dalby.info/>

Editor note!

I was going to place the results from the British Nationals in this months newsletter but there is not enough free space.

For those of you that have access to the internet, they can be viewed at,

<http://www.bmfa.org/nationals/index.html>

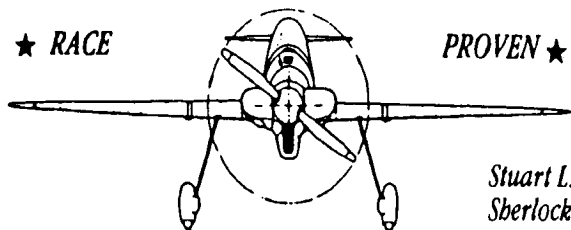
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Email: - props@iinet.net.au www.supercoolprops.com

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★ PROVEN ★



Stuart L.
Sberlock

★ Minimum induced loss computer designed propellers

★ Advanced technology precision mouldings

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



For all your modeling

accessories

Parts made to order

Engine rebuilds etc:

DREAM TEAM
PRODUCTS

JOHN HUNTING

6653 Maroondah Hwy
Yarek 3719

Phone: (03) 57734263

For Sale

I have obtained a limited number of specialist racing piston and liner sets for the Brodak 25R (see photo below) from an East European engine manufacturer. These piston and liner sets differ from the original Brodak set in that they are designed specifically for racing and not for sports or control line aerobatics like the original piston liner sets. They are priced at \$100 each plus postage. A set P/L includes piston pin and con rod ready to go. The liners are plated with a harder and finer grade of "Russian Chrome".

The bore is tapered correctly for racing.

The general fits and nip is set up for hard racing.

No further lapping of piston or liner is required.

Once correctly fitted the engine should be run in as per the breaking-in instructions for the B25R on this site.

http://web.me.com/flyingkiw1/Model_Aircraft_Stuff

The instructions for fitting the new P/L set are given on this web site as well.



Contact : Lance Smith

6 Karina Street

Frankston

3199 Victoria

AUSTRALIA

email: smithlw@optusnet.com.au

Phone: 03 9708 8315

Skype phone flyingkiw1

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.

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 direct engine? Was told years ago that early OS used metric threads and not current S.I metric threads.

Obtained.

Thanks

Brian Burke, 13 Appleton 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

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

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NEW OS 30 VG TRUCK ENGINE, SUITABLE FOR CLASS 2 TEAM RACE, CLASS 2 SPEED OR PROTO. COMPLETE, NEW IN BOX WITH ALL FITTINGS INSTRUCTIONS ETC. \$285.

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f2a@iprimus.com.au

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Email: combtokid@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.

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

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 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>

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Printed by Minuteman Press
3/14-16 Hartnett Drive
Seaford, VIC 3198
Phone: 03 9773 5586