

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 162

Produced by the Victorian Control Line Advisory Committee



February 2012
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**Copy Deadline for next issue is:
Wednesday February 16th 2012
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 2012

DATE	EVENT	CLUB
Feb-12.	Speed , Classic stunt , F2F T/R.	CLAMF
March 10-12	S.A State Champs Monarto/Murray Bridge	
March-18.	Classic FAI T/R, Simple R/R.	CLAMF
April 6-9	Vic State Champs	CLAMF & KMAC
	(Events to be advised)	
May 20.	Carrier, Speed.	CLAMF
June 3.	State Champs over run. (Mini G/Y, Simple R/R, 1/2 A T/R.)	
June 9, 10, 11	Albury :- Vintage A, Classic B, Speed, Classic FAI T/R, F2F T/R.	
July 8.	Speed , Vintage stunt. 1/2A Combat.	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: 03 9439 0195
Mob: 0409 935 358 Email steve.vallve@gmail.com
President: Mark Usher.
Mobile 0421 331 932
Home 9740 2531

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



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2012

DATE	EVENT	CLUB
Sun 19 Feb	F2B Aerobatics SAT Ashford Road, Milperra	
Sun 19 Feb	Diesel G/Year, Sabre Trainer and 2.5 Diesel Speed	KMFC
3-4 Mar	2012 HUNTER VALLEY CHAMPIONSHIPS. Contact Mark Godfrey on Mobile: 0408 681 074 MDMAS. (Mitchell Hill, Muswellbrook)	
10-12 Mar	S.A. STATE CHAMPIONSHIPS. Venues. Monarto/Callington TBC.	
Sun 18 Mar	Brendan Farrell 500	KMFC
Sat 24 Mar	Combined Speed. (Contact Ron Blomberry for details. Ph: 9956 5952)	SSME
Sun 25 Mar	Phantom, Vintage A, Vinyage B, Diesel G/Y and Bendix.	SSME
Sun 1 Apr	F2B Aerobatics	KMFC
6-9 Apr	VMAA VICTORIAN STATE CHAMPIONSHIPS. (CLAMF and KMAC)	
12-20 Apr	65th MAAA NATIONALS Perth, WA	
Sun 15 Apr	Diesel G/Year, Sabre and 2.5 Diesel Speed	KMFC
28-29 Apr	VETERANS' GATHERING. Contact Phil Thicthener. 0407 725 981 or Simon Bishop on 0429 453 286 (Mitchell Hill Muswellbrook) MDMAS.	
Sun 27 May	F2B Aerobatics	SSME
9-11 Jun	CLAS. NSW C/L STATE CHAMPIONSHIPS. CLAS. Whalan Reserve TBC	
15-17 Jun	QUEENSLAND STATE CHAMPIONSHIPS. Contact Lindsay Price. MAAQ. Maryborough	
23-24 Jun	"OLD PHARTZ and FRIENDS" VINTAGE WEEKEND. Fred Pearson. Ph:6653 2997 Coffs Harbour	
Sun 1 Jul	AGM and Club Race	KMFC
Sun 8 Jul	F2B Aerobatics Doonside (Whalan Reserve)	
Sun 5 Aug	F2B Aerobatics	KMFC
Sun 12 Aug	Diesel Goodyear, Sabre Racing & 2.5 Diesel Speed.	KMFC
Sun 26 Aug	F2B Aerobatics	SSME
Sun 9 Sep	Triathlon	KMFC
Sun 16 Sep	Warbirds and Fun Fly. Contact Ian Smith 02 4975 2292.	CCMAC
Oct	CLAS.NSW C/L STATE CHAMPIONSHIPS. (F2A, F2C) Venue Twin Cities, Albury	
Sun 7 Oct	GORDON BURFORD DAY (Details TBA)	KMFC
Sat 27 Oct	Combined Speed. (Contact Ron Blomberry Ph: 9956 5952)	SSME
Sun 28 Oct	Phantom, Vintage A, Vintage B, Bendix T/R and Diesel G/Y	SSME

Sun 4 Nov F2B Aerobatics SAT (Ashford Road, Milperra)
 Sun 4 Nov Combat. 1.6cc, Slow and Vintage. KMFC
 Sun 11 Nov Combined Speed
 (Contact Ron Blomberry for details Ph: 9956 5952)
 SSME

Sun 18 Nov Cardinal Stunt and Classic Stunt.
 (I.Smith Ph:024975 2292) NACA at CCMAC
 at Rutley's Road Mannering Park

Sun 25 Nov Vintage T/R and Diesel Goodyear KMFC

Sun 2 Dec KMFC CHRISTMAS PARTY KMFC

Sun 9 Dec F2B Aerobatics Doonside. (Whalan Reserve)

CCMAC- (Rutley's Road, Mannering park.)
 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.

CCMAC at Rutley's Rd, Mannering Park)
 SAT- (Sydney Aeromodelling Team) - "Duck
 Pond", Ashford Road, Milperra.

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 Baseball Diamond, Whalan
 Reserve)



Adelaide Aeromodellers Club 2011 Events Calendar

2012 Events Calendar (Issue 1 - 17/01/2012)

1. Vintage Stunt – February 4th
2. F2B (Exp. / Adv) & Novice Aerobatics #1 – February 18th
3. MASA Control Line State Champs – March 10th, 11th & 12th (details tba)
4. MAAA National Champs, Perth WA – April 12th to April 20th
5. F2B (Exp. / Adv) & Novice Aerobatics #2 – May 12th
6. Vintage and 1/2A Combat – June 16th
7. Grass Rat and Sabre Trainer Racing – July 14th
8. Classic Stunt – August 11th
9. Whyalla Show – August 18th and 19th
10. Vintage and 1/2A Combat – September 15th
11. Grass Rat and Sabre Trainer Racing – October 13th
12. Peacemaker / FliteStreak Stunt– November 17th

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 entrants must be MASA / MAAA members with a valid membership card.
5. Safety straps required on all handles in all events.
6. Mufflers mandatory on all glow motors 2.5cc and above.
7. MASA noise limit (96 dB) applies to all motors.

For further info contact Mal Dyer tel. 8186 1135

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.

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Doug's Day at Knox.

"Doug's Day" was held on November 27th. Seven flyers entered the aerobatics competition.

Gavan Opperman had to pull out due to a faulty tank.

David Lacy was placed 1st, David Nobes was 2nd and Peter Koch was 3rd.

The boys all flew models that they had on the day. One or two may not have been Aussie designs but all were welcome to fly.

Next year I would like to see more Aussie planes. I would like to thank all the helpers for their assistance on the day.

Thanks goes to Peter Roberts for being one of the judges.

Doug's Day was all about having fun and thats what we did.

Regards Doug Grinham (Aus1048)



Doug with place getters: (L to R) Dave Lacy, David Nobes (second by one point), Peter Koch (third).



Doug Grinham presents the trophy to the inaugural winner, Dave Lacy.

The C/L fliers of Melbourne appreciate the effort Doug made to arrange, organise and judge the day.

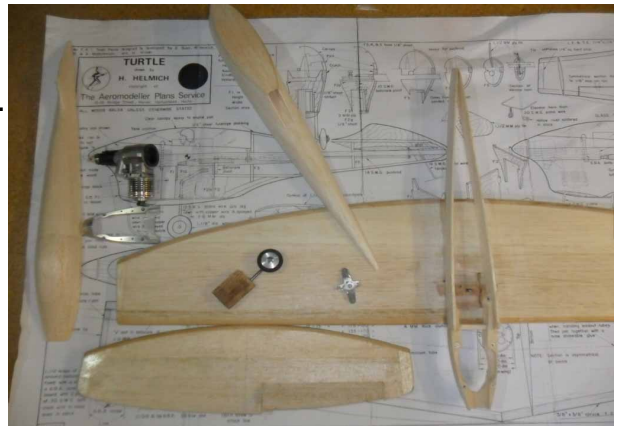
Bruce Mackay

New Models

Here are some pictures of new "Classic FAI" T/R models.



Neil Bakers new classic racer. It's a Walt Perkins Shadow model. Built by Ray Harvey its powered by a Nelson steel. Although this model does not comply with the Classic FAI rules, we all look forward to seing it perform.



"Turtle" Model under construction by Andrew Nugent.



**COMBINED DISCIPLINES NOSTALGIC
FUN FLY**

**C/L, F/F, R/C, INDOOR, ROCKETRY
AT DALBY R/C FIELD**

24/25 MARCH 2012

*This will be exactly exactly what it says, a
Nostalgic FUN FLY Weekend*

IT IS NOT A COMPETITION

NO ENTRY FEES

Mystery Prizes and Pilots Raffle

*There are some suggested models for each
discipline but fly what you bring!*

*e.g. C/L a Phantom, All American, F/F a Cardinal,
R/C an O/T or Sport model, Indoor any Frog
model, any Slow R/C*

as well as

Rocketry (a vintage one)

*A chance to watch and/or try a discipline you may
not have ever seen!*

*Listen to the roar of a C/L PULSE JET (perhaps
also an R/C one as well?)*

Camping on site available (Small daily fee pp)

*Accommodation in town just 9 minutes drive from
field*

*Hot and cold Lunch and Dinner available from
the onsite Canteen.*

*Breakfasts can be arranged (by request to
Organiser)*

***GREEN FEE (Payable to DMAC) \$10 Saturday
and \$5 Sunday (special reduced rate)***

Organiser (for further details)

*John Taylor 07 33927679 email
johndt@iprimus.com.au*

**Notice to all Members
MAAQ Control Line State
Championships – 2012.**

*I am pleased to announce that the 2012 Control
Line State Championships will be held at
Maryborough Aeromodellers Club inc. (M.A.C)
Boonooroo Rd Maryborough on the 15th–16th–
17th June 2012.*

*It is believed the extra day (Friday) will be
needed to get through what we hope will be a
larger event than we have seen in previous
years. This weekend will also coincide with the
usual MAC Fun Fly weekend and a Free Flight
Event which is scheduled for the Sunday
morning. As you can see we are expecting
many MAAQ members to be in attendance. The
organisers will do their best to schedule the
program so that you won't miss out on anything.*

*We have also been advised that a number of
NSW flyers are considering attending.*

*This promises to be the largest event of its kind
in many years and we encourage all CL
members from all over Queensland to take
advantage of this unique opportunity.*

*M.A.C has offered the use of its excellent
facilities.*

Grounds –

*Preparations have already started on the flying
circles to ensure*

they are in 'tip-top' shape for the weekend.

Facilities –

*Camping facilities - \$10 max per person for the
duration.*

Also - hot showers, septic toilets and electricity.

Catering –

*The event will be catered by M.A.C.'s
dedicated canteen staff who
will provide hot food and hot & cold drinks.*

*For more information contact the MAAQ Control
Line Administrator - cladministrator@maaq.org*

CL Administrator / Event Organiser.

Lindsay Price.

(25th Nov 2011)



*Picture from CLASI Vintage Stunt and Speed
Day, courtesy of Malcolm Campbell,
Secretary of BFFS.*

TAILORING ENGINE CHOKE AREA – OR – GETTING THE LITTLE BUGGER TO BEHAVE.

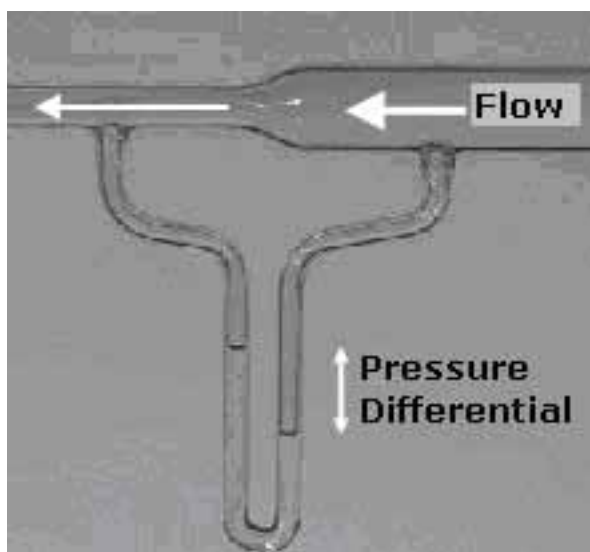
Intro

We control line model flyers are faced with some unique challenges when it comes to achieving consistent performance from our engines. Much of this has to do with consistent fuel supply to our engines, which are subjected to centripetal forces in their hemispherical flight envelope and gravity forces in manoeuvres. That's easily solved with a highly pressurised fuel supply, such as in F2D combat models with a rubber fuel bladder, or a rigid fuel tank pressurised by crankcase pressure. To a much lesser extent, additional pressure from the muffler can also be put to good use. However, many of our engines rely on the more delicately poised “suction” system, where atmospheric air pressure feeds fuel into an engine, as it seeks to fill a reduced pressure zone inside the carburettor. Consistent fuel supply is the key fundamental to reliable engine performance. While putting the fuel tank in close proximity to the engine is necessary, the carburettor must also be sized correctly for the job. Many are not, which leads to more woes than necessary. This article explores the basic design principles and presents a simple mathematical formula for establishing the correct carburettor choke size.

The theory bit

The carburettor on our fixed-speed two stroke engines can be as simple as a tube with a fuel admittance jet. A rotary valve, piston controlled port or automatic reed valve takes care of induction timing. The tube can be as large as you like, providing there is a positive force pushing fuel in. A big carburettor and pressure feed maximises the volumetric efficiency of a given engine design and allows it to work at its full power potential.

Back in the 18th century, Dutch-Swiss mathematician Daniel Bernoulli described the principle that a fluid forced through a restriction in its flow path will speed up in that section. The laws of physics require a “trade-off” in the form of reduced pressure in the constricted area. The following diagram (taken from Wikipedia) illustrated this nicely.



It shows a U-tube manometer filled with liquid and connected to the larger and smaller sections of the tube. The two fluid levels reacts to the pressure differential as shown. By raising the manometer closer to the airflow,

liquid would be delivered to the smaller section of the airflow tube. Replace the manometer with a fuel tank vented to atmosphere and feeding a jet or spraybar in a carburettor via a needle valve for fine-tuning the mixture, and hey presto - we have a “suction” fuel system.

As carburettor throat size is reduced, the pressure differential increases. That makes the engine less prone to fuel feed variations in flight. Of course there's an upper limit to the “free” fuel feed boost available. Turbulence and frictional losses limit the actual volume of air entering the engine as air velocity goes up. Every carburettor choke size has a maximum air delivery limit, when air velocity approaches the speed of sound. This “choked” state effectively limits engine running speed (and power output) and is of course the basis of the typical R/C throttle. F2B pilots use this phenomenon to act as a governor on engine speed and team racing pilots use the effect to limit engine speed to meet the minimum fuel economy requirement. Racing and speed engines want maximum power, so will seek to use the largest carburettor choke that delivers fuel in “straight-line” mode.

The question of what constitutes the right choke area for an engine running on “suction feed” is not exactly straightforward. It depends on whether you're chasing maximum power, utter running consistency in manoeuvres, or somewhere between. So unless you're using a specialised engine set up by a knowledgeable manufacturer or customiser, you might at least check that yours is about right for the job at hand.

The few published tables of recommended choke area for a given engine size are very approximate, if you take a closer look at the recommended numbers. The “eureka” bit for me was understanding that the velocity of air going through the carburettor has to be right for the application and that no carburettor of fixed choke area can deliver this across the range of possible running speeds, or for all possible user applications. We should be tailoring this to suit our particular needs. So how could I progress down the path of calculating the “right” choke area for my engine?

I quickly got out of my depth when pursuing the path of theoretical fluid dynamics. Perhaps Supercool could take a stab at arriving at an actual velocity number in metres per second, furlongs per fortnight or whatever. I figured that we only need a working value for choke area derived from engines that behave well for the intended purpose. Making the necessary adjustments to optimise choke area for the desired RPM should make a “dud” engine also run as expected.

I worked through quite a few known “good” performers and it seems the required velocity for a particular application is pretty much the same irrespective of engine size (swept volume), carburettor design, or the type of fuel that it burns (glow, diesel or petrol). That led me to condense things into a simple “rule of thumb” equation which tells you the practical RPM for a given engine setup, for the intended application;

Target operating RPM = C × Effective choke area (in sq. mm.) ÷ Engine swept volume (in cc)

“C” is a constant that varies in value depending on what you want. Here are my recommendations;

Desired characteristic	Constant
Smooth flight path with minimal change of attitude. Minimal loss of power potential. Tolerable change in RPM with nose up or down.	1800

Good all round performer with some loss of power potential. Copes well with mild manoeuvres.	3600
Very steady and adjustable running speed with significant loss of power potential.	5000-6000

Rearranging the equation allows you to calculate the choke area needed for the desired running speed and characteristics of an engine;

Effective choke area(in sq. mm.) = Intended operating RPM x Engine swept volume(in cc) ÷ C

Putting theory into practice

If you've stayed with me so far, the equations allow you to do some homework to establish if things are right.

If you have an engine with a carburettor fitted, measure the choke size at its most constricted point. A vernier calliper or a range of drill bits will do the job. Also measure the spraybar's width if it passes through that point. Then calculate the effective choke area. Easy with a simple, unobstructed circular hole, where you can use the equation

Area = Pi x radius squared (Pi is approximately 3.1415). With a spraybar setup, you need to deduct its effective area within the choke from the total. Approximations using a simple "rectangle" with dimensions of spraybar diameter and carburettor bore diameter (being the part of the spraybar in the carburettor throat) can lead to significant errors when the spraybar takes up a generous portion of the total area. You can end up with an apparently minimal or negative choke area! It's much easier to consult a spreadsheet table such as the one given in the Barton forum at

<http://controlline.org.uk/phpBB2/viewtopic.php?t=7919>.

Using equation 1 will give you the desirable operating RPM. If that doesn't match where you want to run the engine (e.g. where it delivers peak BHP, or maximum torque) the choke size will have to be varied. A spraybar of different diameter can sometimes do the trick, or you might be able to fit a restrictor insert. Or you'll need a new carburettor of the correct size.

If you have an engine needing a carburettor, and know at what RPM you want it to operate, use equation 2 to calculate the necessary choke area and make the carburettor with confidence.

Conclusion

Suction fuel feed systems are an elegantly simple arrangement. This method allows you to get the most important factor - air velocity through the carburettor - about right to ensure your engine has a reasonable chance at running reliably and with positive response to needle valve adjustments. Further experimentation is of course necessary to optimise an individual set-up. If nothing else, it might be enlightening to measure up your pride and joy, and do the calculations to see whether I've got the value of "C" right.

Of course it won't cure other factors that can scuttle the reliable fuel supply, such as excessively outboard or rearward fuel tank location, vibration-induced air bubbles in the fuel line and air leaks past crankcase gaskets.

Maris Dislers

OBITUARIES

Vale, Lance William Smith

8th March 1951 to 12th January, 2012



Our good friend Lance passed away in January after a long battle with illness.

Lance was born in New Zealand and became a valued CLAMF club member 9 years ago. His informative articles in this newsletter showed his wealth of knowledge on fuels, engines and aeromodelling.

The number of fellow modellers that attended his funeral service gave testimony to the high esteem in which Lance was held by those that knew him. He will be truly missed.

Our condolences to his wife Diane and family

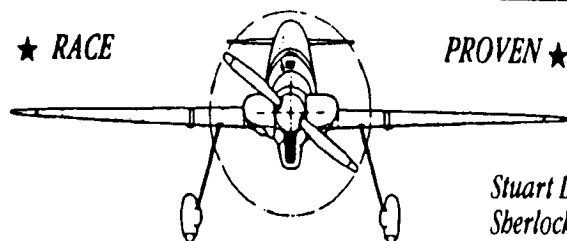
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F2C11 6.4 X 6.2

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



Control Line Grand Prix



Held at the CLAMF Aerosports field in Seaford over four days in February

As the Nationals were not to take place over the New Year period in 2011 – 2012 and the events calendar was looking rather empty of any alternative events, a few members of the Frankston club suggested that we could possibly organise a low key competition spread over a few days. The club committee considered that the idea was feasible and began to make some plans along the lines of a Mini C/L Nationals. We decided to call the event "Grand Prix"

Expressions of interest were sought from potential entrants and visitors and the response was that it was a good idea. The club committee decided to go ahead and make it happen.

Events were decided upon, catering was organised, toilets were hired, the flying field was manicured, a swap meet was scheduled, and trophies manufactured and evening functions were put in place for the locals and those intending to visit Melbourne from interstate.

All was ready in time, entries in all events were well supported, what was now needed was some good flying weather between January 5th and 8th.



The Swap Meet

Lunch time BBQ



The first event of the competition was F2C.

It was a great win by Murray Wilson and Mark Poschkens over the reigning World Champs Rob Fitzgerald and Mark Ellins. Fitzgerald/Ellins had one slow restart...all the rest were one flickers, but it only take one bad stop to lose the race.

Paul Stein and Richard Justic had a run in at the start of the final resulting in a 2 up race.

The Wilson/Poschkens F2C final time of 6:18.44 will be claimed as a new Australian record.

F2C TEAM RACE

1.M.Wilson/M.Poschkens	3:07.54 3:02.28 6:18.44
2.R.Fitzgerald/M.Ellins	DNF 67 3:00.62 6:20.75
3.R.Justic/P.Stein	3:10.88 5:42.50 DNF 0
4.G.Wilson/N.Baker	3:56.25 4:07.12
5.K.Hunting/K.Baddock	4:18.81 4:08.94

F2C Final Teams



1/2A COMBAT

	1	2	3	4	5	6
1.G.Wilson	W	W	L	B	W	W
2.T.Caselli	W	W	W	W	L	L
3.A.Kobelt	L	W	W	L		
4.K.Baddock	L	W	L			
5.M.Poschkens	W	L	w/d			
7.H.Bailey	L	L				
7.M.Wilson	L	L				

COMBINED SPEED

	cl	rd 1	rd 2	rd 3	km/h	%
1.N.Wake	1	14.99	14.62	dns	246.2	94.80
2.R.Justic	5	14.85	15.08	15.10	242.42	92.60
3.N.Wake	5	15.48	15.36	15.48	234.37	89.52
4.D.Axon	SJ	14.91	14.36	dns	201.72	79.80
5.V.Marquet	P	40.56	37.70	40.15	153.67	64.00
6.H.Bailey	1	N/T	N/T	dns	000.00	00.00

F2A Speed report.

In F2A Speed there were two interstate entries from NSW and one from South Australia. Murray Wilson was the lone Victorian.

Mark Poschkens had a brand new untried model and engine entered in its first competition. It took quite a few flights before test pilot Murray Wilson was able to get a decent engine run.

Andy Kerr was the leading N.S.W. entrant beating Richard Justic by 2km/h.

Murray Wilson's time of 12.76 with a speed of 282.21km/h in the second round was enough to win him a Gold piston.

F2A SPEED

	rd 1	rd 2	rd 3	km/h
1.M.Wilson	12.87	12.76	n/t	282.21
2.A.Kerr	14.60	13.36	13.38	269.53
3.R.Justic	13.47	13.77	13.78	267.33
4.M.Poschkens	n/t	n/t	n/t	000.00

CLASSIC STUNT

	rd 1	rd 2	best	model	engine
1.D.Nobes	899	1022	1022	Shark	OS LA 46
2.A.Kobelt	903	1007	1007	Nobler	OS FP 35
3.P.Stein	773	1004	1004	Nobler	Brodak 40
4.J.Hallowell	947	882	947	Thunderbird	ST 46
5.P.Koch	884	931	931	Oriental	OS FP 40
6.K.Maier	828	909	909	Phonecian	OS FP 40

F2B AEROBATICS

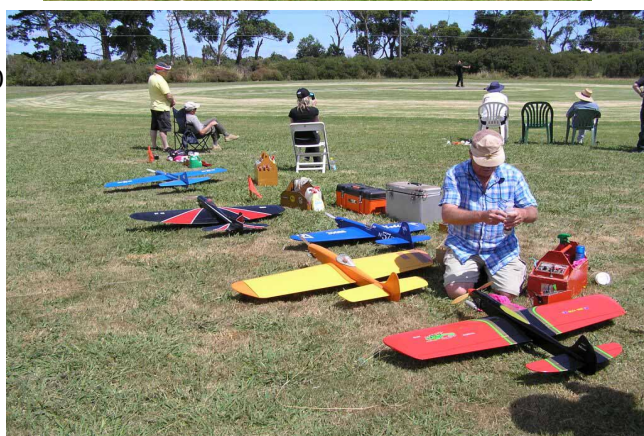
	rd 1	rd 2	best	model	engine
1.M.Ellins	1807	1854	1854	Yatsenko	Retro 78
2.P.Koch	1550	1790	1790	Jazzzer	Stalker 61
3.A.Kobelt	1680	1678	1680	Nobler	OS FP 35
4.P.Stein	1541	1561	1561	Nobler	Brodak 40
5.D.Nobes	dns	dns			



T. Caselli, G Wilson, A Kobelt



R Justic, A Kerr, M. Wilson, M. Poschkens



CLASSIC FAI TEAM RACE.

Classic FAI T/R went ahead in leaps and bounds after another successful competition at the CLAMF Grand Prix event in early January.

After weeks of organizing the Grand Prix went off with a bang with acceptable entries in all events. 8 in Classic FAI. Most of the teams used the Fora Junior engine, its ease of use and availability at a good price making it a winner from the start. Other teams used Rossi, Super Tigre and Rothwell.

The racing started just before lunch while Classic Stunt was being run on CLAMF's newly prepared grass circle.

Two rounds of heats were run with the weather being kind all day. Fastest heat of the day went to myself and mark using my red and white Sapavolov model.(4.31.25) Next fastest were Justic/ Stein using Paul's beautiful Espadon model powered by a very loose Fora .(4.31.5) . Murray Wilson and Neil "The Ledge" Baker were biting at their heels with 4:34. They used a Fora in an Italian Picus model. Current F2C world champ Rob Fitzgerald with Mark (Poshie) Poschkens as his pitman were next best. Flying an ex Dennis Prior model which was originally powered by a Rumpel Rossi in the mid 70's. Also of note was Harry Bailey's new Sapavolov model also powered by a Fora. Flicked well by Peter Roberts, with some minor adjustments to the tank this team will be right up there at the next Classic comp.

So the scene was set for a very close final. With only about 3 seconds separating the 3 finalists. .25 of a second separating 1st and 2nd. Mark and I were eventual winners running a consistent and trouble free race, to finish in 9:18.94, 2nd were Neil and Murray with a slightly warm Fora only 1.3 seconds behind. Following up in 3rd place was Paul and Richard unfortunately with engine issues. If there is one fault we have identified with the Foras is that the P/L fit is to loose. To remedy this I have ordered a batch of tighter P/L to be delivered in late May. These will hopefully last a lot longer. If you would like one let me know.

Definitely a great days racing with some nice looking and easy to fly models. Thanks to all who participated and helped,

Regards to all,

Andrew Nugent.

CLASSIC FAI TEAM RACE

	rd 1	rd 2	final	engine
1.A.Nugent/M.Ellins	4:31.25	4:46.84	9:18.94	Fora
2.M.Wilson/N.Baker	4:34.57	4:37.97	9:20.31	Fora
3.R.Justic/P.Stein	4:34.78	4:31.50	10:22.53	Fora
4.R.Fitzgerald/M.Poschkens	DNF 43	4:47.06		Fora
5.H.Bailey/P.Roberts	5:39.44	4:47.15		Fora
6.J.Hallowell/C.Scully	4:55.66	4:48.37		R 250
7.G.Wilson/M.Wilson	5:03.00	5:06.80		Rossi RV
8.K.Hunting/K.Baddock	5:17.28	8:31.34		ST G20/15D



VINTAGE A & CLASSIC B AT THE CLAMF GRAND PRIX

Vintage A Team Race on Saturday afternoon at the CLAMF Grand Prix was a highly anticipated race. Sixteen pilots and mechanics formed the eight competing teams. As often happens in the 21st Century, it was decided to run VTR on the hard circle as the recent wet weather had hampered surface preparation on the Frankston grass. A big bonus since changing to 52' wires is that the circle already has the correct line markings painted on.

Weather was good, if perhaps a little humid, when CD Jim Ray prepared the draw. It is highly unusual for Jim and Colin not to fly, but Jim had a crook shoulder that would have restricted his work in the pits. Let's hope it's fixed by Easter!

In round one, Graeme Wilson and Mark Ellins set the ball rolling with a 3:17.94 which was good enough to get them into the top three. Not far behind were John Hallowell and Andrew Nugent on 3:22. Despite trying hard, they could not improve in the second round and recorded a disappointing 3:28.88.

The good times then started to come when Steve Rothwell and Chris Sculley posted a 3:21.59. They were a touch slower in the second round with 3:27.86. Rob Fitzgerald and Paul Stein stopped the watch on 3:18.01 and just to prove it wasn't a fluke, they recorded a smokin' 3:14.72 FTD in Round Two.

Murray Wilson and Neil Baker were under compressed with the super fast pink and black Dimpled Dumpling and could only manage a 3:27.25. They had similar problems in the second round and retired on 71 laps.

Ken Hunting had Keith Baddock doing the prop whacking but times in the low to mid 3:30's needed to be faster. Big things were expected of Rick Justic and Andy Kerr but on the day, times of 3:29.57 and 3.24.35 were also not fast enough to qualify for the final.

Harry Bailey and Peter Roberts had a few Gremlins sitting on their wings and their times this meet were nowhere near their potential.

The final was an excellent race and drew applause from the good crowd as the racers crossed the finish line. Paul Stein and his almost invincible Dimpled Dumpling was the winner yet again. Superbly flown by the world's best pilot Rob Fitzgerald, the R250 did not miss a beat and howled all the way to the finish line, and was never really challenged.

The world's best pitman, Mark Ellins, tried hard to keep his team in the race and in the end, was just able to pip Steve Rothwell and Chris Sculley by a couple of seconds. There should be a bigger entry in VTR at the Easter State Champs so look forward to more great Vintage A racing real soon!

Results of Vintage A at the CLAMF Grand Prix.'

VINTAGE A TEAM RACE

	rd 1	rd 2	final
1.R.Fitzgerald/P.Stein	3:18.81	3:14.72	6:42.56
2.G.Wilson/M.Ellins	3:17.94	5:08.03	7:07.97
3.S.Rothwell/C.Scully	3:21.59	3:27.56	7:09.78
4.J.Hallowell/A.Nugent	3:22.96	3:28.88	
5.R.Justic/A.Kerr	3:29.57	3:24.35	
6.M.Wilson/N.Baker	3:27.25	dnf 71	
7.K.Hunting/K.Baddock	3:33.56	3:37.22	
8.H.Bailey/P.Roberts	3:52.18	3:46.65	



CLASSIC B Team Race was scheduled for first up Sunday morning. Torrential rain was bucketing down and many wondered if any flying was going to be possible. Fortunately the skies cleared after about an hour and practice for the racing was soon underway. It was decided to race on the Frankston grass and it proved to be an excellent decision with all models being able to take off and land without any problems.

Only 5 teams were ready to race with another 5 for various reasons unable to fly on the day. I'm sure there will be close to a double figure entry for the upcoming State Champs.

All the way from Sydney, Steve Rothwell and Chris Sculley had just finished a superb new racer and it was FAST! I have seen a lot of Classic racers over the years, but never one that could do 125 mph... until now! However, lady luck was not in their corner this time with plug and electrical problems derailing their attempt to belt up the Vics. The good news is they are keen to come down again at Easter for another try. Bring it on! Good old interstate rivalry is alive and well.

Graeme Wilson and Mark Ellins were flying a Super Swooper with a special Brodak B25R prepared by Lance Smith. Although Lance was not well enough to attend, he was there in spirit as many teams used engines that Lance has worked on. The Super Swooper recorded two good heat times to qualify third for the final.

Harry Bailey and Peter Roberts used the Nats winning Irvine powered Galaxie to good effect in the first round to return a solid 3.03.15 which was good enough to make the final. Unfortunately, the plug clip broke and the reserve Brodak powered model was brought into play for the second heat and final.

It was highly unusual for Paul Stein not to be in the top three with his beautifully built modified Rocket and PB Enya 25. Perhaps not surprising as Paul had done such a wonderful job co-ordinating the massive amount of time, effort and sheer hard work it takes to put on a flying meet of this size.

Murray Wilson and John Hallowell chose to fly the Irvine Rocket in the first round and the OS FX Streak in the second round. The Rocket cut in the wrong part of the circle and the extra lap glide put paid to a sub 3 minute time while the FX went very close with a 3.00.21, which was the FTD. Surely it is high time that pilots were given a little more control and shutoffs were OK to use in a race. It is good practice for flying other events. They are fine to use in all the comparable classes overseas. I believe it is something that should be considered when the next rules review takes place.

The 140 lap final delivered a really good three up race until Harry had a landing mishap and broke a propeller. It is quite unusual for this to happen in Classic B as normally the flying is very clean and generally without incidents.

Graeme and Mark were getting over 50 laps from the Brodak at really good speed. They were using a fuel brew suggested by Lance. The OS FX Streak was snapping at their heels and Murray Wilson was matching the current F2C World Champ for speed in the pits. However, the Streak dropped below the required 47 laps and the Super Swooper pounced to grab the lead and cross the finish line first.

A great warm up for the upcoming State Champs in Sth Oz in March, Victoria in April and the Nationals a week later.

John Hallowell AUS 1894

CLASSIC B TEAM RACE

	rd 1	rd 2	final	engine
1.G.Wilson/M.Ellins	3:09.81	3:05.84	6:01.93	Brodak
2.J.Hallowell/M.Wilson	3:04.50	3:00.21	6:12.91	OS FX
3.H.Bailey/P.Roberts	3:03.15	dnf 50	dnf 47	Brodak
4.M.Wilson/P.Stein	3:11.22	3:07.43		Enya
5.S.Rothwell/C.Scully	3:20.59	dns 0		



Bailey/Roberts Ellins/G. Wilson M. Wilson/Hallowell

Navy Carrier Report.

The Grand Prix Meeting gave us the opportunity to roll out our Carrier Deck after a 12 month layoff for a bit of flying. With six entrants the event was taken out by Graeme with a HP40 powered GS Bearcat, followed by Paul flying a Brodak Guardian also with a HP40, and Peter with a Merco 29 powered Wildcat. David Nobes was having his first crack at Carrier Deck and managed to hook a wire on his first landing pass with his OS 40FP Hellcat. Harry's Thunder Tiger 36 powered Brodak Bearcat goes like a rocket on high speed, but needs a bit of sorting on the TT 36 carby to get a reliable low speed setting. Mark unfortunately missed any landing points when he bounced the Guardian off the deck and into the drink. A stiff breeze made low speed a bit of a challenge, but otherwise everybody seemed to enjoy the Comp. Look forward to the next one.

PeterRoberts

NAVY CARRIER

Place	Competitor	Model/Engine	High Speed	Low Speed	Landing	Bonus	Total
1.	Graeme Wilson	Bearcat HP40	28.29sec	68.38sec	100	30	170.09
2.	Paul Stein	Guardian HP40	27.73sec	69.42sec	95	30	166.69
3.	Peter Roberts	Wildcat Merco 29	26.97sec	76.00sec	95	20	164.03
4.	David Nobes	Hellcat OS40 FP	37.99sec	71.10sec	100	30	163.11
5.	Harry Bailey	Bearcat HP40	22.21sec	41.00sec	85	30	133.79
6.	Mark Ellins	Guardian HP40	25.65sec	67.73sec	Splash	30	72.08

Last event of the 4 day's was Vintage Combat.

The best bout was saved till last when Tom Linwood took on Ken Maier to decide first and second place. Tom followed Ken's every move and snatched three cuts but Ken responded by getting a couple back. Another cut by Tom increased the margin to two up before Ken grabbed another. At this stage there was nothing left of Ken's streamer and he was giving his all to snatch the remaining knot on Tom's model. Almost at full time there was an almighty coming together of models. Tom's Anduril suffered a waste basket outcome but Ken's model will be repairable. The cut judges gave Tom the win.

Engines in use were from various manufacturers. The top three used a Taipan, a R250 and a PAW

As Club Secretary I would like to give a big vote of thanks to the people that put in a great deal of time and effort to make this one off event the great success that it was. The competitions were conducted in a friendly manner and the socialising was a big part of the weekend.

Harry Bailey (CLAMF Club Secretary)

VINTAGE COMBAT

	1	2	3	4	5	6	model	engine
1.T.Linwood	L	W	W	W	B	W	Anduril	R250
2.K.Maier	W	W	W	L	W	L	Anduril	R250
3.I.Amaira	W	L	W	W	L		Ironmonger	Taipan
4=.T.Caselli	W	L	W	L			Anduril	R250
4=.M.Wilson	W	W	L	L			Anduril	ST G20/15D
6=.H.Bailey	L	W	L				Warlord	Parra
6=.M.Lewis	W	L	L				Ironmonger	Paw
8=.A.Kobelt	L	L					Anduril	ST G20/15D
8=.G.Wilson	L	L					Ironmonger	Parra



Ian Amaira Tom Linwood Ken Maier

Pictures from the Grand Prix

From the cameras of Andrew Nugent, Paul Stein, John Hallowell, Neil Baker and Harry Bailey.



Trophies



Spit Roast evening



Steve Rothwell overtakes Graeme Wilson



Carrier Deck approach.



Half A Combat



Dave Axon flew his Jet in Combined Speed



Tom Millar from England chats with Rothwell/Sculley



Swap Meet.

Mark Ellins is presented with his MAAA Hall of Fame certificate by Carl Bizon



Vintage Combat launch.



Peter Koch in action.

Visitors had the chance of a few training flights.



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one !!.

Brendan Robinson

bjrobs@clear.net.nz

ANDREW'S PANS.

For some time now I have been selling my speed and team race pans through this newsletter. I would now like to offer
some limited machining services. I have been doing this for some time via Lance's Classic T/R site. Pictures of recent
work can be viewed at the following link.

http://web.me.com/flyingkiw1/Classic_FAI_Teamrace_Site/Andrews_Racing_Parts.html

Examples of work will be prop nuts and shaft ext, carbies for most engines, Vintage T/R type tank and bottle valves. Also,
I am currently trying to source some rubber to do wheels. So if you have a job that needs machining let me know and I'll
see what I can do.

I have the following full size plans for Classic FAI models. : Turtle, Sapovalov / Onufrienko and Picus. \$4 plus \$2 for post
and packaging.

Regards,

Andrew Nugent.

andrew.n5@bigpond.com

PH (03) 9551 1884.



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speed pan available. It will be \$20. (cheap).

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