



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 157

Produced by the Victorian Control Line Advisory Committee



August 2011
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**Copy Deadline for next issue is:
Wednesday August 17th 2011
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:- hgbailey@optusnet.com.au



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2011

Aug-7 Vic State Champs (Continued)

Simple Rat Race, **Speed (including Midge)**

Mini Goodyear CLAMF

Aug-7 CLAG Country Day Moe

Aug-14 Classic Stunt, Vintage Stunt,

Classic B Team Race, **F2F** CLAMF

Aug-28 Combined Stunt KMAC

Sep-4 CLAG Country Day Moe

Sept-11 Navy Carrier, Vintage Combat, **Speed** CLAMF

Oct-1-2 CLAS NSW C/L State Championships

including **F2A & F2C** W/C team Trials Albury

Oct-2 CLAG Country Day Moe

Oct-1-2 Ringmaster Fly-A-Thon 2011 KMAC

Oct-16 **Classic FAI Team Race,**

Simple Rat Race, **Goodyear** CLAMF

Nov-6 Vintage Stunt and Vintage Combat KMAC

Nov-13 **Speed, F2B,**

Burford Vintage A Team Race CLAMF

Dec-4 CLAG Country Day Moe

Dec-11 Navy Carrier, **2.5cc Rat Race,**

F2C CLAMF

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 :- Craig Hemsworth Mob 0433 809 862

Email :- chemsworth@childhood.org.au

Details of venues can be found on the club 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.

Secretary:

Steve Vallve

Landline: 94353480

Mob: 0409 935 358

President: Mark Usher.

Landline 9740 253,

Mobile 0421 331 932

Email steve.vallve@gmail.com



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2011

DATE	EVENT	CLUB
Sun 7 Aug	F2B Aerobatics	KMFC
Sun 14 Aug	Diesel Goodyear, Sabre Trainer Racing & 2.5 Diesel Speed.	KMFC
Sun 28 Aug	Combined Speed	SSME
(contact Ron Blomberry for details Ph: 9956 5952)		
Sun 11 Sep	KMFC Triathlon	KMFC
Sun 18 Sep	Warbirds F2B Stunt	KMFC
CANCELLED		
Contact :- Allen 9512 4436 / G. Brett 4959 2213)		
Sun 25 Sep	F2B Aerobatics	SSME
Oct 1-2	CLAS.NSW C/L STATE CHAMPIONSHIPS.	NSW.
Venue Twin Cities, Albury (F2A, F2C Team Trial) **		
Sun 9 Oct	Gordon Burford Day. (Details TBA)	KMFC
Sun 30 Oct	Phantom, Vintage A, Vintage B, Bendix T/R and Vintage 1/2A, Diesel G/Y	SSME
Sun 6 Nov	F2B Aerobatics	SAT (Kelso Park)
Sun 6 Nov	Combat. 1.6cc, Slow and Vintage.	KMFC
Sun 13 Nov	Combined Speed	SSME
(contact Ron Blomberry for details Ph: 9956 5952)		
Sun 20 Nov	Cardinal Stunt and Classic Stunt.	NACA
(I.Smith Ph:024975 2292) (Hunter Sports H.S.)		
Sun 20 Nov	Vintage T/R, 1/2A, A (2 divisions)	KMFC and Vintage B.
Sun 20 Nov	Cardinal & Classic F2B	NACA
To be held at the CCMAC field, Rutley's Road, find the flying field 1km in, on your right.		
Sun 27 Nov	KMFC Christmas Party	KMFC
Sun 4 Dec	F2B Aerobatics	Doonside.
To be held at SSME		

KMFC - (Ku-ring-gai Model Flying Club) -

St. Ives Showground, Mona Vale Rd, St. Ives.

NACA - (Northern Area Contest Aeromodellers)

Hunter Sports 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 2011 Events Calendar

1. Grass Rat and Junior Rat Racing – July 30th
2. F2B (Exp./Adv) & Novice Aerobatics #3 – August 13th
3. Whyalla Show Control Line Competition – August 20th and 21st
4. Scouts Air Activities #2, Fulham Cubs - August 27th and 28th *
5. 1/2A Combat – September 3rd
6. Delta Dart / Hangar Rat Indoor Night at Ingle Farm – September 10th (tbc)
7. Sabre Trainer Racing – October 8th
8. Peacemaker / FliteStreak Stunt – November 5th
9. Biathlon – December 3rd

Notes:

1. All AAC events are at Unley Rd City opposite BMX Park.
2. Dates are provisional and to be confirmed.
3. Start time of all competitions will be advised in separate 'flyer'.
4. All AAC events to be held at the AAC field, Unley Rd, City.
5. All entrants must be MASA / MAAA members with a valid membership card.
6. Safety straps required on all handles in all events.
7. Mufflers mandatory on all glow motors 2.5cc and above.
8. MASA noise limit (96 dB) applies to all motors.
9. * Held at Scouts Air Activities Centre, Armstrong near Blanchetown.

For further info contact Mal Dyer tel. 8186 1135

I am promoting a Combined C/L, F/F, R/C, and Indoor R/C and F/F Fun Weekend (Social events and activities) to be conducted on the weekend of

24/25th MARCH 2012 at DALBY R/C Club.

The dates have been reserved and confirmed and it is anticipated that modellers will come from down south and as far north as Rocky to attend what hopefully will become an Annual event something similar to Veterans weekend at M/Brook, Maryborough and Rocky and Canowindra meetings. Comments so far have been very positive from likely attendees.

More details and promotion will start from end this month at latest.

I am the organiser and further info can be obtained through me.

Cheers,
John Taylor

RINGMASTER FLY-A-THON 2011 MELBOURNE.

October 1st & 2nd, 2011

There will be a concerted effort to contribute to this Fun Fly Event, with flights organised and conducted at KMAC on both days, Saturday and Sunday.

All flights whether at Knox or else where can be reported to me, Alan Matthieson-Harrison, Brimbank Falcons C.L.M.A.C.

I hope we can get our 4 major Clubs, CLAMF, KMAC, CLAG and BRIMBANK FALCONS to participate jointly as Melbourne, Australia Chapter of the Brotherhood.

So, come on start building or getting your Ringmaster together.

More information later.

Yours

Alan Matthieson-Harrison [AUS 4409]

Landline: 52583006

Mob: 0414 273 180

Email: adharrison5@bigpond.com

Grass Rat Racing Event



When: Saturday 30th July 2011

Time: 12 pm to 5.30 pm (no flying per midday)

At: AAC Flying Field, Unley Rd. City

Event Schedule:

1. Practice from 12.00 pm
2. 1st Heat starts at 1.30 pm sharp
3. Afternoon Tea / Coffee Break at 3.30 pm

Event Format:

- Each team flies in 2 x 10 minute heats
- Best 3 teams fly in a 20 minute final
- Junior entrants will fly with senior entrants but separate trophies will be presented

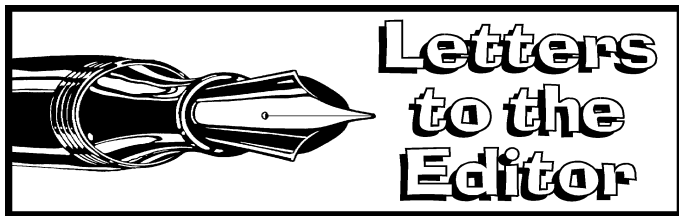
Hot Dogs, tea /coffee, cake and cold drinks will be for sale.

Rules: As per current MAAA 2.5 cc Rat Race Rules.

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.



Just a few pix for the next news letter.

“Calamity Jane” with an OS 35 S weighs 44 oz.

Polyurethane paint, Polyspan tissue with Bondall Monocell Gold Clear gloss. What a fun build and flies great. Five flights and still in one piece, finished for the Maryborough Rally the other week.

C/L in Qld is on the up with the Rocky Rush Rally in September and our Ipswich club having a district comp. Next years C/L model at Maryborough is any Bob Palmer design of your choice and the Free Flight part is any cabin sports design from a kit or kit plan. Plenty to choose from there.

No electric or electronic or radio stuff please. It is a precision event with glow or diesel motors and mechanical timers based on Bowden contests. No ROG due to long grass.

Fly first, competitor judging after.

The Dalby club will be running with a multi cat rally for Cardinal FF models, Phantom racing and RC old timer, next year.

This brings me to the request for some info please. KK Phantom plans, best motor/prop types, tanks and rules etc. Is there a web link, Barton?

Even though the Phantom racing is a fun event for the guys up here I need a bench mark to start with. Thanks.

Pieter de Visser.

mpaero@skymesh.com.au



MONOCEL GOLD

Description:

Bondall Monocel Gold is a marine grade varnish designed to provide maximum curability and colour retention, ideal for timber exposed to harsh exterior conditions.

Not recommended for use on rough sawn timber or in trafficable areas.

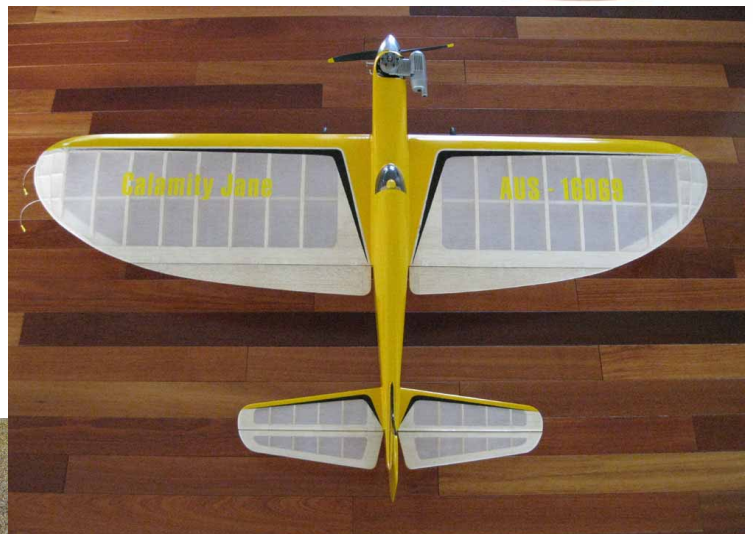
Finishes: Satin, Gloss

Features & Benefits:

- Single pack Aliphatic Polyurethane
- Contains NanoZ TM Transparent Zinc Oxide for superior protection against harmful UV degradation
- Very good adhesion to substrate
- Excellent abrasion and yellowing resistance
- Very good chemical and solvent resistance
- Available in convenient aerosol pack

Sizes:

500ml, 1L, 4L & 300G Aerosol



Tuesday 19th July 2011:

I visited Les who was in quite good spirit. He was, although short of breath at times, having a good day. For the present his nagging cough had abated. He has received permission to build a model or two and has started with some vigor. I took to him some fresh Balsa to inspire his enthusiasm and some new tools to help with the work. It was obvious that he was pleased to have a visitor and he was keen to show me plans that he had drawn and a couple of models he was working on. He was showing no signs of the depression state that had him in the dumps a little while ago.

I would ask if anyone could help him with a few small items. These could be mailed to him if you were unable to visit.

...Aluminium or steel Bellcrank 2" or 3"

...Split elevator control horns [a couple would be nice]

...Any preformed undercarriage to suit a 2.5 or 3.5 size model.

These would help him a lot as he is not in a position in his room to make these.

A letter to him is always nice, he likes to hear what is going on at the field or what model you might be building.

Thanks,

Les Organ.....Room 3

Western Gardens Nursing Home

40 Anderson Road

SUNSHINE

Ph : 03 8311 8888 (this is the Home's phone. Les does not have his own separate phone)

Alan Matthieson-Harrison.

AUS 4409.

Pictures from the All Aussie and Vintage Combat Day held at KMAC



Singapore T/R Nationals

I have just returned from yet another trip to Singapore and attended their T/R Nationals. I should have been in time for the Saturday round but unfortunately the volcanic ash cloud cancelled our flight on the Wednesday.

I got there at about 5:30pm and my friend Richard Ong came around to collect the two Rat Racers that I had built for him. It's a pity that Rat was run on the Saturday.

Went out to their site at the SYFC (Singapore Youth Flying Club) and watched F2C.

Although there were 5 entries, 3 turned up to fly, however the third entrant broke a conrod putting them out of the race. They ran two, two-up races and a 200 lap final.

Richard Ong / David Su were fast as usual, in fact could get 16.18 / 10 but couldn't hold the setting. Meanwhile the young team of Wong Jie Wei / Lim Jin Heng had superb stops and beat the older, more experienced team easily.

Richard has changed their Rat Race rules to try to encourage more juniors with less expensive engines. They are allowing 4cc engines on thicker lines to compete against the 2.5 cc ones.

One of the models that I built was fitted with a SIRIO .15 and the other with a Brodak .25 (Yes I know that the Brodak is over 4cc but they will allow it).

Richard flew the Sirio powered model on Sunday and it was doing 21/10 which is much faster than the racers the day before. Very promising!

Richard then showed me 3 engines which he had recently bought. They are a BARSTOCK Lerner, a BARSTOCK Profi 3.5cc and a BARSTOCK Jett .40. I am attaching pics of these which you are free to use as you wish. The Profi, I was told, is being developed for R/C combat. (What a waste)

I will also send some pics of the F2C's and the SIRIO Rat model.

Regards,

Norm Kirton

NATS 2011 – 18 Jun 2011, SYFC Racing Weekend - Round 2 Rat Race, Class A – Results

Team	Rd 1	Rd 2	Final
1. David Su/Richard Ong	4:47	8:05	10:49
2. Wong Jie Wei/Lim Jin Heng	4:54	6.06	100 laps
3. Paul Liew/Sebert Fong	6.02	7.16	68 laps
4. Ong Wei Ni/Gou Jie	32 laps	0 laps	

NATS 2011 – 19 Jun 2011, FAI F2C – Results

Team	Rd 1	Rd 2	Final
1. Wong Jie Wei/Lim Jin Heng	3:32	3:31	6.57
2. David Su/Richard Ong	3:50	3:35	115 laps
3. Paul Liew/Sebert Fong	O laps	O laps	
4. Chris Wee/Wong Tak Wai	DNS	DNS	
5. Ong Wei Ni/Gou Jie	DNS	DNS	



Barstock "Lerner"



Barstock "Jett"



Barstock "Profi"



Ong/Su model F2C





One of the Rat Race models that Norm built for Singapore was fitted with a SIRIO .15 engine.



Back issues of this newsletter are available from three different web sites.

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

<http://www.vicstunt.com/>

<http://dkd.net/clmodels/index.html>

As a result, I am sometimes contacted by people that are seeking information about control line. These contacts are a reminder of how difficult it can be for a newcomer or a returning enthusiast to obtain the necessary C/L equipment to get building and flying. Here is a recent example:-

Hi,

I found your e-mail on the net in the "Australian Control Line News". I am returning to Control Line flying after around 30 Years absence during which I have focused on full size Gliding and RC models. With the recent demise of 'Hobbycave', just after I discovered them I was wondering if there is an Australian based shop that still sells accessories e.g. flying lines, fuel tanks, bellcranks, or do I have to buy from abroad?

Any assistance gratefully received.

Steve Grzeskowiak

Canberra

Other than Bill Swan at Bri-Stunt in NSW I do not know of any place in Australia that I could recommend trying and I usually reply to requests by sending links to overseas suppliers.

I would like to ask our subscribers and readers to advise me of any Australian hobby suppliers that still give good service to the control line fraternity. Local hobby shops will probably order in stuff if requested but do not generally keep it in stock.

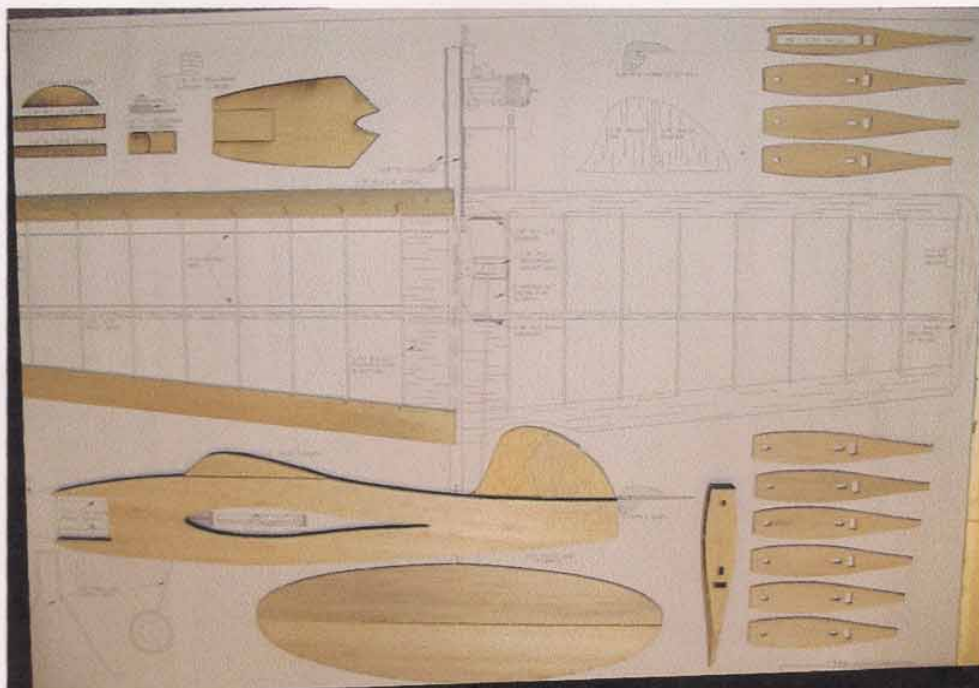
The experienced modellers amongst us know where to find what we need; it's the returnees and new members that find it almost too difficult.

If you have any personal recommendations, please let me know about them and I will publish them for all to see. I believe we should all support Australian hobby businesses if we can but if we don't know how to find them then ordering from overseas seems a much easier but maybe less desirable option.

Ed.

Need a Ringmaster for the Flyathon on the 1st and 2nd October? Check out this Short Kit from Laser Works and Brimbank Falcons CLMAC for Only \$50

Ringmaster S1 Short Kit



What you get

- ◆ Full size CAD plan by Barry Baxter
- ◆ A parts package that includes the fuselage, ribs, shaped leading and trailing edges and anything on the plans that would have to be cut to a certain shape

What you need to add

- ◆ Hardwood engine bearers, Hardware, Spar, and Wing Tip Blocks
- ◆ Covering, Wheels, Engine and Tank and finish

Highlights

- ◆ Excellent wood selection
- ◆ Crisp Laser cut shapes match the included Plan by Barry Baxter
- ◆ Cuts scratch building time in half
- ◆ Great Value
- ◆ Qualifies for Vintage

To order ; complete, detach and send order form and remittance by 15 August 2011 to:
Steve Valve, U1, 39A Lilicur Rd, Montmorency, VIC 3094
OR send request to steve.valve@gmail.com

ORDER FORM

Name _____

Delivery: Pick up at Knox — No Charge ☐

OR Send to: _____

Please supply _____ Ringmaster S1 Short Kit/s @ \$50 ea

Delivery estimated at \$15 subject to confirmation by AUS Post (depending on location)

= \$

Delivery \$

TOTAL \$

Payment: Cash ☐

Cheque/MO ☐

EFT ☐ (Copy of lodgment receipt required)

EFT BSB 063222 Account 10282204

Hi all,

N.Z. Jets at Muncie

Friday was very humid after the huge thunderstorm that passed through last night. The sticky weather made settings difficult to figure out. There were a lot of either lean runs or flooding out rich. My first attempt wouldn't stay running and the 2nd flight was too lean for 181mph. The lean run had stressed the petal valve and it blew halfway through the timed run of the third flight. Fitted a new valve and had a clean run but for only 181mph again.

Below are the complete final results from the CL Fast Jet Competition at the US Nationals in Muncie, Indiana.

CL Fast Jet (mph)	Flight 1	Flight 2	Flight 3	Flight 4
1st Joey Mathison	189.997	192.169	191.148	—
2nd Dave Fischer	Att 188.	150	189.278	190.884
3rd Brent Murgatroyd	Att	189.497	186.589	Att
4th Patrick Hemple	184.863	183.300	Att	189.198
5th Dave Mark	Att	183.170	Att	Att
6th Andrew Robinson	Att	181.929	Att	181.014
7th Bob Whitney	175.779	—	—	—
8th Dave Cotton	Att	Att	165.223	—

Currently driving through Missouri en rout back to Dallas. Only another 750 miles to go.

Congrats to Joe Wurts and the NZ team on double gold at the RC HLG world champs. Great to see other Kiwis excelling at competitive Aeromodelling overseas.

Regards
Andrew Robinson

According to the AMA Nat's News:

"At then end of today's events, the CL Speed community, at the suggestion of Joey Mathison and a few others, decided to have a special race: a 100-lap Sport Jet race between two teams on the two CL Speed circles.

The North team had Dave Fischer as pilot, Jet Bill Capinjola and Brent Murgatroyd as fueler and starters. Alberto Caballero and his son were lap counters.

The South team was Andrew Robinson as pilot, Joey Mathison and Patrick Hemple as fueler and starters. Bill Hughes and Chris Montagino were lap counters.

With a bull horn start, each team fueled and started their Sport Jets and flew them until they ran out of fuel, landed, refuelled and took off again. First team to record 100 laps would be declared the winner!

The North team got more laps per flight, but the South team had very fast pit stops and got to 100 laps while the North was refuelling at 97 laps...great fun!"

Back (L-R); Jet Bill Capinjola, Brent Murgatroyd (both Yankee team pit crew), Billy Hughes (timekeeper), Patrick Hemple, Joey Mathison (Rebel team pit crew), Andrew Robinson (Rebel team pilot) with Patricks upright model.



*Here is a photo of the two T/R teams.
Picture from Andrew Robinson*

Front (L-R); Dave Fischer (Yankee team pilot) with his Sidewinder model, Alberto Caballero (timekeeper) & Albert Caballero Jnr (Video cameraman)

From Andrew Robinson:

The South team aka "The Sin City Speed Team" did 100 laps of Sport Jet at about 143mph and 12-13 laps per tank in 8 minutes 59 seconds and reached the 100 laps as the North Team aka "The Jet Bill Factory Team" were on the ground refuelling at 97 Laps. They had more speed and range, about 148-150mph and 20 laps but hopeless pitstops. We were using Patricks upright model that skidded off hence no chasing dollies while the others used a sidewinder that needed a dolly. They had two dollies but ending up losing one through the fence.

AMA safety requirements meant that we were in separate circles but side by side and the pit-crew could not move from behind the safety cage until the model had come to a stop, so you couldn't take a catch like in TR and it meant that making sure the model stopped in front of the pit-crew was very important. Both teams had to use a tyre pump for starting. All powered laps had to be in the pylon (except the take off lap of course)

Patrick with his racing experience was getting it fuelled and restarted in very quick time. At one point we managed to do a whole tank in the air while they were still refuelling.

At the halfway point we were on 51 Laps and they were on 55, then at the three quarter point we were 74 and they were 75. Joey broke the pump, pulled the top right off it which cost us a bit of time & I kissed the ground which stopped the engine after only 10 laps instead of 12. The North team broke their pump as well. We came down at 87 Laps needing 13 to finish and we had only been getting 12 on power so we glided the last lap to take a well earned victory.

Boy the sweat was pouring off everybody. Dave Fischer sacked his pit crew, QUOTE said "They were Useless!!!"

It was a hell of a lot of fun and we have the bragging rights until next year. Was like racing Class B team racers on steroids!!!!

Regards
Andrew

*There are lots of photos of the flying Days 1-5 (Mon 4th - Fri 8th) at the following link.
These are ALL the photos from Warren Gregory, the Nats Speed photographer, a selection of
which appeared in the Nats News. <http://community.webshots.com/user/wegphoto1>*

Half A Combat Models

By Harry Bailey

I first started flying Half A combat when I was given a newly built model by Graeme Wilson. The model had been built from an Aeromodeller plan of a "Half A Russian".

During my first flights it would have been difficult to decide who was controlling what because the model flew erratically and I could not manage to get it to fly straight and level. A change of handle to one of the close spacing racing type gave me a degree of control and I was able to improve my flying abilities.

Half A combat in Victoria was enjoying a revival at this time and I remember seeing somebody flying a Mini-Warlord in competition. The thing wobbled around the sky and went free flight when the wind decided to play games. It's no wonder that the class was not supported when equipment like that was being used.

I continued to fly Half A Russian models up to the present time using a dieselised OS 10 or PAW 09 engines.

After a couple of years away from Victoria I returned to find that some of the locals had grouped together to purchase some Moldovian made models and JAK.09 engines. These models were a cut above the gear that I was using.

Some time later I made my first ever purchase from the Ukraine. I had decided to try a Fora 09 engine in place of the equipment I had been using. I soon found out that buying stuff from Russia via the internet is not so straight forward as in other parts of the world. The Russian Banks do not use Pay-Pal.

Step 1. Place order with supplier (Viko) via website.

Step 2. Receive email from Viko informing me I would be

contacted by mobile phone for my banking details.

Step 3. I get a phone call from someone in Russia. He says I have placed an order with Viko and can he please have my banking details and credit card number. I reluctantly gave him the information and afterwards wondered if my credit card would be ripped off by some mysterious foreign entity.

Step 4. Email notified me that my banking details had been verified and my order had been approved and was being processed by Viko.

I breathed a sigh of relief and kept a close eye out for any strange transactions on my credit card.

Step 5. Engine and other things I had ordered arrived in the mail and my doubts about the Russian finance system were put to rest.

From here I will move on to more recent activities.

At the South Australian State Championships it became apparent that the number of ready built models purchased for Half A Combat some years ago had become depleted and replacements were needed by some competitors.

When I arrived back home I checked out Alberto Parra's web site in Gran Canaria (An Island off the coast of Spain) for what he was selling.

Alberto deals in Control Line engines and equipment and listed amongst these are "Trifanov" style Half A Combat models with tin tanks. These looked like what we needed.

I asked around some of the regular Half A fliers if anybody was interested in making a purchase and very quickly had requests for 25 models. The models shown on Alberto's site did not have a required cut out in the leading edge to suit the Cyclon .09 so a request was made to Alberto if this could be incorporated in the

models we wished to purchase.

Alberto contacted Alexander Yuvenko (the builders in Ukraine) and got back to me to let me know it would not be a problem.

I placed an order with Alberto and paid in Euros by Pay-Pal. He quickly sent a reply email that he had forwarded the order to Yuvenko and delivery would be in three weeks and he would send confirmation when they had been despatched. There was a slight delay in delivery but Alberto always kept me updated on what was happening.

The box of models arrived in good condition and my first impressions of the contents were that they were too good to fly in combat. They are mini sized F2D "Trifanov" models featuring carbon fibre trailing edge, a carbon reinforced centre rib. Each rib location is bound with Kevlar thread. A tin uniflow wedge tank is fitted. Engine tether fitted. The pushrod and elevator horns were not assembled for ease of shipment but clipped together nicely when required. A bare model weighed in at 180 grams and when fitted with a Fora .09 and prop the flying model weight is 309 grams.



The first flight test was conducted by Murray Wilson. He had fitted a JAK .09. He had to do some slight model modifications beforehand as the leading edge cut out was in the incorrect place to clear the exhaust pipe. The engine mounts spacing for the Cyclon had to be packed out to suit. The pushrod had been assembled in the uppermost hole and Murray reckoned the manoeuvrability was sluggish. A re-location to the lower hole made the model come to life.

Murray's opinion was to give a thumbs up.



I test flew one of my models a week later. It was a cold, wet and windy day with winds up 30 km/h. Not ideal test flying conditions for a small lightweight untried model, but I gave it a go. I had to do the opposite to Murray and remove metal from the engine bearers of the Fora .09 so they would fit the model. My first impressions were of how well it handled the wind. Never once did I get the indication that it was going to join me in the centre of the circle. The turning circle was not as tight as Murray's model but that was because the engine needed to be moved backwards to adjust the C of G.

I handed the handle to Mark Ellins for a test fly and he was suitably impressed.

Having sampled the new model and engine combination I have to admit that the old PAW/Half A Russian combination is a poor relative to these superbly made flying machines.

As a conclusion.

I could not make models as good as these. The quality is excellent.

The price of the 25 models including postage and packaging worked out at \$55 each.

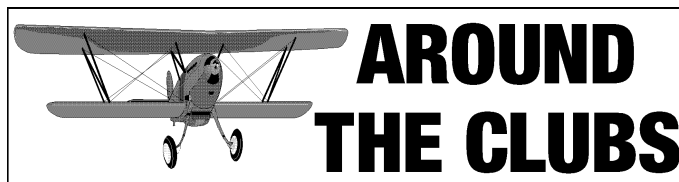
Dealing with Alberto Parra was trouble free and I was kept well informed of the progress in manufacture.

I informed Alberto of the exhaust cut out problem for the Cyclon JAK.09. He apologised (even though it was not his fault) and has contacted Yuvenko. They in turn have said that manufacture of any future orders will be corrected.

Lance Smith has been obtaining Fora .09 engines for sale. At \$120 each + \$10 for the engine mounts, they are better options than using a PAW.

These models are the right tools for the competition flier but are also a bundle of fun for the sports flier.

Combined Speed at Frankston 17-07-2011



Our combined speed day held over from last weeks comp day (due to being wet cold windy weather) was held on Sunday 17th July. Conditions were not much better than the previous week but it did not rain.

Speed was the only event held albeit with a low entry, but we flew.

First up I flew my .21 model, this is the same model I used in the State Championships, it went slightly faster than the record that is being ratified. I then wanted to try a different mini pipe, but the model hung up in the dolly and hit the ground. The prop was wrecked and the outboard wing was broken. Nothing that can't be repaired though.

Noel Wake flew his Nova .21 for second place then flew his OS12 Class 1 for three consistent flights. Next up was Vern Marquet with his Vintage Proto with Enya 30 SS for two good flights.

The wind and cold was getting worse so we called it a day.

Next comp at Frankston is September 11th.

If you want to fly speed at Knox let the club contest director know. I am not C.D. at KMAC this year.

Knox may be getting a ride on mower to trim the grass, lower than the council currently will, it may be OK, its up to you.

Robin...

Results

Pos	Name		Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 5	Novarossi 21	13.66	D.N.F	D.N.S	13.66	263.54	102.64%
2	N Wake	Class 5	Novarossi 21	15.42	15.18	D.N.S.	15.18	237.15	92.36%
3	N Wake	Class 1	Nova Rossi 12	15.29	15.42	15.63	15.29	235.45	89.21%
4	V Marquet	Vintage Proto	Enya 30 ss	37.70	38.03	D.N.S	37.70	153.68	81.59%



On the Saturday before the speed comp, some work was carried out at the field to try to alleviate some of the recent water logging problems. Some drainage pipes were laid by a contractor and he was ably assisted by some of the club members.

A BIG thanks to those who attended.

Very muddy work!

In Perth, our Grano team did a fine job on the front verandah and path to the stairs of the Jury tower on Saturday.

It's nearly at lock-up stage. Just a bit left to do before we start on the internal finishing.

Trevor.



For Sale



The caravan belonging to the CLAMF club has become surplus to requirements and is being placed for sale to the best offer.

Classic 70's design
Registered
Tows and like a dream
Dynamic breaking
Good tyres including spare wheel & tyres
Includes stove etc.
Good chassis
Gas bottle not included
One window needs repair

Contact :- G. Wilson (03) 9786 8153,
H. Bailey (03) 9543 2259 or any other
committe member.

Email :- clamf@ozemail.com.au

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Highest quality first pressing de gummed.
\$45 for 5 litres (due to a price increase from my supplier)
(including container) + P&H

\$10 in Victoria
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Premixed diesel fuel also available – POA
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All lengths 12"

Sizes: 3/8"x3/8"

3/8"x1/2"

1/2"x1/2"

Also, I now have a stock of 3/16" sq and 1/4"sq rock maple spars.

All spars are precision sanded with 150 grit.

\$4 each plus postage.

I also have competition grade balsa for sale, if you are interested, I can email a price list to you.

email: ah Heath14@australia.edu

I have 8 new FORA 15D's with P/L set (\$150),
4 new FORA 09's diesels (\$120 each)
1 x OS FX 25 racing engine (\$285),
Contact Lance Smith at smithlw@optusnet.com.au
Phone +61 3 9708 8315

FOR SALE

1 only ARF Top flite "Score" new in box	\$250
1 only ARF Brodak "Strega" new in box	\$250
Pick up only	
Robert NSW 0417411774	

ANDREWS PANS.

Finally new batch of speed and T/R pans are available.

The speed pan will suit 2cc engines and has been improved by making it thicker in places where it was a bit thin previously. The curved shape at the front has been improved and a boss for the rear hold down has been added. Price is still \$25 for the raw item or \$30 with the flashing cleaned off.

The T/R pan has a make over by making it a bit wider between the front hold downs and the engine mount. This will make it easier to fit the engine in

and improves the appearance a bit. Also it has been shortened and the brace is now twice as wide. This allows you to remove the rear part of the brace to get the cut out and tank closer to the engine. Price is still \$25 or \$30 with the flashing cleaned off.



See pictures above for the pans at various stages of completion. If you want me to finish the pan ready to put on your model, It takes about 2 ½ hours to do this. Price is therefore \$70

WANTED

Pre 1995 AAC liner for Nelson 15 glow engine used for Goodyear T/R

or pre 1995 AAC, ABC piston and liner set. Will consider whole engine, rear or side exhaust. Piston fit not important.

Contact Alan Lumsden

Tel (03) 9 874 2824

OS15FP with muffler

Contact :- Matt Noonan noonan72@gmail.com

I am looking for a Super Tigre G21/29 Rotor and/or Backplate and Rotor to suit as my rotor is a two piece one !!.

Brendan Robinson

bjrobs@clear.net.nz

WANTED Aeroflyte HummBug Control line Trainer Kit to BUY OR Borrow to copy the Full Size Parts, to DRAW up a plan.

There was NO FULL size plan with this Kit, and we have a copy of the Building Instructions. A number of C/L modellers are trying to find the PLAN for the HummBug.

Alwyn Smith 03 9 8507849

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OCTOBER 1ST and 2nd 2011

CLASI CONTROL LINE FIELD

LEICHARDT PARK, ONE MILE, IPSWICH

UBD Ref R1 Map 232

COMMENCING 9AM Sharp Each Day

This will be a **Pre-entry Competition** open to all financial MAAA members (Cards MUST be produced)

Closing Date for Entries will be 5PM Friday 2nd September

Hot and Cold Food and Drinks on site Both Days

Two immaculately groomed grass circles are available for use.

- Toilet facilities close by (200 metres)
- F2C, F2A, F2F and Goodyear will not be offered.
- Grass Speed will be conducted.
- We will be offering all other events which are able to be run on grass surface.

Including F2D Modified, Mouse and Slow Goodyear.

SWAP AND SELL MEET

- Trade stalls catered for (Contact Secretary for details)

Scale Static Display.

ENTRY FORMS will be distributed in early August

Further details can be obtained from President Mark McDermott 07 32889263

or Secretary John Taylor 07 33927679

Email me for an entry form johndt@iprimus.com.au

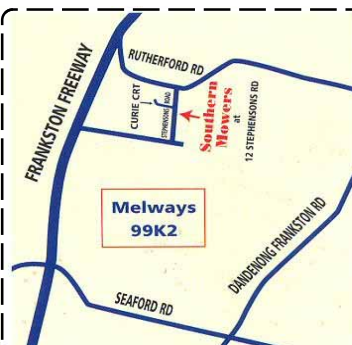


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