

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 173

Produced by the Victorian Control Line Advisory Committee



March 2013
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**Copy Deadline for next issue is:
Wednesday March 20th 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 2013

DATE	EVENT	CLUB
Mar 3 (Re Scheduled from March 17)	Classic FAI T/R, Simple R/R, Vintage A T/R Classic Stunt	CLAMF
Mar 9-11.	S.A State Championships.	
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
Apr 28	KMAC CLUB DAY	KNOX
May 19	Navy Carrier, Speed, Classic B T/R.	CLAMF
May 27	Stunt Master F2B + Yeomans Novice	KNOX
Jun 16	Classic FAI T/R, F2F T/R (pending NSW C/L State Champs)	CLAMF
Jun 23	Blown out contest day and KMAC Club Day	KNOX
Jul 7	All Aussie Day and Vintage Combat	KNOX
Jul-14	Speed, Vintage Stunt, 1/2A Combat	CLAMF
Jul 22	Club Day + AGM	KNOX
Aug-11	Vintage A T/R, Classic B T/R, Members Fun Fly	CLAMF
Sep-08	Navy Carrier, Speed	CLAMF
Oct-20	Vintage Combat, F2B Stunt	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.aerospports.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 2013

NOTE: Qualifying events for C/L World Championships ***

DATE	EVENT	CLUB
Feb-17	F2B Aerobatics, Ashford Road, Milperra	SAT
Feb-17	Diesel G/Year, Sabre Trainer and 2.5 Diesel Speed	KMFC
Mar 2-3	2013 HUNTER VALLEY CHAMPIONSHIPS. Contact Mark Godfrey on 0408 681074 (Mitchell Hill, Muswellbrook)	MDMAS.
Mar 2-3	QLD STATE CHAMPIONSHIPS, F2B,*** Vintage and Classic Stunt. Maryborough	MAAQ.
Mar 9-11	S.A. STATE CHAMPIONSHIPS. F2A, F2B and F2C*** Venues. Monarto/Callington.	
Mar-24	Brendan Farrell Marathon	KMFC
Mar 29-31	VMAA VIC. STATE CHAMPIONSHIPS. F2A, F2B, F2C and F2D*** (CLAMF and KMAC)	
Apr-07	F2B Aerobatics	KMFC
Apr-14	Diesel G/Year, Sabre and 2.5 Diesel Speed	KMFC
Apr-20	W.A STATE CHAMPIONSHIPS. F2B*** AWA (Lumen Christi)	
Apr-21	Classic Stunt	Doonside
Apr-27	Combined Speed	SSME at Luddenham
Apr-28	F2B Aerobatics	SSME at Luddenham
May 24-26	WA STATE CHAMPIONSHIPS. F2A, F2C and F2D*** CLAW	
May-26	Phantom, Vintage A and Diesel G/Y SSME at Luddenham	
Jun 8-10	CLAS. NSW C/L STATE CHAMPIONSHIPS. F2B and F2D*** CLAS. (Whalan Reserve)	
Jun 22-23	Coffs Harbour "Old Phartz and Friends" Vintage Weekend. Fred Pearson. Ph:6653 2997	
Jun 30	AGM and Club Race	KMFC
Jul-14	F2B Aerobatics	Doonside (Whalan Reserve)
Jul 20-21	QLD. STATE CHAMPIONSHIPS. F2A and F2C*** MAAQ. At Logan	
Aug-04	F2B Aerobatics	KMFC
Aug 10-11	Obadiah Fly-In and Kids' Training. Contact Ian Smith . Ph: 02 4975 2292 or Alistair Welch 02 6556 5192	
Aug-11	Diesel Goodyear, Sabre Racing & 2.5 Diesel Speed.	KMFC
Aug-18	Classic Stunt	SAT at Milperra
Aug-24	Combined Speed	SSME
Aug-25	Phantom, Vintage A and Diesel G/Y	SSME
Sep-15	Gordon Burford Day (Details TBA)	KMFC
Oct 5-7	QLD. STATE CHAMPIONSHIPS. F2D*** Ph: M. McDermott 07 32889263	MAAQ at Ipswich
Oct-05	Ringmaster Fly-a-thon. Contact Dennis Percival for details.	KMFC

Oct 12-13 CLAS.NSW C/L STATE CHAMPIONSHIPS.
F2A and F2C ***

CLAS. NSW. Twin Cities, Albury
Oct-26 Combined Speed. (Contact Ron Blomberry Ph:
9956 5952) SSME
Oct-27 F2B Aerobatics SSME
Nov-03 F2B Aerobatics SAT (Ashford Road, Milperra)
Nov-10 Classic Stunt.

NACA at Hunter Sports HS, Gateshead
Nov 16-17 Old Timers' Event and C/L Fun Fly
Mdmas. (Mitchell Hill, Muswellbrook)
Nov-24 Vintage T/R and Diesel Goodyear. KMFC
Dec-01 Christmas Party and Fun Fly KMFC
Dec-08 F2B Aerobatics Doonside. (Whalan Reserve)

Dec 29-Jan 6 67th MAAA Nationals.

*** *Qualifying events for W/Championships.*

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
May 24.	<i>1.00pm F2C Team Race & F2A Speed</i>	CLAW
May 25.	<i>10.00am F2C Team Race & F2A Speed</i>	CLAW
May 26.	<i>10.00am F2D Combat</i>	CLAW
June 1.	<i>10.00am Vintage A Team Race</i>	
	<i>F2F Team Race</i>	CLAW
June 2.	<i>10.00am F2F Team Race, Classic B,</i>	
	<i>Classic FAI Team Race.</i>	CLAW

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.

Newsletter Editor

Harry Bailey.

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Clayton 3168

Victoria

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2013 EVENTS CALENDAR

(Draft Only 15/1/2013)



Date	Event	Venue / Host
Mar 9-11	MASA CL State Champs	AMA Monarto / AAC, Unity Col. (includes Round 1 of Grass Rat 3 race series)
Mar 29-Apr 1	VMAA Victorian State CL Champs	
Apr 13	Sabre Racing	AAC, Unley Rd
May 4	F2B Aerobatics	AAC / AMA Monarto (on concrete racing circle!)
May 18	Vintage Combat	AAC, Unley Rd
May 25	F2B Aerobatics	AAC, Unley Rd
Jun 8-10	CLAS NSW State CL Champs	
Jun 15	Grass Rat Race	AAC, Unley Rd (not part of Grass Rat 3 race series)
Jul 13	1/2A Combat	AAC, Unley Rd
Aug 10	Classic Stunt	AAC, Unley Rd
Aug 17	Whyalla Show	Whyalla MAC (includes Round 2 of Grass Rat 3 race series)
Sept 14	Vintage Stunt	AAC, Unley Rd
Oct 12	Grass Rat Race	AAC, Unley Rd (Round 3 of Grass Rat 3 race series)
Nov 16	Peacemaker / FliteStreak Stunt	AAC, Unley Rd
Dec 1	Hand Launch Glider / Delta Dart	AAC, Unley Rd

Notes:

1. Start time and detail information for each event will be advised by an e-mail 'flyer'.
2. All entrants must be MAAA members with a valid membership card.
3. Safety straps are required on all handles in all events.
4. Mufflers mandatory on all glow motors 2.5cc and above when event is held at AAC.
5. MASA noise limit (96 dB) applies to all motors when event is held at AAC.
6. Bold type denotes events organised and run by AAC. Other events are for reference only'
7. For further info contact: Peter Anglberger tel. 8264 4516 or 0448 433 282



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MEMORIES OF BRIAN EATHER'S FAI TEAM RACER

Way back in 1961/62, I attended the 15th Nationals at Echuca and flew in the Junior events including aerobatics and combat. Although I was fortunate enough to earn some wins and a place, my most vivid and lasting impression from those Nats was watching Brian Eather win FAI Team Race with his beautiful own design, butterfly tailed, chocolate brown ETA 15 racer.

Talking with Brian at the last Albury Nats, he also shared my memories of those halcyon days. In some following emails, I said I would love to build a replica for a For a Jnr. Brian has generously offered to do some pencil drawings that will allow me to begin this project later this year to fly this replica in today's 'hot' event, Classic FAI.

One of the good things about the new Classic FAI T/R event is that, unlike Vintage A, the model does not have to be one that was flown in the past. As long as all the dimensions are correct, any model design is fine to fly today. In other words, you can design your own or build an existing design from the 60's or 70's, providing it has the traditional wing and tail layout. Flying wings are not permitted in today's Classic FAI.



I asked Brian if he could please recall some details of his Echuca Nats winner pictured above and let me know. Here are some of Brian Eather's thoughts:

"Yes, that model is the brown ETA MK 1 powered model. It used a Tornado 7x8 nylon, reshaped and with increased pitch. Later we went to REV UP 7x9 wood.

That year at Echuca I had 2 models (both brown). One powered with the MK 1 ETA, the other with a factory modded Oliver. The Oliver could not turn as much pitch and thus was unable to get the 50 laps that we achieved with the ETA.

During practice we were playing with both models trying to decide which one to use in the competition when another competitor made that decision for us. We were in the air with the Oliver model when a fellow competitor, also flying an FAI model, took off next to us. They were overlapping our circle when the inevitable happened. The head on collision destroyed my model leaving us to compete with the ETA model.



These models used a 1/4" Duralumin crutch. Later I went to using a pan, (above) straight tapered wing with tip plates and reduced fuselage surface area. I think the dural crutch was better. The picture shows pitman Ian Roach warming the engine as Brian walks out to take the handle.



The other picture is of me holding (next to my Lotus) a Wharfdale inspired model ETA MK2 powered. This was at the Canberra Nats where we achieved our fastest heat time of 4:10. I seem to remember that something happened that resulted in our time not counting. I think maybe that people complained about the length of the grass and all heats were re-run the following day. I think we won the final. Shortly after those Nats my pitman moved to England for work. We never flew together again. At the next Strathalbyn Nats, I flew with Ron Neville - some time later he was killed in a motor bike accident.

I flew one last comp in Newcastle where Andy Kerr pitted for me.

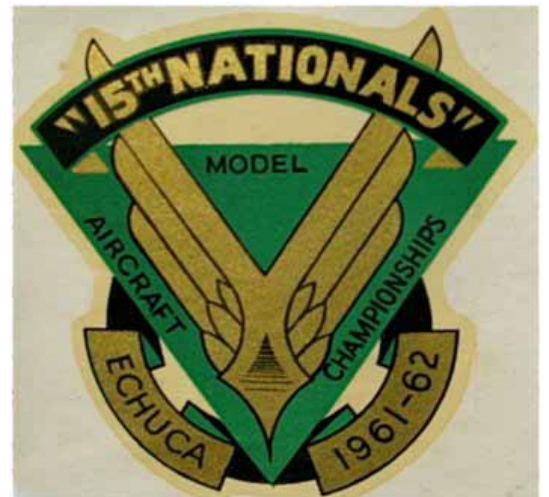
We found that the easiest way to cut 30 sec off our 100 lap time was to go from 2 stops to one. We achieved that using an ETA range bar without any loss of airspeed. We played with many types of fuel metering systems but never improved on the range bar. Had we continued in the event we probably would have tried the peripheral venturi (COX style) which may have been an improvement. However the best way to obtain speed and laps was, as always, with a good fitting piston and cylinder. We found Ken Bedford's were inconsistent and we had Gordon Burford do ours to our specs (tapered bore with a pinch in at the top). I never broke an ETA shaft but had lots of problems with the front shaft housing.

My racers never had names. I originally did the design for Andy Jensen (he owned a model shop in Newcastle where I lived) to his requirements. He had the first MK1 ETA that I ever saw. Basically he wanted an inverted engine speed model. The dihedral tailplane was to clear the grass. I did the drawings and he built the model. The total wing and tail area was quite a bit larger than the rules asked for. It was far superior to the A Class models of the time as they actually flew on the wing with very little speed reducing angle of attack. Andy first competed with that model at the Camden 1960 State Champs. The model was clocked at 105 MPH. I was so impressed that I built a modified version myself and the rest is history."

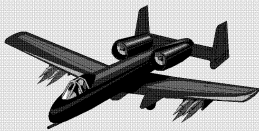
On asking Brian about his current F2B activities he said: "I am still doing props but have cut out doing pipes, tanks, control systems etc. I am currently building an electric powered Firecracker. This will lead me into more prop development."

I have a sticker from those Nationals all those years ago in Echuca and it should sit nicely on the inboard wing when I am able to complete a replica of Brian Eather's Nats winning FAI team racer.

John Hollowell
AUS 1984.



CONTEST RESULTS



Robin Hiern warming up the Taipan engine with Peter Roberts in the background

Burford Team Race at Frankston Feb 11th

Team	Heat1	Heat2	Engine/Model
H. Bailey/P. Roberts	4:07.38	4:00.87	Taipan/Footprint
M. Wilson/M. Ellins	4:01.16	4:00.94	Taipan/Footprint
R. Hiern/ K. Hunting	DNF	-	Taipan/Footprint
K. Hunting/ R. Hiern	-	4:25.03	Taipan/Footprint

Burford A Vintage Team Racing is restricted to the use of Gordon Burford "Taipan" 2.5cc engines. Only two heats were raced with the three teams opting not to fly a final 160 lap race.

Some close racing with very little difference in the rotational speeds. Robin Hiern and Ken Hunting had a race at each end of the lines.

The Bailey/Roberts team had the fastest time of the day but only just in front of G. Wilson/Ellins by .07 of a second. The Speed boys took the opportunity to do back-to-back testing of various line diameters pending a proposed rule change. Classic Stunt was postponed due to windy and dusty conditions.

Thanks to all the people that responded so quickly and positively to the proposal for safety reasons the change to .4mm/.016" wire from .3mm/.012", at the same length of 15.93mts/52'3".

2 people suggested that we also go longer in length to 58 foot, I think that would slow them down too much, especially the lower OS/ENYA/CS/ASP/? ENGINES IN LIGHT AIRFRAMES.

During some testing at our speed comp under contest conditions, the change in line diameters gave results as were expected. I used my no 2 Novarossi 12 which has done high 13,s for 10.

First flight using the original lines was 14.33 sec 251kph. Next flight was on the .4mm wire, needle at the same setting, I just dialled back the pitch with my pitch change washer, by 1/16th inch pitch, take off as normal and did 15.66secs, 229 kph, therefore it slowed 1.33sec or 22 kph. At that speed it would be easy for anyone to keep up, even us old farts.

It looks like the rule change will go through at the MAAA rules conference. I had only one negative response from one who would benefit from this change.

I have suggested that for the interim only that for models that are slower than say 16.5 for 10 laps (the times are open for debate) can still use .3mm wire. Once they achieve that time they MUST update to the .4mm diameter.

Only 2 flew speed yesterday, the weather was ok but there was a bit of dust from the motorbike track next door. I flew my Class 5 that did not go at the Nats. It's now back to its old self.

Also managed to get my .21 proto semi sorted, thanks to Terry's help.

Noel had 2 flights with his Nova Rossi .12, in the 16+sec; he did not fly his OS Class 2 model.

Main thing was doing the back to back testing for the line change.

I sometimes wonder why I put the work in to fly with 1 or 2 others; maybe I should just go down on my own and test for my own satisfaction.

Next comp is VIC STATE CHAMPS, Sat FAI and hard surface COMBINED SPEED, then on Sunday on the grass for the long line models after team race on the usual front circle at Knox at 1PM.

ROBIN



Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 5	Novarossi 21	13.78	D.N.S	D.N.S	13.78	261.25	99.78%
2	R Hiern	Class 1	Nova Rossi 12	14.33	15.66		14.33	251.22	95.18%
3	N Wake	Class 1	Nova Rossi 12	16.02	16.26	D.N.S	16.02	224.72	85.14%
4	R Hiern	Proto	Novarossi 21	N.E.Laps		34.94	28.90	28.90	200.47 83.48%
5	N Wake	Class 2	OS 30 VG	D.N.B					0.00%
	R Hiern	Perky	Super Tigre G20/15	46.40	47.22	D.N.S	46.40	124.86	

66th Control line Nationals Combat results

1/2A Combat

Entrant	R1	R2	R3	R4	PLACE
Adam Kobelt	W	L	W	W	1
Robert Owen	L	W	W	L	2
Mat Bready	W	L	L	W	3
Harry Bailey	L	W	L	L	4

F2D

Entrant	R1	R2	R3	R4	R5	R6	PLACE
Adam Kobelt	L	W	W	W	W	W	1
Tom Linwood	W	W	W	Bye	L	L	2
Murray Wilson	W	W	L	L			3
Trent Mcdermott	W	L	L				4
Mick Comiskey	L	L					=5
Ryan Comiskey	L	L					=5

OPEN COMBAT

Entrant	R1	R2	R3	R4	R5	Elyoff	PLACE
Tom linwood	W	W	W	Bye	W		1
Adam Kobelt	W	W	L	W	L	W	2
Mick Comiskey	L	W	W	L	L		3
Trent McDermott	W	L	withdraw				4
Ken Mayer	L	L					=5
Ryan Comiskey	L	L					=5

F2D and open received more competitors than expected, while 1/2A did not get the support from the Victorian competitors as I expected.

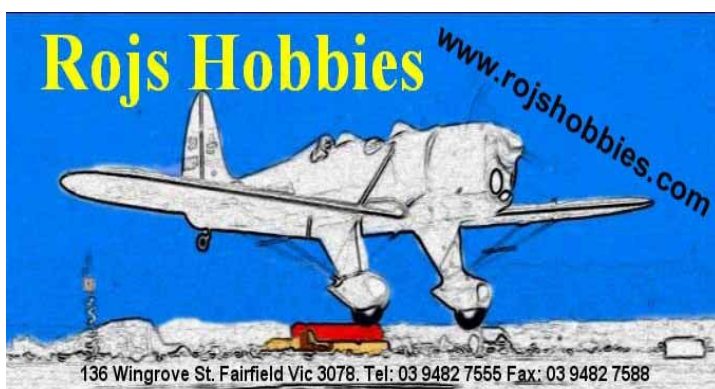
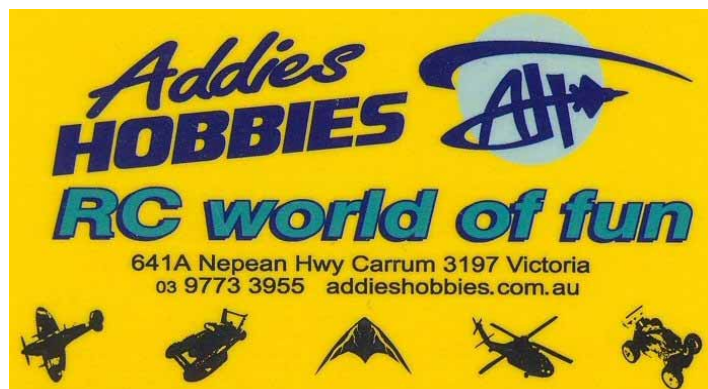
Slow Combat was not well supported. Standards of flying were very high and thanks to volunteer cut judges from the crowd the events ran smoothly. I received very few grumblings from the competitors throughout the whole competition.

Vintage Combat

Entrant	R1	R2	R3	R4	Place	Repercharge rounds	Entrant	R1	
Murray Wilson	W	W	W	W	1		Tom Linwood	L	
Tony Caselli	L	W	W	L	2		Jason Anglberger	L	
Adam Kobelt	bye	W	L	W	3		Rod Williams	W	L
Harry Bailey	W	W	L	L	4		Mick Comiskey	W	L
Mark McDermott	W	L			=5		Tony Caselli	W	W Move to R2
Trent McDermott	W	L			=5		Ryan Comiskey	L	
Peter Anglberger	W	L			=5		Adam Kobelt	bye	W Move to R2
Ken Mayer	W	L			=5				
Tom Linwood	L				=9				
Rod Williams	L				=9				
Mick Comiskey	L				=9				
Ryan Comiskey	L				=9				
Jason Anglberger	L				=9				

This event was well supported and a pleasure to run thanks to the return of the prior days volunteer cut judge and new volunteers, the competitors enjoyed this competition.

Robert Owen
Combat coordinator



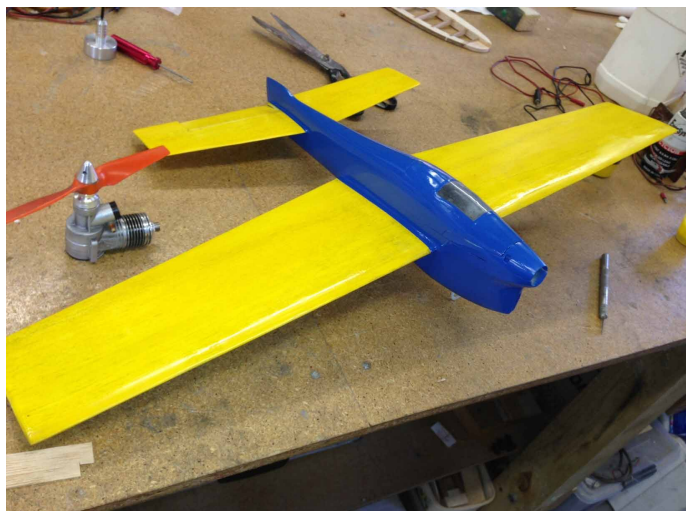
66th Control line Nationals

F2B Advanced Aerobatics Results

Pos.	Entrant	Round 1	Round 2	Round 3	Round 4	Total
1.	Robert Graham	825.40	829.47	809.37	750.07	821.58
2.	Stephen Bakac	781.37	837.50	791.83	764.43	803.57
3.	Peter Koch	748.77	755.60	713.77	705.73	739.38
4.	Jeffrey Prosser	671.47	654.40	671.90	712.03	685.13
5.	Don Keyssecker	679.43	661.80	608.33	569.6	649.86
6.	Tony Clifford	204.40	681.97	634.97	603.79	640.30
7.	Adam Podue	592.80	561.10	531.83	597.93	583.94

Judges:- Joan McIntyre, Peter White, Russell Bond

New Models



*Not sure if I will get mine finished by the 3rd. But will be done by Adelaide.
Murray Wilson.*



*Just a quick snap to give you some idea of the new Tiger Classic FAI just completed for the new Fora bought from Andrew a few weeks ago. Not super light at a tad over 18 oz, but nice and strong.
John Hallowell*

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Control Line Rule Change Proposals.

As has been mentioned in previous editions of this newsletter, the MAAA rules conference will be held this year.

The closing date for submissions has now passed.
Here is an outline of the collated proposals from the Control Line sub committee.

The files mentioned below can be viewed on the CLAMF web site in the Latest Updates at:-
<http://clamf.aerosports.net.au/?p=2588>

There are five (5) files that comprise the "broadly agreed" C/L rules changes.

Main file is the clause by clause changes that we (Victoria) compiled from mostly Graeme Wilson's notes.

Other files are two replacement sections and two new sections.

Two replacements - for Speed (from various people but also incorporating Class 1 line size up to 0.4mm) and F2D Modified (from Mike Comiskey, changed to Australian Fast Combat)

Two new sections - for Classic FAI T/R (from the active flyers of the Victorian group with some changes as suggested by Maris Dislers) and Vintage Combat (from Maris collated from various including us / Harry).

Summary of all changes:

Remove "Builder of model" requirement for Speed to open up proxy entries.

Add safety rules for electric models

Replace Speed section with content from supporting document (updated to include increasing the line diameter for Class 1 to 0.4mm)

Change linkages to FAI F2 (T/R, combat) rules to tie them to those in effect as at January 2012.

Replace F2D Modified section with content from supporting document Australian Fast Combat.

Adjust Classic Stunt pull test to 10G and eligibility cutoff date to 1971.

Add new Classic FAI T/R section with content from supporting document.

Add new Vintage Combat section with content from supporting document.

General changes to address wording, grammar and errors.

Regards,

Reeve Marsh



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3. Cut the half depth slot for the Carbon Fibre strengthening rod in the foam, run a bead of Super' Phatic! along it insert the rod, clean off any excess with water.



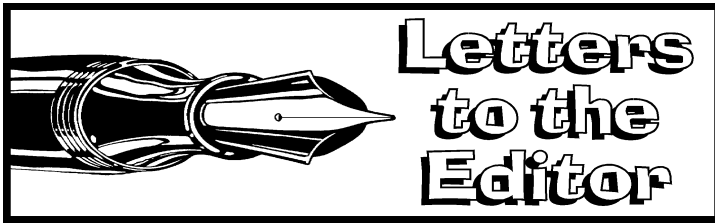
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HI folks

Ken Maier has forwarded your Vintage Combat Rules discussion document and I feel bound to make a few comments.

For many years many of us Vintage flyers here in the UK thought that our biggest mistake to allow 19 diesels in Vintage. For quite a while we believed that we should have stuck to 2.5cc. The engine tuners had soon got work on the PAW 19's and came up with much more grunt than possible with a 2.5. Sadly, the motors varied so much and it was not really possible to buy an off the shelf motor that was competitive. Even the PAW 19CT3 combat special varied enormously in performance. The likes of the Harrison or Fisher 19 became de rigeur if you wanted to win. Other people were also pretty good at tuning but if, like me, you don't do metal, just balsa nylon and dope, your only hope was to acquire one of the top tuned 19 beasts. This all came to ahead in about 2006 when one flier came up with two PAW 19's that regularly and reliably would reach 24 seconds for ten laps. No one else could get near to him because he was also one of our top flyers. At the same time and at our request, Steve Rothwell got involved and developed a plain bearing motor that soon became the R320TBR. The Combat Flyers Association quickly changed it's rules to allow 19 ball bearing motors and very soon that motor became the only engine to use. Steve made quite few of these gems and to my knowledge none have "gone wrong". Of course some have been damaged in mid air collisions but Steve still repairs these although he is currently not manufacturing new motors at all. PAW came up with their own TBR and of course we now have the Ridley JO19 which is rapidly gaining popularity.

What I am (finally) getting around to is that the saving grace to our popular event here was the introduction of the speed limit. Like yourselves we did believe that it would be difficult to police and during the first season officials were often 'clocking' models to see just how fast they were going. Our speed limit for a Vintage model is 26 for ten which is pretty quick. In fact even with the current horse power available few people are actually going that fast and when they are it is usually pretty obvious. If someone is seen to be going quick in practice then officials usually descend pretty fast with a stop watch. Even then it's rare for someone to beat that speed and if they do they have to slow it down pronto or be DQ'd.

This speed limit has been a great success since introduction two years ago and has given many flyers the opportunity of a level playing field. Of course, the top flyers are still winning but the gap has narrowed.

We have had the same problem with our Oliver Tiger Combat and for some years have had an rpm limit of 12,500 checked before each bout. Of course 12,500 on

the ground does not necessarily mean that all motors are the same in the air and as usual the tuners have been able to produce some very quick Oli's (Usually CS's). As from this season we are now introducing a speed limit of 30 for ten into Oliver Combat and thats also without streamer. I don't know actually how fast that would be with a streamer as I haven't ever checked it. Likewise with the 26 for ten Vintage speed.

Vintage in the UK is certainly not just a nostalgia class. It's the most popular combat class and very hotly contested. Flyers are always looking for small tweaks to improve their models. The standard of flying in latter stages of any event is always pretty high.

Our model list is different to yours. We have a maximum span of 36" and root chord of 11.5". Some years ago we moved the cut off date forward to 1974 to introduce new models, but stopping short of the likes of the Titan and Blasta. Now we have allowed the "scaling up" of some of those famous but smaller models that were no longer competitive, for example the Vernon Hunt Warlord and Frank Smart Piranha. There are now at least six different models which are capable of winning a Vintage Combat comp. That's what we like, choice and variety.

We allow film covering in Oliver Tiger Combat but not in Vintage where Nylon or similar is required. Vintage models need to be strong even though our ground, unlike yours, is usually soft! (I remember the Hunter Valley combat area in 2009!)

We have no restriction on the number of models allowed in an event.

I don't think any of us would now want to go back to 2.5cc engines. We've got used to the power and line tension and we like it! The motors are reliable and now everyone is going at a similar speed. We are seeing new flyers each year and occasionally a star from the deep and distant past pops up out of the woodpile. Vintage in the UK is very healthy. Both Ken and Harry have seen it in recent years and I think enjoyed it all. Ask them.

In my youth I flew combat from 1969 to 1977, only eight years. I restarted when someone invented Vintage in about 1990 and have not stopped since. I reach pensionable age this summer and am as keen now as I ever have been. I haven't needed my Zimmer Frame quite yet and intend to continue as long as I am able.

I hope that this gives a little insight into Vintage in the UK.

Richard Evans

Chairman

Combat Flyers Association

(The CFA is specialist body within the BMFA and as such can make democratically make it's own rules)

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ANDREW'S PANS.

I am about to take delivery of 15 new Fora jnr's. Six of these are already sold. These are a MkII version of this engine. It has a 1mm shorter stroke. The outside of the engine will be the same. Price this time will be \$110 due to money transfer costs. 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. I also still have 2 new P/L. If you have any issues with these engines please contact Andrey directly

In stock now 21 size speed pans, T/R pans and a few 2cc pans. All \$25 in the as cast state. Possibly coming soon a new T/R pan.

I am still doing some machining work. Examples of work will be prop nuts and shaft extensions, 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.

Andrew Nugent.

andrew.n5@bigpond.com

PH 9551 1884.

Hi, my husband inherited a couple of large control line planes from his uncle (Barry Lyons) and we are wanting to sell them as we have no place to store them and they will get damaged sitting around in our garage as they are. I know his uncle spent a lot of money on them and won several competitions, (where I don't know).



We are located on the NSW far south coast at Pambula and Canberra is our closest large city.

Wendy Lyons

Phone 02 64957758

Email:- wendyglyons@msn.com

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