



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 139

Produced by the Victorian Control Line Advisory Committee



December 2009
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**Copy Deadline for next issue is:
Wednesday January 20th 2010
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

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	Monty Tyrell Classic Stunt and Nationals practice.	KMAC

Dec-28 - Jan-5 2010

63rd Australian National Championships

ALBURY NSW

2010

Jan-10	CLAG Flying Day	Moe
Jan-24	Club Day	KNOX
Feb-7	CLAG Classic Stunt, Novice Stunt	Knox
Feb-14	Speed, Carrier	CLAMF
Feb-28	Hearns Trophy (Vintage Stunt)	KNOX
Mar-6,7,8.	South Australian C/L State Champs	Murray Bridge
Mar-7	CLAG Flying Day	Moe
Mar-14	Mini Goodyear , Simple Rat Race, Simple Goodyear	CLAMF
Mar-28	Club Day –Aerobatics	KNOX
Apr-2,3,4,5	Victorian C/L State Champs (Events TBA)	CLAMF/KNOX
Apr-4	CLAG Flying Day	Moe
Apr-11	Speed , Classic Stunt	CLAMF
Apr-25	Club Day – Aerobatics	KNOX
May-2	CLAG “All Aussie”/Vintage combat	Knox
May-15	F2F , 1/2A Combat, Aussie A T/R	CLAMF
May-23	Stuntmasters Trophy & Yeoman Trophy (Novice)	KNOX
Jun-6	CLAG Flying Day	Moe
Jun-27	Club Day – Aerobatics	KNOX

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.

BFCCLMAC 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
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

DOONSID- (to be held at SSME)
Luddenham.

Adelaide Aeromodellers Club

2009 Events Calendar

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**



Navy Carrier News

The throttle function or third line used on Navy Carrier models is often a source of confusion for modellers. The mechanism used to achieve throttle control must work effectively with the other two control lines to achieve even tension across all lines during flight.

Even experienced modellers can sometimes be challenged during the installation of three line systems.

Which direction on the throttle trigger activates high or slow speed? Push or pull on the throttle line? How do I make the lines?

Some debate exists on the correct operation of the J Roberts three line handle. Australian style has 'push' forward as the standard. This may be the exception rather than the rule. Navy Carrier competition in the 70's and 80's were dominated by the venerable J Roberts kits (supplied with bellcrank) which as a default worked with a 'push' throttle linkage. This configuration combined with a standard R/C style engine translated into a 'push' trigger action on the handle for full throttle operation. Full throttle via a 'pull' on the handle trigger could only be achieved by an external reversing bellcrank or by moving the carby throttle arm 180 degrees. I suspect that the Aussies not wishing to complicate installations opted for a 'push' setup – hence the defacto standard.

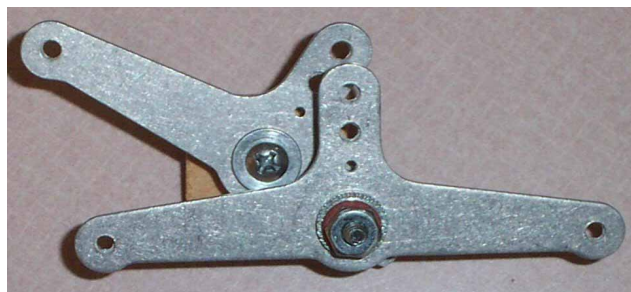
The original J Roberts documentation has a 'pull' trigger configuration on the handle for high speed. The majority of Navy Carrier modellers in the US use a 'pull' trigger action for full throttle application. A suggestion that all three lines are more equally tensioned during the high speed run with a 'pull' configuration run may also have merit. The choice is yours!



J Roberts three line handle

Aussie style – trigger positioned for engine 'idle'

US style - trigger positioned for engine 'full throttle'

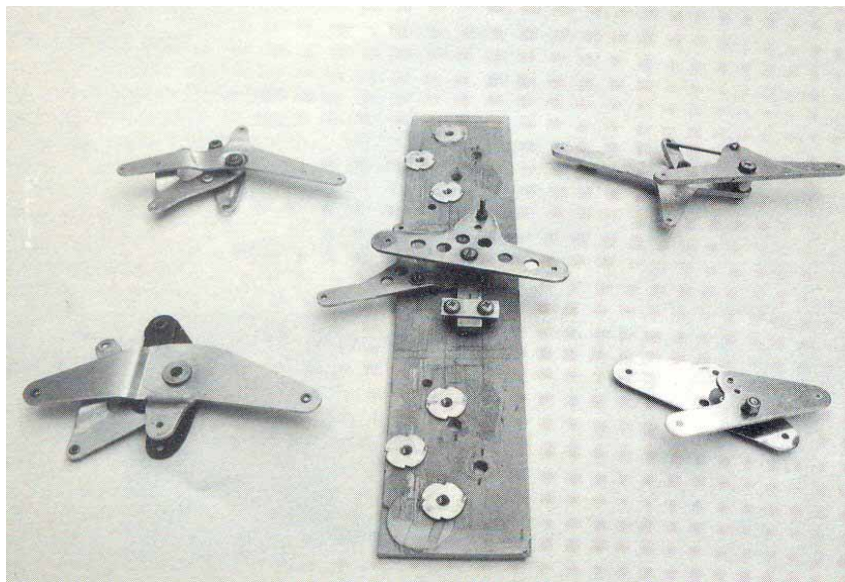
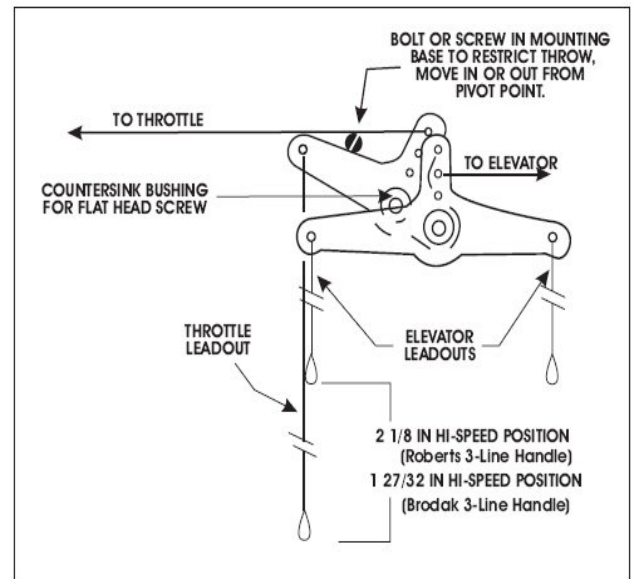
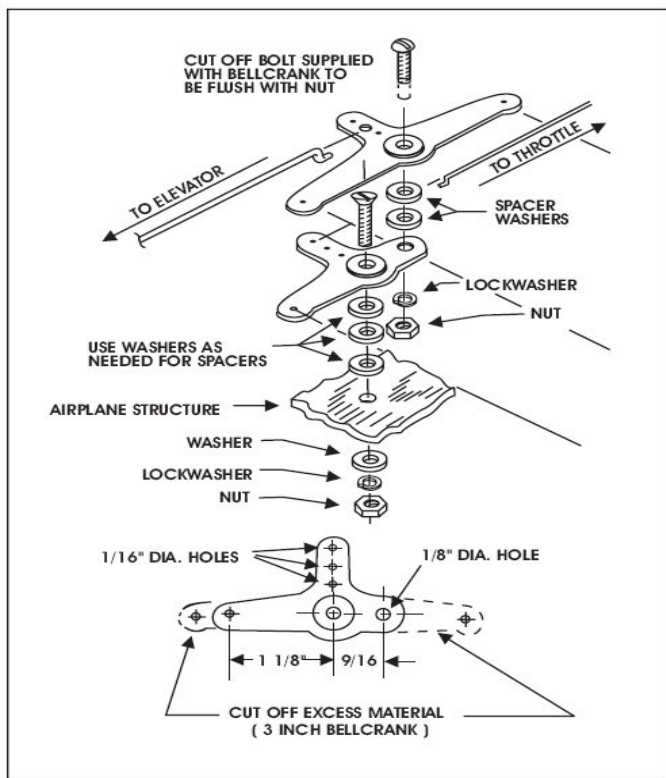


Simple 3 line bellcrank mechanism

There exists a variety of three line bellcranks for Navy Carrier models. Upright, suspended, short and long bellcranks provide a variety of options and configurations. As the most complex part of a Navy Carrier model it is important to gain a thorough understanding of the workings to avoid errors during the building process. The simplest form of the three line bellcrank is a home made design (see pic). It is also the easiest to explain!

Gary Hull a Navy Carrier guru from the US writes:

The 'stop bolt' is to restrict the throw of the bellcrank. By moving it in or out from the pivot point of the crank will determine how much travel you will have for the throttle. This type should be used on the smaller models. I don't recommend it for larger or faster models with a 25G pull test. All of the bellcranks should be set up with the crank in the 'hi-speed' position. If you set it up with the handle trigger all the way back towards you, as I do, the centre r throttle lead out line should be 2 1/8" (longer than the up or down line (Roberts set-up) or 1 27/32" (L & R, G & S, or Brodak), and the carby wide open. In low speed position (the trigger all the way forward) the carby should be closed. Look at the 3-line handle you are using. With the handle in the hi-speed position, measure the difference between the up & down lead-outs (on the handle) and the throttle line, which is the difference you need on models lead outs.



A variety of three line bellcranks



J Roberts style bellcrank – quick-link minus throttle pushrod visible



Anthony Mott's new Bearcat



Close-up of GMS40 engine installation



Anthony Mott – the man himself !

Additional Navy Carrier information is available at:

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

Combat Diaries 3.

Brimbank Falcon's Vintage Combat Competition, 1st November 09.

As I descended from the sunny heights of central Vic into the mirk that shrouded the coast and rendered Melbourne invisible from Mt Macedon, I doubted that anyone would be out of bed for the annual Falcons vintage combat competition. However, while a couple of the regulars were indisposed, 10 fliers made the day a very enjoyable one. The Knox club field was windless with heavy overcast, ideal conditions for combat with no scorched retinas during overhead manoeuvres. A small pond had formed in the pits but even the soft ground proved a blessing – particularly for Tony 'Tangles' Caselli who planted his Rothwell powered Anduril up to the leading edge at one stage. I'm not sure you can grow Ollies from seed though; cloning seems more popular these days.

There was much carnage with several mid airs and some forced withdrawals through attrition. Good to see more old CLAMF models mangled beyond repair, some of them were taking on the persona of the faithful old dog who, despite incontinence and arthritis, you can't quite bear to take out to the yard and clout with a spade. Or perhaps the 'Grandfathers axe' simile would be a kinder one?

There were some great engine runs, Murray's Super Tigre was really smoking once he found a setting and even my lowly MVVS seemed to enjoy the humidity. To balance the good stuff, there were some bouts that consisted of more flicking than flying. Maybe we could consider offering a nice new engine as a booby prize next time. Then it should go to someone who really needs it and has probably spent most of the comp the butt of helpful comments such as "more comp!", "I reckon the tanks blocked", "bloody PAWs..." etc.

Inevitably Murray made his way through the comp disposing of all comers with the steely reserve of a KGB assassin. Four cuts dealt with Bryce, who was otherwise flying very well, to win the final. What stood out for me though, perusing the results later, was the amount of airtime Murray racked up compared to the rest of the field. In 5 bouts he dropped below 200 seconds airtime only once (and then only just) which, when the average winning score was 271 points means he only needs one cut to win most bouts. And getting cuts does not appear to be a problem for him...

Other highlights included finally seeing a bellcrank mount fail a pull test – sorry Phil, watching Ken start Peter's PAW backwards half a dozen times while Murray in the other pits tried to get his attention with what turned out to be the cure for such eventualities. Oh yes and finally getting up the nerve to bunt into inverted to avoid capture. I know it doesn't sound like much but we all have our psychological barriers and this is, or was, one of mine. I find there is something horribly counter-intuitive about pulling in full down when your model is flying along quite happily; but it beats a line tangle which is what usually happens to tall, crap fliers like me when my model is in front and I get boxed in behind the other pilot.

My Thanks to CLAG for again sharing their flying day with us and to the Knox club for the best field in Melbourne. Thanks also to my club mates for help with the running of the comp.

See you all in Albury?

Mat Shears

Vintage Combat Results 1/10/09

1	Murray Wilson	W	W	BYE	W	W	W
2	Bryce Young	W	L	W	W	BYE	L
=3	Tony Casselli	L	W	W	BYE	L	
=3	Phil Lewis	L	W	W	L		
=4	Peter Lucas	L	W	L			
=4	Mick Lewis	W	L	L			
=4	Mat Shears	W	BYE	L	L		
=4	Harry Bailey	W	L	Withdrew			
=5	Ken Maier	L	L				
=5	Mark Ellins	L	Withdrew				

Some of the selection of models that flew in Vintage Combat at Knox



Meeting held at Knox on Sunday November 1st. -

Vintage Stunt in partnership with Brimbank Falcons CLMAC - Vintage Combat

If the rate at which the lunchtime hotdogs are consumed is a guide to the success of a meeting, then today's meeting was very successful. Forty of the tastiest "Dogs" disappeared in a matter of minutes.

The predominately overcast sky and slight breeze made flying very enjoyable, without the worry of sunburn or glare to contend with.

The Vintage Stunt event attracted 7 entries, with each of the fliers keeping onlookers well entertained. The eventual winner was Doug Grinham narrowly beating Craig Hemsworth who was "hampered" by a novice pattern caller, no mention of names as this might come back to haunt me.

To add to the colour several other models were on display, most notably Ken Taylor's newly built "International Stunt Winner" and "Dragon". The finish on these two models was first rate and a real credit to Ken.

The Combat circle was a real crowd pleaser, some of the bouts were fiercely contested and flying was of a very high standard.

The following photos tell the rest of the story, special thanks to our judges Vic Mitchell and Kim Laughton and to Paul Stein for his wonderful pics.

VINTAGE STUNT RESULTS

	Static	Round 1	Round 2	Total
1 Doug Grinham 'All Australian/Sabre 49'	27	195	215	205.0
2 Craig Hemsworth 'Nobler/Fox 35'	17	200	207	203.5
3 Dave Lacey 'Demon/Frog 500'	32	187	166	176.5
4 Peter Roberts 'Peacemaker/OS 15'	10	188	160	174.0
5 Graham Vibert 'Expendable/K&B 35'	21	168	163	165.5
6 Peter Koch 'Thunderbird Mk 1/Fox 35'	17	165	155	160.0
7 Michael Lewis 'Viking/OS 40 LA'	17	153	163	158.0





Classic FAI Team Race demonstration at the Nationals

Hi everyone.

All going well John Hallowell and I will give a Classic T/R display during free time at the Nats.

Looking at the Nats program it could happen on a number of days after flying has finished, but the date most favourable looks like Tuesday 29th December after F2C & F2F racing, depending on the weather and circle availability at the hard surface.

If people wish to practice for up-coming Nats events they will take priority.

So if you have a model that even closely fits the criteria, then bring it along and have a fly with us. Any discussion that takes place may help decide future rules.

As it stands at the moment the concept is (notice I didn't say rules),

- * Conventional models

- * Suggested engines are for example G20, Olivers, Eta's and others!!!!

- * Rules are to be based on the late 60's early 70's era.

So come along and have a fly. I know we are a long way to deciding a final set of rules, but the important thing is to start flying and keep on talking.

See you at the Nats,

Andrew Nugent.

All is going well testing the Voodoo/Taipan S 11 combo for Burford A at the Nats.

Keith's engine is freeing up nicely with consistent tanks in the 26-27/10 bracket and 35-40 laps on a 7x6 Taipan and 52's. Starts really well also.

Plenty of cooling in this old model as it was originally set up for one of the Timmy Tigers.

With over 20 teams flying at the last event at the Nowra Nats, we are hoping for big things at Albury!

Cheers,

John.



Pictures from the Vintage Stunt Competition



The final race day at Kuringai for the year was Sunday 22nd November.

Vintage 1/2 A, Vintage A, and Vintage B.

It was the hottest November day for 17 years — over the century mark, and a fairly strong wind, although that didn't trouble us too much.

1/2 A was won by Rothwell/Nolan. The little Pawprint just keeps humming along. A wind gust caused one bad landing which tore off part of the top deck, but nothing that can't be repaired.

Ardill/Fairall were second, Blake/Chilton third.

Vintage A saw the second division perform better than first division.

First division had only Justic/Kerr and Rothwell/Hines competing and the gremlins struck them both — Steve with a burst fuel system, and Andy with a line break. Neither finished.

In second division things went a little better. Two finishers. Ardill/Fairall first, with Nolan/Rothwell a few seconds behind. Bolliger/Goodwin DNF with unspecified problems. After lunch and six bottles of water we had **Vintage B**.

Okay John Hallowell, I will at last concede your point that Vintage has reliability problems when compared with Classic. We have some sorting out to do, but we still love it. Only one model put in a flight that went smoothly, and that was in a heat. After that things got messy. A line tangle destroyed the Blake/Chilton model, and a fire didn't help Bolly/Goody and they were the first to drop out of the final. Neither Ardill/Fairall nor Nolan/Rothwell could maintain a satisfactory tune in the final. Pit stops were frequent and often not at the right sector, due to the wind in part, and exhaustion in the main.

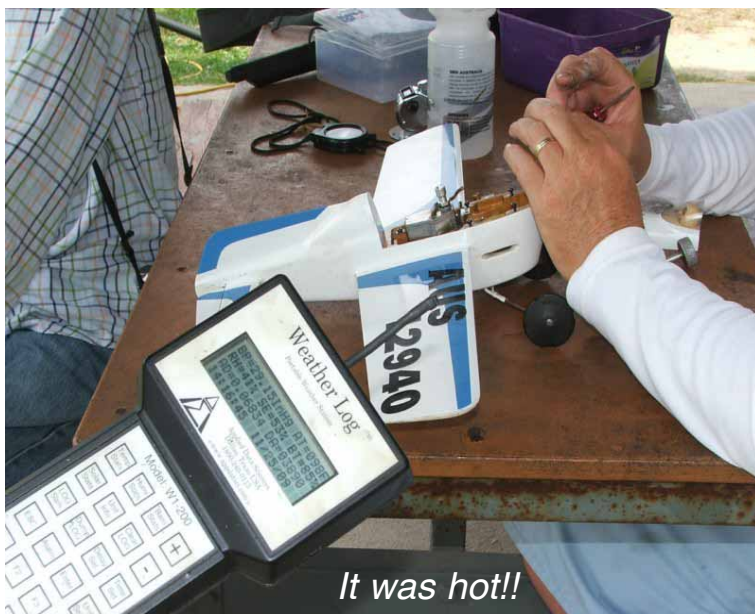
Pit men walked, not ran, and who could blame them. We were melting, and in the end we gave it away and called it a draw.

But we will be back next year; more models, better sorted. Have a good Christmas everyone, and good luck at the nationals.

John Nolan

j_dnolan@optusnet.com.au

Geoff Potters very nice Star Bomb



2009 CONTROL LINE SPRING CHAMPS

24-25th October - New Plymouth. NZ

Gentleman,

It was a beautifully fine weekend and lots of flying was done over the two days.

Thanks to everyone that helped timekeep etc.

Results are attached below and just few quick pictures for you from Slow Goodyear,

RESULTS:

1/2 A Team Race	Rd 1	Rd 2
1. Brendan Robinson	4-11.18	4-22.32
2. Dave Ackery	80 Laps	4-56.75

FAI F2C Team Race	Rd 1
1. B.Robinson/R.Brown	4-33.31

Class B Team Race	Rd 1
1. Dave Ackery	4-15.24

Open Goodyear Team Race	Rd 1	Rd 2	Final
1. R.Brown/B.Robinson	4-56.46	—	127 Laps
2. D.Ackery/A.Robinson	5-07.08	5-02.15	123 Laps
3. A.Robinson/R.Bolton	5-43.53	—	—
4. A.Keeling/B.Howser	74 Laps	58 Laps	

Slow Goodyear Team Race	Rd 1	Rd 2	Final
1. B.Robinson/R.Bolton	4-11.21	4-00.59	8-18.16
2. R.Brown/B.Robinson	4-30.23	4-14.63	8-33.76
3. D.Ackery/A.Robinson	67 Laps	4-29.90	8-49.12
4. A.Robinson/B.Rackley	7-02.41	4-44.97	
5. A.Keeling/B.Howser	20 Laps	4 Laps	

Classic A Team Race	Rd 1	Rd 2
1. A.Keeling/B.Howser	5-48.91	5-04.03
2. B.Robinson/R.Brown	5-34.22	5-19.94
3. A.Robinson/D.Robinson	6-59.55	6-36.84

Sport Jet (mph)	Rd 1	Rd 2	Rd 3	km/h
1. Brendan Robinson	150.06	150.82	—	242.72
2. Don Robinson	146.64	147.00	—	236.57
3. Andrew Robinson	141.79	145.45	144.99	234.08
4. Bob Reynolds	Attempt	105.40	Attempt	169.62



Bryce Rackley in action in the pits.



Robert Bolton before the "off"

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

Percentage Speed (mph)	Rd 1	Rd 2	Rd 3	km/h	Percent
1. Andrew Robinson (Jet)	185.17	187.19	Attempt	301.26	95.56
2. Robert Bolton (Jet)	185.48	—	—	298.51	94.69
3. Brendan Robinson (Jet)	152.17	151.45	148.14	244.89	77.69
4. Don Robinson (Jet)	143.58	148.73	139.46	239.36	75.93
5. Bob Reynolds (Jet)	Attempt	104.14	114.66	184.52	58.53
6. Dave Ackery (21)	Attempt	Attempt	—	0.00	0.00

**Results from Andrew Robinson.
Photo's by Dave Ackery**

CLASSIC B T/R DEVELOPMENTS

Over the last six months, Classic B Team Racing has been undergoing a lot of improvements in the area of engines. With the new group of selected ball race sports engines like the OS, GMS, APS, Irvine & Enya easily available, getting started in this popular class of racing has never been easier. There is no doubt the secret to success of any T/R class is to have a good supply of readily available and low cost engines. After I sold the muffler, radio carby and remote needle on eBay, a brand NIB OS 25 FX bought on eBay cost me a little over \$50!!

We have found after many months of testing on just about every weekend, that very little change from a standard engine is required for race winning performance. The piston and liner is left completely stock and the only change to any of my OS FX BR engines is to lower the head to provide more compression and change the combustion bowl shape to facilitate better high speed burning. I also fit Rothwell B Class carbys which do a great job. However, a conventional needle and spraybar will also work very well. These BR engines are good for around 15.6 -15-7 (115 mph) and an easy 50 laps. Lance Smith is prepared to do the same head work on any stock motor at nominal cost. Contact him for details.

Lance also has more Brodak racing P/L's coming from Moldova for the B25R. These AAC P/L's are quite different from those found in the standard stunt engine. They have a race designed special hard chrome liner with the correct taper. Practicing yesterday down at Frankston, we had the B25R in the old purple Rocket down to 15.3's (over 117 mph) and still running rich. Get in quick if you want one as the first batch went like hot cakes!

At the upcoming Nats, which is now only weeks away, it will be an enthralling struggle between the slightly faster Brodaks and the more economical BR engines. There really is very little between them, which is exactly what was intended when the rules were updated.

22 flyers made up the 11 teams entered at Albury last year. Only Vintage A had more competitors in the racing circle. Last year there was only 8 seconds separating the top 8 teams with times ranging from 3.02 to 3.10. This year should be a beauty as well! See you there.

John Hallowell

VH 1984



"Rocket" with the racing piston and liner in the Brodak 25 engine.

MASA Control Line State Championships 2010
To be held at Monarto and Callington, South Australia.
Hosted by Adelaide Model Aero sport
6th – 8th March 2010
Preliminary Bulletin

Program of Events:

Saturday 6 th March		Sunday 7 th March		Monday 8 th March	
AG - AAC Field Unley Rd, Adelaide Open Practice (Aerobatics Only)	Hard	Grass Callington (G C)	Hard (H)	GC - Grass Callington	Hard (H)
	F2C round 1 & 2	F2B Round 1, 9.30am	F2C round 3,4, Final	F2B Round 3, 9.00am	
	F2F	F2B Round 2	F2A/Combined Speed	Novice Stunt, 10.30am	
	Goodyear	Vintage Stunt, 1.00pm Vintage A T/R Classic B T/R		Classic Stunt, 1.00pm F2D Vintage Combat	

- Notes: 1. Vintage Stunt Classic Judging 9.00am to 11.00am Sunday 8th March. Please ensure you have your documentation with you to be able to receive static points.
2. F2B processing (weight, dimensions): 8.00am to 9.00am Sunday 8th March
3. Two rounds of Novice Stunt will be run

Flying Sites:

H - Adelaide Model Aero sport, (AMA) Monarto:

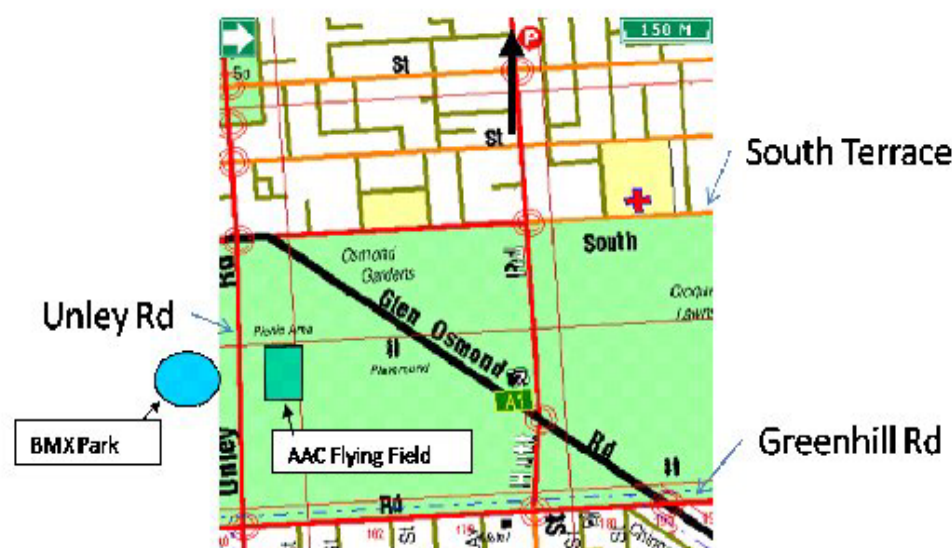
Located on the Princess Highway, 6km on the right travelling towards Adelaide from Murray Bridge.

GC - Callington Oval:

Take the Callington exit if travelling via the SE Freeway, otherwise approx 10km west of AMA via the Princess Highway. **The use of this field is strictly restricted to 8.00am to 6.00pm on Sunday & Monday. No flying of any type is permitted outside these times.**

AG - Adelaide Aeromodellers Club Unley Rd, City:

See map. **The use of this field is strictly restricted to 9.00am to 6.00pm on Saturday March 6th. No flying of any type is permitted outside these times.**



Conditions:

1. All entrants to be current MAAA or FAI affiliated organisation members. Licenses will need to be produced at the event.
2. Programmed events will be run as per current MAAA rules book except Classic Stunt where the cut of date is December 31st 1969.
3. Junior competitors as per specified MAAA age requirements.

Accommodation:

Princes Highway Caravan Park: 313 Old Adelaide Road, Murray Bridge. (08) 8532 2860 www.murrayriver.net/princes	Murray Bridge Visitor Centre: 3 South Terrace, Murray Bridge. (08) 8539 1142 mbvcc@mcmb.sa.gov.au	Oval Motel & Caravan Park: 4 LeMessurier Street, Murray Bridge, (08) 8532 2388 ovalmotel@lm.net.au	Adelaide Road Motor Lodge 212 Adelaide Road Murray Bridge. (08) 8532 1144 mbmotorlodge@bigpond.com
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63rd NATIONALS CONTROL LINE TIME TABLE

Monday 28th Dec Registration, Processing, Practice from 0830 – 6pm.

Tuesday 29th F2B Aerobatics Advanced from 0830. (grass)
F2B Aerobatics Expert after Advanced.
F2C Team Race from 0830. (hard)
F2F Team Race after F2C.

Wednesday 30th F2B Aerobatics Expert from 0830. (grass)
F2B Aerobatics Advanced after Expert.
F2C Team Race from 0830. (hard)
1/2A Team Race after F2C Final.
Class 2 Team Race after 1/2A T/R.

Thursday 31st Combined & Jet Speed from 0830. (hard)
Junior 2.5cc Combat from 0830. (grass)
F2D Combat after Junior Combat.
Vintage Stunt Static from 0900. (admin)

Friday 1st Jan F2B Aerobatics Advanced from 0900. (grass)
F2B Aerobatics Expert after Advanced.
Junior 2.5cc Rat Race from 0900. (grass)
Senior 2.5cc Rat Race from 1030 approx. (hard)
Open Rat Race after Snr 2.5cc R/R.

Saturday 2nd F2B Aerobatics Expert from 0830. (grass)
F2B Aerobatics Advanced after Expert.
F2A Speed from 0830. (hard)
Vintage A Team Race after F2A Speed. (grass)
Burford Vintage A Team Race after VTR.

Sunday 3rd Classic Aerobatics from 0830. (grass)
Open Combat from 0830.
Goodyear after Open Combat. (hard)
Mini Goodyear after Goodyear.

Monday 4th Vintage Stunt from 0830. (grass)
Classic B Team Race from 0830. (grass)
Bendix after Classic B T/R
1/2A Combat after Bendix.
F4B Scale from 0830. (hard)

Tuesday 5th Vintage Combat from 0830. (grass)

Nationals Notes:-

Burford VTR - Taipan engines only (no schneurle ported), Line length to be 52' 3" (same as Vint A T/R).

Vintage Combat :- wing covering to be minimum 20% (1/5th) coloured, no totally clear covered models allowed, flown to repechage system (everyone flies twice).

NO starting of engines before 8.30am (9.00am New Years Day) or after 6.00pm at Alexandra Park, no exceptions. Failure to comply will lead to the offending modeller being eliminated from whole competition if the curfew is broken.

The current rule updates that were passed at MAAA conference are now all in rule book on the MAAA web site and will apply at the Nationals.

At this point in time F2B Stunt does not have a Contest Director. Judges are available but someone is needed to direct the contest. A C.D. and Judges are also required for F4B Scale. If you can help please contact the Nationals Control Line C.D. Graeme Wilson.

"We have received notification from the CIAM meeting, who advised the decision that in regard to F2, the proposal to make mandatory the use of wrist safety straps for all forms of F2 (put forward by France) was passed, though not unanimously. Implementation for this will be 01/01/2010".

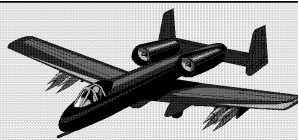
To comply with the FAI rules regarding wrist safety straps F2A, F2B, F2C and F2D contestants **must** wear handle tethers whilst flying their models. Failure to comply will incur penalties.

NOTE : No starting of engines before 08:30 at grass flying site or after 6pm, curfew will be strictly enforced.

No starting of engines before 09:00 on New Years Day at grass flying site.

Failure to comply with the above regulations could possibly lead to the loss of the use of this great flying facility.

CONTEST RESULTS



Combined Speed, held at KNOX 25-10-2009 25/10/2009

	Pos	Name	Engine		Flight 1	Flight 2	Flight 3	Fastest	Km/h
%									
1	N Wake	Class 2	OS 30 VG	11.73	11.44		11.44	253.22	87.41%
2	V Marquet	Vintage Proto	Enya 30SS	37.36	36.57		36.57	158.43	84.11%
3	R Hiern	Class 3	ST-G60	11.62	13.96		11.62	249.30	83.39%
4	K Hunting	Vintage Proto	OS 25 LA	38.23	37.17		37.17	155.87	82.75%
5	N Wake	Proto	Force .21	31.35	31.13		31.13	186.11	77.50%
6	R Hiern	Proto	Novarossi 21	N.TIME					0.00%

Combined Speed at Frankston 8/11/09

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	N Wake	Class 1	OS CZ11 PS	16.73	16.60	16.70	16.60	216.87	83.49%

PERKY

A.Nugent	Perky	Super Tigre G15	43.82	46.01	46.04	43.82	132.21
P.Stein	Perky	M Coy 19	ATT				

Racing at Frankston 8/11/09

Simple Rat Race	Ht 1	Ht 2	Engine
1. G.Wilson/K.Hunting	96	105	OS 15FP
2. C.Ray/J.Ray	102	90	OS15FP
3. H.Bailey/P.Roberts	93	97	OS15FP



Aussie A Team Race

	Ht 1	Ht 2	Engine/Model
1. A.Nugent/G.Wilson/K.Hunting	4:09.15	8:22.05	Taipan/Footprint
2. J.Hallowell/L.Smith	4:29.35	9:21.03	OS15FP/Voodoo
3. C.Ray/J.Ray	5:10.10	10:13.60	OS15FP/Fury
4. H. Bailey/P.Roberts	DNS (model broken during practice)		Taipan/Footprint



Knox Model Aircraft Club, inc.
Presents the...



Monty Tyrrell Memorial
Classic Stunt
Competition

This perpetual competition event is run each year in memory of Monty Tyrrell, a great aeromodeller and member of KMAC.

Basic Rules:-

- Model must be pre Dec. 31st 1965 Classic design. (no modifications and proof may be asked for)
- Any engine up to 10cc may be used. (must have efficient muffler fitted)
- Pattern as per Nationals Classic event... Start, Take-Off, Horizontal Flight, Double (Reverse) Wingover, 5 Consecutive Inside Loops with recovery into level flight, Bunt into Inverted Flight (2 laps) and bunt back to horizontal flight, 5 Consecutive Outside Loops, 3 Consecutive Horizontal Eights, 3 Consecutive Vertical Eights, 3 Consecutive Overhead Eights, Four Leaf Clover and Landing.
- Total Flight Time 7 min. including Start and Landing.
- To be flown over best two-out-of-three rounds.
- Entry Fees: Senior \$5 Junior \$2

Lunch & Drinks for sale at nominal cost.

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

Due to the wet conditions that prevailed on the original competition date, this contest will now take place on Sunday December 20th

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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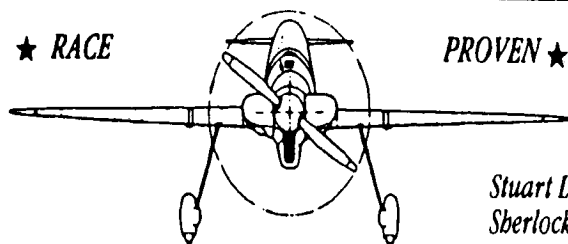
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Contact

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Fax (03) 9540 0609
Address 42 Carinish Road,
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The 2.5cc Para engine featured in last months ACLN are expected to be with Alberto Para on the 27th of November.

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WANTED

WANTED.

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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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Contact Mark Dillon Mob. 0417618439, Ph. 07 32024497

Email :- flyerdillon@hotmail.com

Thank-you,
Mark Dillon



The CLAMF Website continues to be updated at regular intervals and has plenty of pictures to view of events club members have been involved in.

It is also a mine of useful information on contest rules. The engine information section has some areas that your input could help to fill some missing gaps.

They can be viewed at the CLAMF Aerosports website

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

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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