



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 171

Produced by the Victorian Control Line Advisory Committee



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**Copy Deadline for next issue is:
Wednesday January 16th 2013
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.



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2012

DATE	EVENT	CLUB
Dec 9.	Speed, F2F T/R, Nats Practice.	CLAMF
Dec 16	Club Day + Nationals Practice (all welcome)	KNOX

Dec 28-Jan 3

MAAA 66th Australian Nationals. Albury

2013

Jan 27	KMAC Club Day	KNOX
Feb 10.	Speed , Classic Stunt, Burford A Team Race	CLAMF
Feb 24	Blown out contest day and KMAC Club Day	KNOX
Mar 9-11.	S.A State Championships.	
Mar 17	Classic FAI T/R , Simple R/R, Vintage A T/R	CLAMF
Mar 24	KMAC Controline Carnival & Doncaster Novelty	KNOX
Mar 29.	Vic State Championships Practice.	KNOX
Mar 29-Apr 1.	Vic State Championships.	CLAMF/KMAC
Apr 14.	Victorian State Champs over run (Mini G/Y, Simple R/R)	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: Peter Koch 0413222046 or
Steve Vallve 0409935358
Stadium Drive, Keilor Park Recreation Reserve, Keilor.
(Melways ref 15 C 5). Regular flying days 1st and 3rd
Sundays each month 10.30am start.

The KMAC Office bearers for 2012-13 are:

President: Peter Koch - Mob: 0413222046
Home 97296812 Email peter.koch@live.com.au
Vice President: Ken Taylor Home 97380525
Secretary: Steve Vallve - Mob: 0409935358
Home 94390195 Email steve.vallve@gmail.com
Treasurer: Bruce MacKay - Mob: 0418380014
Home 98874928 Email bruce@bpmac.com

CLAG

CLAG has monthly fly-ins at the Moe Race Track every
first Sunday of the month.

Contact :- Craig Hemsworth Mob 0433 809 862
Email :- chemsworth@childhood.org.au



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2012

DATE	EVENT	CLUB
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	
DOONSIDE-	(To be held at Baseball Diamond, Whalan Reserve)	

Western Australia Contest Calendar

DATE	EVENT	SITE
April 20	F2B Aerobatics	Lumen Christi
April 21	CLAW Club day	CLAW
May 4	TARMAC Vintage Combat	Lumen Christi
May 18	TARMAC Vintage Stunt	Lumen Christi
May 19	CLAW Club day	CLAW
June 1	<i>Vintage A, Classic-B, Classic FAI</i>	CLAW
June 2	<i>F2D Combat</i>	CLAW. WC qual
June 7	<i>F2C & F2F Team Race</i>	CLAW. WC qual
June 8	<i>F2C & F2F Team Race</i>	CLAW. WC qual
June 8	<i>F2A Speed</i>	CLAW. WC qual
June 9	<i>F2C & F2F Team Race</i>	CLAW. WC qual

Events in normal type are club events.

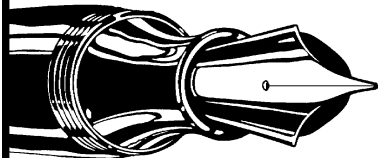
Events in *italics* are State events.

The contact person for Lumen Christi events is Jim Stivey.
The contact person for CLAW events is Trevor Letchford.

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Letters to the Editor

To the Editor ACLN
Dear Sir

It was with great surprise and pleasure that I opened ACLN 170 to find a report by Maris Dislers on the Taipan 1.5's of circa 1967. I had great pleasure from my Taipan 19 and 1.5 PB from that era, mainly using them in a single channel R/C model. As your article points out, they were not "hot" engines but started easily and ran steadily. The 1.5 I used was whilst flying with the Townsville modellers, including messrs Evans, White, Shanks, Oehm and Loeffler, plus numerous others!

The little Taipan 1.5 was beautifully behaved, easy to tune with the only weird thing being it hated to run inverted. I could not get a tune on it when the motor went inverted in my tiny "Rivets" stunter.

The 19 had about the same power as the 1.5, but made up for this by having a throttle and muffler. It was a bit of a vibrator. The OS pixie Rx had a relay, which clattered in and out on the first flight with that 19. The crash wasn't too bad, mainly blackening the model as it hit the deck in burnt scrubland!

The forgoing comment does not apply to the newer 1.5 (S67) in Maris' article.

But first some history. The engine was given to me by Harry Hurst in about 1969, when I was flying with the MFC of A guys in Sydney's Centennial Park. Also flying then were Reg Towell, Ron Nyberg, Ian Korner, the Mooney brothers, Chris Noakes and others.

The engine was not so much as seized, as it made mighty grinding noises when one attempted to turn it over. Much to my shame, it was to be 41 years before I stripped it down to find the problem. Much to my relief, the P/C set was fine, but I could not say the same for the rear race. I have never actually seen a corroded rear ball race, but that's what the problem was with this engine. There was hardly anything of it left.

Fortunately the rear race was a standard size, so replacement was easy.

The compression screw was also running in a stripped thread, so I tapped out the head to metric and put in a cap screw.

Then I mounted the "S67" in my Dixilander F/F to give it a run in my backyard.

It fired up immediately and scared the life out of me. No compression screw fiddling or needle setting adjustment with this one.

It turned the 8X4 with a roar I could not believe.

Quite frankly, I couldn't shut it down quickly enough.

I am not timid: Rossi 15 or OS40SR hold not terrors for me, but this little 1.5 is a lunatic of an engine.

Regrettably, I have yet to fly or tacho the engine, but I am looking forward to the day it rips that Dixi up on 12 seconds engine run (local rule, supposedly to give the diesels a chance against the glows on 10 seconds!!). I currently have an OS CZ11 in that model: this Taipan is going to eat it!

I notice a couple of differences between my engine and

that shown by Maris: the venturi is much shorter and the cooling fin diameter greater.



Also the cooling fins are natural metal, no anodising. Thanks to Maris for awakening these memories and helping me know more about this stunning little engine.

Cheers Supercool

Postscript:

I just noticed that the crankcase front bearing mount of my engine is completely different from that of the Taipan "S67" of Maris Dislers' report. The front bearing is mounted into a conventionally shaped crankcase casting, as opposed to being press-fitted as for the "S67". Perhaps my engine is an "S68"? Maris' comment would be appreciated. My engine definitely dates prior to 1969.

Newsletter Editor

Harry Bailey.

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CLASSIC FAI T/R

Development (Part 2).

As promised, this is the second part to the article printed last month. Since the last issue, John Hallowell's Tiger Classic FAI T/R with Fora power has had a good test session. The engine is now fitted with a Rothwell carburetor set up and a 3.5mm venturi. After a few tanks and some compression adjustments we had an excellent setting with a very distinct crackle from the Fora engine using an 7x6 APC. Performance figures were 22.8 for ten for 40 plus laps. Needless to say, John was delighted! He had put in a lot of work to get the engine into this model.



Its consistency however, was less than perfect with the standard carburetor set up as delivered from the factory. Once we changed to the Rothwell venturi, banjo and needle it was a delight to tune and start. We must remember the Fora Junior is designed as a combat training engine and the carby and spraybar supplied as standard is good for that use. I know John is keen to try a slightly bigger venturi size for even better performance and has now fitted a larger 3.8mm carbi and expects more speed from his setup.

Some information on cooling. I have to say as far as I am concerned the jury is still out on the correct cooling set up for the Fora engine. John's model still has the original Rothwell R250 cooling inlet and outlet and this seemed to work fine. The Rothwell cooling specs are a rectangle inlet rounded internally at the top and bottom measuring 27 x 12 mm and a rectangular outlet directly behind the engine measuring 29 x 14 mm.

In my models I have been using a slot about 6mm wide, more like the old Nelson set up. Both these inlets seem to work well. My thoughts would be to stick to what works for you. Guide lines would be to make sure the outlet is bigger than the inlet and make the engine fit snugly into the cowl. The clearance should be as close as you can make it, ideally less than 1mm clearance between the cylinder head fins and cowl. I use a mandrel that I turned up to set the clearance. This has a wrap of fine grade sand paper glued to it. Also I think that air should be directed over the crankcase. Make sure that it can get out too.



Tank systems are very important. It is critical that you have a tank that feeds the engine consistently as it empties. To do this you need a uniflow tank. This will have a sealed venting pipe or filler valve which can be opened during filling and then closed when the model is flying. It will have one of those pipes facing forward so that the draining fuel in the tank can be replaced by a constant air pressure

from outside. This will give a slight positive pressure to feed the engine during the flight. I also replace the tubing regularly and bind both ends on with fuse wire to seal the system. The pick up point for the fuel should be placed as far out board as possible to ensure a rich start and take off. This will mean it leans out in the air but because of the constant air pressure it doesn't seem to matter. Pictured here are 2 uniflow systems one with a Robinson style filler valve on my Vintage A and the other with a Car tyre Schrader valve set up on my new Classic FAI model.

Finally a bit of news from our hugely successful club reunion at CLAMF. As a demo race we flew Classic FAI T/R. I am happy to report that Mark and I did a personal best with our new Fora of 4.18. Now that we have finished racing for the year, I want to pull this engine down, clean it and shim the head so that the contra sits fairly flush. I haven't done this yet. I also want to change to the larger 5/16 x 32 size carby. Im using the smaller 1/4 x 32 size at the moment. I think I will benefit from the larger bodied R250 style carby as Paul Stein and John Hallowell have.

STOP PRESS! John's Fora powered Tiger surprised all with some stunning times in practice on the weekend. The venturi had been enlarged to a diameter of 3.8 mm, giving an effective area of 11.34 sq. mm. (Previously 9.62 sq. mm on the 3.5 mm diameter) Times improved to low 22's immediately and with further tuning and a change of props, low 21's were achieved, the best being a Mark Ellins timed 21.1. The session posed the question of how a 4.0mm diameter or larger venturi would work. You can be sure it will be answered in the not too distant future!

Mark and I also flew our familiar red and white model on the same weekend. I had made all the modifications mentioned above. I also widened the air inlet on both my models. I am pleased to report that performance improved to the low 22's for ten and ample laps. These engines continue to surprise me. John's model and motor set up just kept getting better and better. Steve Walton and Trevor Letchford from WA also have a beautiful Russian styled model doing mid 21's for ten .



I am looking forward to a postal comp some time next year when we would expect that heat times will fall again. Also I am going to order another batch of engines soon . If you want one let me know so I know how many to order.

Well that's all for now. All the best for Christmas and the New Year. Keep on building!

Article by

Andrew Nugent with help from John Hallowell.

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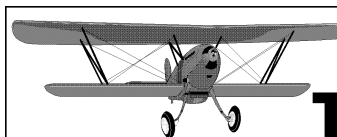
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New Models

Here is a picture of the just finished 'UFO' for Mark McDermott's Irvine 25.



2012 Monty Tyrrell Memorial Classic Stunt Competition.



AROUND THE CLUBS

Clear skies and light breezes greeted fliers for the 2012 Monty Tyrrell Memorial Classic Stunt Competition at KMAC's Scoresby field on the 28th of October. The breezes became quite variable which kept both judges and competitors 'on their toes' during all three rounds as it changed direction often.

The forecast of good weather and reminders resulted in a good number of competitors and spectators. Contest director Peter Koch had the competition started in time for all three rounds to be completed before lunch.

The top three fliers on the day had all previously won the trophy so scores were close with Doug Grinham coming out the winner. Thanks to the officials, Judges Peter Koch and Dave Lacy, results compositor Bruce Mackay and to Les Varga for being our score sheet runner and caterer. A special thanks also to the happy snapper Emma who brought out the smiles in everyone.

To view pictures go to: <https://sites.google.com/site/knoxmacv/gallery>

	Contestant	Model,	Motor	Round #1	Round #2	Round #3	Final Score
1st	Doug Grinham	Nobler,	OS S35 ABC	1056.00	1163.50	1204.00	2367.50
2nd	PJ Rowland	Geiseke Nobler,	Stalker 61	1191.50	1059.00	1149.50	2341.00
3rd	Adam Kobelt	Nobler,	OS 40FP	1099.50	1159.50	1125.00	2284.50
4th	David Nobes	Shark 45		929.00	1064.00	1062.00	2126.00
5th	John Fugill	Ramrod,	Fox 35	777.00	908.50	979.00	1887.50
6th	John Hallowell	Tucker Special		882.00	906.00	0.00	1788.00
7th	Gavan Opperman	Oriental,	Fox 35	786.00	695.00	835.00	1621.00
8th	Ken Maier	Wildcat		274.00	659.00	692.00	1351.00
9th	Peter Rowland Snr	Nobler,	Veco 29	143.00	0.00	0.00	143.00



Winner Doug Grinham receives the Trophy from KMAC President Peter Koch.



David Nobes Leads off.

Our diligent judges.



A couple of talented old stagers.





John Hallowell, a picture of concentration.



Steve Vallve explaining the rules for the novelty competition which was run in parallel with the main event.



Time for lunch.



The excitement was just too much for some.



There was plenty of discussion in the ranks.

To view more pictures go to
<https://sites.google.com/site/knoxmacv/gallery>

Report and pictures from Steve Vallve .

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Control Line Aircraft Modellers Re-Union Day

11/11/12



What a memorable day! When you have the rare opportunity to catch up with people you haven't seen for as many as 50 years, it is always going to be special.

This momentous occasion was the brainchild of CLAMF President Paul Stein and his hard working band of merry men. It is fair to say the day surpassed all expectations with estimates of the crowd exceeding 100 people. From around 10 am to 4 pm modelers past and present gathered together at the Frankston clubhouse, talked about old times and watched the non stop flying activities take place on the three pristine circles.

The weather was near perfect with constant sunshine all day. The demonstrations included Speed, Aerobatics, Carrier Deck, Vintage Combat, F2D Combat, Classic FAI and special flights by Open Combat, Open Rat Race and Classic B models. Master of Ceremonies Andrew Nugent gave the crowd informative commentaries on the portable loudspeaker about many of the events, particularly Classic FAI team race.

There were over 100 control line models on display and many an old modeler took a keen interest in checking them out and noting the changes since they were last involved. As this was Remembrance Day, all at the field observed one minute of silence to remember members of our armed forces who have died in the line of duty.

The ladies helping in the canteen, Fiona, Rebecca, Leanne and Emma, did a wonderful job being extremely busy all day feeding the hungry crowd. Their help was greatly appreciated. Leonie did a top job with ensuring everyone had a name tag. This really helped some of the oldies recognize with whom they were talking...

There were models available for a fun fly and many former enthusiasts elected to have a go. One flyer that had not touched a handle for 30 years performed remarkably well. It is said control line flying is like riding a pushbike... you never really forget how to do it. If just one person is tempted to take up active control line flying again, then all the time and effort put into organizing this reunion will have been well worthwhile.

All in all, it was great to get in touch again with old friends who were part of the control line scene all those years ago. This reunion was to be a one off but was so successful, it will be surprising if popular demand doesn't dictate we hold another one at some point in time down the track.

John Hallowell

AUS 1984

Here is a small sample of the pictures of the people and activities that were taken on the day.



The Carrier Deck circle.

HMAS Seaford awaits the arrival of models.



The return of the Guppy and Colin Jeffery



Springvale Club originals.



Andrew Kimonides tried his hand in the speed circle.



Ron Lacey flew Neil Bakers Classic team racer.



Alwyn Smith was clicking his camera all day.



Blue skies were the order of the day.

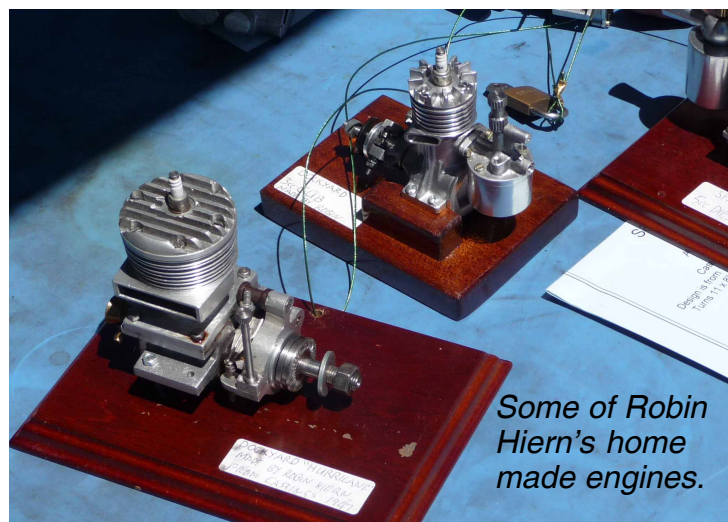


Eddie Rich was there with sons Mathew and Danny

Tony Lever and Rob Moore



Peter Byrne and Mark Gordon



Some of Robin Hiern's home made engines.

Tony Farnan chats with Colin Collyer and Dennis Hipperson.



A Corsair is prepared for carrier action.



Peter Roberts and Len Follett



Vic Mitchell was there with brother Steve.



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Wayne Wilson whyzedman@hotmail.com

ANDREW'S PANS.

The new 21 size speed pans are back in stock. I also have in stock plenty of T/R pans and a few 2cc speed pans. All \$25 in the raw state.

I am still doing some machining work. Examples of work will be prop nuts and shaft ext, carbies for most engines, and vintage T/R type tank and bottle valves.

Available now the following full size plans:- Turtle, Sapavolov, Timepiece, Picus, Dimple Dumpling, Past, Arrow.

Also, I have 1 spare Fora Jnr P/L (\$50). I would just like to add I am not acting as an agent for "Fora Engines". I am simply buying in bulk to keep the costs down. If you have any issues with these engines please contact Andrey directly. I am planning to order some more engines soon as I am getting requests. If you want one let me know so I know how many to order. I have no engines at this time.

Thanks,

Andrew Nugent.

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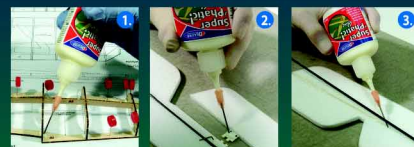
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