

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 176

Produced by the Victorian Control Line Advisory Committee



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Copy Deadline for next issue is: Wednesday June 19th 2013 PRODUCTION SPECIFICATIONS

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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
Jun 2	CLAG Flying Day	Moe
Jun 15-16	F2C, Classic FAI T/R, F2F T/R or 27 Goodyear, Speed, Classic B, Vintage A, Classic Stunt, Vintage Combat.	Albury CLAMF
Jun 23	Blown out contest day & KMAC Club Day	KNOX
Jul 7	All Aussie Day and Vintage Combat	KNOX
Jul-14	Speed, Vintage Stunt, 1/2A Combat	CLAMF
Jul 21	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 5-7	CLAS. NSW C/L STATE CHAMPIONSHIPS. F2A and F2C with supporting events of Classic FAI T/R, Combined Speed, Vint A T/R, Classic B T/R	CLAS. NSW. Twin Cities, Albury
Oct 20	Vintage Combat, F2B Stunt	CLAMF
Nov 10	Classic FAI T/R, Burford A T/R	CLAMF
Dec 08	Speed, F2F T/R, Nationals Practice	CLAMF
Dec 28-Jan 4	Albury 67th Australian Nationals	

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), GPS -38.086777, 145.148009
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
Web site :- <https://sites.google.com/site/knoxmacv/>

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 :- Treasurer. Alan Frost

Email:- afrost2@skymesh.com.au

Phone 03 52817350

Secretary. Graham Vibert

Phone 03 51346393



COMING EVENTS

C.L.A.S. CONTEST CALENDAR 2013

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

DATE	EVENT	CLUB
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 3-4	QLD. STATE CHAMPIONSHIPS. F2D***	Ph: M. McDermott 07 32889263 MAAQ at Ipswich
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-05	Ringmaster Fly-a-thon.	Contact Dennis Percival for details. KMFC
Oct 5-7	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 28-Jan 4 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)

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 contained in this publication.

2013 EVENTS CALENDAR

(Draft Only 15/1/2013)



Date	Event	Venue / Host
Jun 8-10	CLAS NSW State CL Champ	
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

West Australia 2013 Control Line Calendar

DATE	STATE OR CLUB	EVENT	SITE
1 Jun	STATE	Vintage A Team Race. F2F Team Race	CLAW
2 Jun	STATE	F2F Team Race, Classic-B Classic FAI Team Race	CLAW
15 Jun	TARMAC	F2B Aerobatics	Lumen Christi
21 Jul	CLAW	Club day	CLAW
18 Aug	CLAW	Club day	CLAW
7 Sep	STATE	Vintage Combat	Lumen Christie
14 Sep	TARMAC	TARMAC Day	Lumen Christie
13 Oct	CLAW	Club day	CLAW
27 Oct	STATE	Open Combat	CLAW
10 Nov	CLAW	Club day	CLAW

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

“Old Phartz & Friends” Weekend

For anyone needing some relaxed flying in our warm winter sun, Coffs Harbour will be holding the third annual “Old Phartz and Friends” weekend on 22 – 23 June in the grounds of the Christian Community College, Bonville, 15 minutes south of Coffs Harbour. Three circles for control line, including a rudimentary carrier deck set up, room for free flight and small RC models as well.

Some catering on the field – bacon & eggs on Sunday morning is a special treat! and there is plenty of accommodation in Sawtell, Motels or caravan park are good. Dinner on Saturday night at Sawtell and spouses & partners welcome. There is plenty of things to do for partners, markets, sightseeing, shopping in Bellengen or Coffs and great coffee in Sawtell.

For more information or RSVP please contact Fred Pearson fwep003@tpg.com.au 0266532997 or David Murrell dtmis@hotmail.net.au 0266513741.

Many thanks

Regards

David Murrell

21 Watsonia Ave

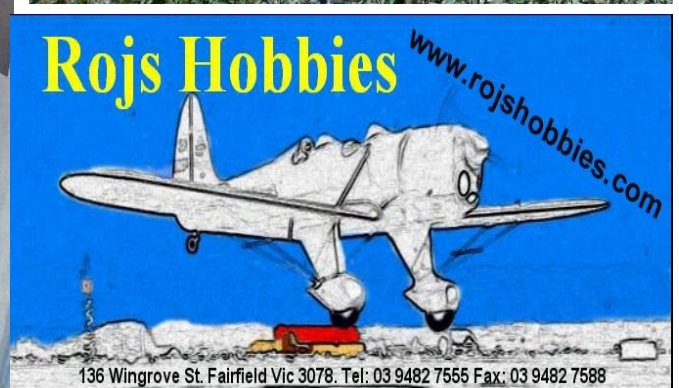
Coffs Harbour NSW 2450

Australia

Ph/Fax 0266513741, 0416236456



Pictures from previous “Old Phartz and Friends”



Engine Works

Here is a picture of the first cylinder liners for the Taipan 15 TBRD Series66 Mk2 Repro.

These liners are the Tool Room specials that precede the Production ones which are yet to get under way as we are still fiddling with the manufacturing method.

They will be used for the Engineering Mockup and first ten samples.

The Mk 2's Engineering Mockup crankcase can be seen to the left of a Mk 1 production case.

The emphasis for the Mk2 is to provide something that will fit into a Vintage Team Racer whereas the Mk1 was more about painstaking originality. No doubt Gordon would have done something like this after the first pre-production samples anyway.

Work on the T15RSD will start in week beginning 20th May with some grinding of components such as cylinder liners and crankshafts, there are five in that batch.

David Burke. (Adelaide Aeromotive)



It has taken a while, but I have just finished my version of the Nalon Viper taken from the plan set produced by Ron Chernich of 'Model Engine News' fame. It has had only a few minutes rich running time so far, but it starts easily and feels OK. I am happy with it anyway.

The dimensions are as close to the drawings as I could make them, but the screw threads are different. I used 4-40 instead of 6 BA, 1/4 UNF instead of 1/4 BSF and the needle valve is tapered instead of blunt.

Charlie Stone



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KMAC

All Australian Day 7th July 2013



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- * Best Static Appearance
- * Best Flight - Novice Pattern

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West Australian State Championships.

Held at Whiteman Park in Perth May 2013

Six teams entered the W.A. F2C State Championships with 2 of these from the eastern states. The event started on the Friday with 1 round & the next 3 rounds flown on the Saturday with a final. They were all competing for points to qualify for the 2014 Australian C/L Team to be flown in Poland.

On the Friday no times were recorded, Letchford/Gannon got DQ'D after finishing their heat for fouling the lines of a model being pitted by Richard Morrow, Fitzgerald/Ellins ran in at their 2nd pit stop after dropping a catch, R Leknys/Morrow got a refly, in heat number 2 Thompson/Walton caused an obstruction on take off resulting in a DQ & giving the other 2 teams of Wilson/Poschkens & S & C Leknys a refly, this was the first race on Saturday morning.

In the refly Wilson/Poschkens recorded 3:01.9, great pit work & clean flying resulted in a very competitive time, R Leknys/Morrow 3:50.57 & S & C Leknys DNF 88.

In heat 1 of Rd 2 we had Leknys/Morrow, Leknys/Leknys & Fitzgerald/Ellins, Rob & Mark had all systems working in this heat & recorded a 3:04.76 to finish well ahead of S & C Leknys in 3:40.01 & Leknys/Morrow in 4:19.68, L/M having starting problems.

In heat 2 of Rd 2 we had Thompson/Walton, Wilson/Poschkens & Leknys/Morrow as volunteers, Letchford/Gannon withdrawing a/c Trevor unwell, no quick times in this race with T/W doing a 3:40.06, W/P 3:23.53 & L/M 3:42.72.

In heat 1 of Rd 3 we had Leknys/Morrow, Letchford/Gannon & Thompson/Walton, L/M still having starting troubles & did a 3:52.03, Trevor got to lap 77 & called it quits, too fatigued to continue & T/M recording their best time of 3:28.35.

In heat 2 of Rd 3 we had Fitzgerald/Ellins, Wilson/Poschkens & Leknys/Leknys, poor Shane must have wondered what he had done to be drawn in this heat as it was flat out from the word "GO" F/E & W/P going flat out for the whole 100 laps to record 3:05.9 & 3:06.21, team racing at its best with very good times recorded, L/L finished in 3:58.28.

In heat 1 of Rd 4 we had Thompson/Walton, Leknys/Leknys & Leknys/Morrow, T/W were short on laps, needle not screwed in enough resulting in 3 stops, L/L were going along well until their 2nd stop when they were impeded by T/W causing Colin to miss the model for their pit stop, this gave them a refly.

T/W continued to record 3:47.3 saying they looked before release & thought they had left them enough to land safely, no DQ resulted. L/M were having a rotten weekend & recorded 4:04.07, anything they tried didn't work, swapping engines, replacing parts all to no avail.

In heat 2 of Rd 4 we had Wilson/Poschkens, Fitzgerald/Ellins & Leknys/Morrow as a volunteer, Letchford/Gannon withdrawing. W/P were racing their new model with a John Cuthbert carbon wing. F/E & W/P were off at the start leaving L/M behind, at the 1st pit stop the F/E team released their model as W/P were taking off causing Rob to lose line tension, the model hitting the ground & shedding a propeller blade causing the model to blow apart, engine, fuselage & wing all parting company, W/P went on to finish in 3:20.85 & L/M 4:37.73.

In the refly for Leknys/Leknys we had Fitzgerald/Ellins volunteer to race against them to get a setting for the final, L/L only lasted 24 laps before running in on landing, Colin missed the catch thus ending their racing weekend.

Into the final we had Wilson/Poschkens, Fitzgerald/Ellins & Thompson/Walton, all got away at the start but it wasn't long before W/P & F/E were leaving T/W behind, both teams doing quick pit stops to keep the pressure on each other with F/E having a slight speed advantage. At lap 52 Ian Thompson pulled out of the race having trouble keeping up with the pace of the race, deciding it was best not to cause the other 2 teams any grief. F/E were still edging ahead of W/P & finished the 200 laps in 6:18.55 (World Record pace) with W/P stopping the clock at 6:31.5.

F2C Team Race Results

	Rd 1	Rd 2	Rd 3	Rd 4	Final
1. Fitzgerald/Ellins	DNF 68	3:04.76	3:05.90	DNF 34	6:19.55
2. Wilson/Poschkens	3:01.90	3:23.53	3:06.21	3:20.85	6:31.50
3. Thompson/Walton	D/Q	3:40.06	3:28.35	3:47.30	DNF 52
4. Leknys/Leknys	DNF 88	3:40.01	3:58.28	DNF 24	
5. Leknys/Morrow	3:50.57	4:19.68	3:52.03	4:37.73	
6. Letchford/Gannon	D/Q	-	DNF 77	-	



The teams from the F2C final.

2013 W.A. F2D STATE CHAMPIONSHIPS

We had 6 entries in F2D competing for points to qualify for the 2014 Australian C/L team to be flown in Poland.

In the 1st bout we had Richard Bellis v Michael Comiskey, the 1st bout ending in a draw, in the refly at the end of Rd 1 Richard got 2 cuts to 1 & full airtime giving him the win.

The next bout was Bruce Bellis v Murray Wilson, Murray taking 3 cuts to 1 & full airtime giving him the win.

The 3rd bout of Rd 1 we had Mark (Yury) Poschkens v Trevor Letchford, Mark taking 3 cuts to 2 & more airtime to win this bout.

In the 1st bout of Rd 2 we had Murray v Trevor, a boil over looked like happening as Murray was having trouble keeping his engines running, the shutoffs were going off in flight & the pit crew were having trouble starting the Profi in the spare model but in the end Murray managed to get 2 cuts & enough airtime to win by 72 points.

In the next bout we had Michael v Bruce, Bruce took 2 cuts but only had 150 secs of airtime, Michael had full airtime & took the cut required to win with about 10 secs remaining in the bout.

The last bout of Rd 2 was between Mark & Richard, Mark took 3 cuts to 1, Richard had more airtime but lost by 176 pts.

We now had 2 less entries; both Bruce & Trevor now out.

In bout 1 of Rd 3 we had Mark v Michael, Mark took 1 cut to Michaels 3 plus more airtime to take the win, Marks 1st loss.

In bout 2 of Rd 3 we had Richard v Murray, Richard had more airtime but Murray took 4 cuts to 1 to win by 138 pts.

We now had 3 remaining with Richard eliminated.

In Rd 4 we had Mark v Murray, both had full airtime with Murray taking 2 cuts to 1 winning the bout by 100 pts, Mark now eliminated.

It was now down to the last 2, Michael v Murray, Michael had to win to take it to a fly off for 1st but Murray took 3 cuts to none & with more airtime took the win to go through undefeated, 5 wins, and no losses.

With Michael & Mark finishing on 2 wins, 2 losses each they had to fly off for 2nd & 3rd but due to both having to catch flights home & many damaged models Mark decided 3rd place was ok so gave Michael 2nd place.

Thanks to Jim Stivey for being centre marshal, Steve Walton & Kim Parks for being cut judges & Richard Morrow for doing all the safety checks before each bout.

F2D Results.

M. Wilson	W	W	W	W	W
M. Comiskey	L	W	W	B	L
M. Poschkens	W	W	L	L	
R. Bellis		W	L	L	
B. Bellis		L	L		
T. Letchford	L	L			

Report and pictures from Graeme Wilson

The top three in F2D Combat travelled from New South Wales, Victoria and South Australia.

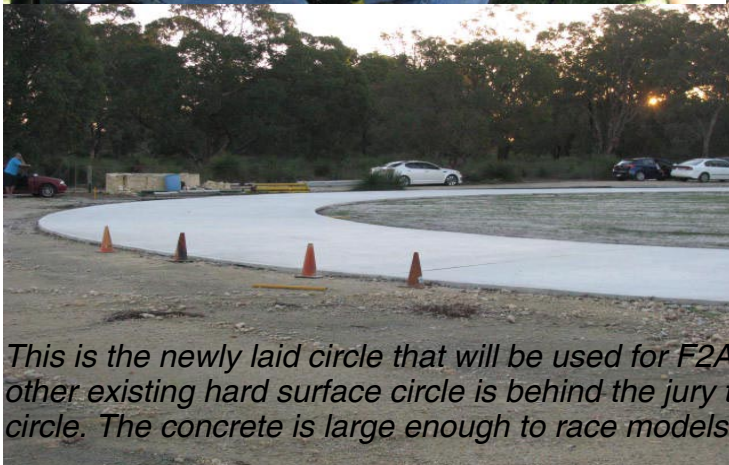


Here are some pictures of the weekend action.

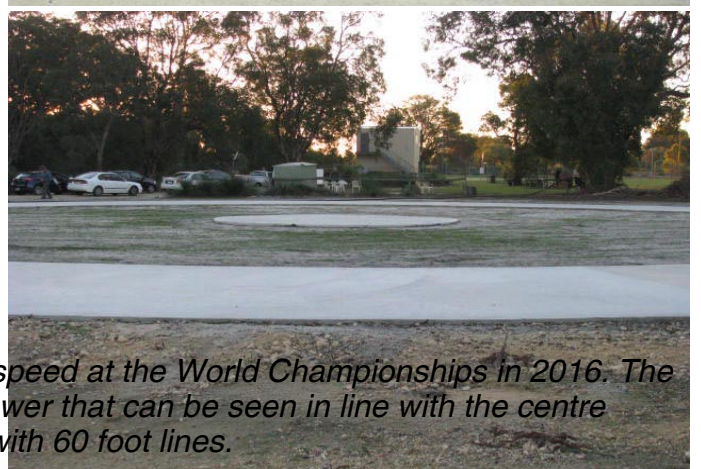




Some of the 'locals' taking an interest in the activities..



This is the newly laid circle that will be used for F2A speed at the World Championships in 2016. The other existing hard surface circle is behind the jury tower that can be seen in line with the centre circle. The concrete is large enough to race models with 60 foot lines.





Steve Walton brought his new "Elliptical" Vintage A Team Racer to the flying field.



MAAA Contest Rules

The MAAA held its rules conference in Melbourne during the month of May. The contest rule change process takes place every four years for all facets of Aeromodelling.

The Control Line group put up proposals for three new events and various other changes to existing rules.

All these proposals were passed by the MAAA and there were no amendments.

It is not yet known when the updated rules will be published but anybody that is considering building new models should acquaint themselves with any changes so that they can be incorporated in the build process for future contests.



Hi Harry,
I have had a break-in and many things stolen, Hope you can run the list of engines below in ACLN.

The following engines were stolen from the home of Stuart Sherlock in Perth sometime after May 12 2013. If folks could keep an out for them I would be deeply grateful. Contact me on props@inet.net.au or private phone 08 9247 5617. Please do not use this phone number for other purposes.


Mills .75 original with broken conrod
Doonside Mills .75
Irvine Mills .75 , broken shaft replaced with screw
Red Phin 049
VA Mills reproduction, 0.5cc
VA ED 2.46 Racer, reproduction, 0.5cc
John 03 , Robin Hiern piston, 0.3cc, 2 bolt radial mounting
DC Dart 0.5cc
MPjet 0.6cc
ST 46 set up for stunt
OS 20, circa 1980 , old style porting
Taipan 19 circa 1968
Taipan 1.5 diesel plain bearing, 1967
Taipan 1.5 diesel ball raced, 1968
8 team race propellers F2C23 v2


Also tiny R/C receiver with small Lipo and tiny servo ,
Futaba servo's and receiver
Box of Kingchrome spanners , telescopic magnet pick-up tool
Toshiba Laptop computer (Satellite), external DVD R/W, USB powered hub.

Cheers Supercool

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Classic B Team Race at CLAMF, 19/5/2013

Classic B club racing was scheduled at CLAMF on Sunday, 19th May. 2013. Weather could best be described as inclement with frequent early showers sweeping across the pristine flying field. The anticipated conditions probably stopped a few extra competitors from arriving, including Gavan Opperman who was put off coming down by severe wind and rain squalls at his house for most of the morning.

If Gavan had made it to the field, his yellow B25R Rocket would have been right in the mix as it recorded a 3.11 in its last race, faster than the winning time today. Oh well... there's always next time. Such is life!

However, patience as they say, is a virtue. As we hoped, the weather cleared early afternoon and provided near perfect flying conditions. Classic B was run on the verdant and closely mown grass circle adjacent the clubhouse.

With just four teams at the field, it was decided to run two up heats with each team having two races. First up was Harry Bailey and Peter Roberts vs John Hallowell and Andrew Nugent. The race was tight with Harry's Brodak Galaxie taking the challenge right up to John's OS FX Streak. Smart work in the pits by Andrew and Peter ensured a close race with the Streak crossing the line first in 3.13.35 with the small winning margin of just 2.65 seconds.

The red and blue Streak was being raced for the first time. It was built especially for the late and great Lance Smith before his untimely passing. This model was placed on display during Lance's funeral service to reflect his passion for racing model aircraft. Andrew and I were both very proud to fly it.

Next heat was Graeme Wilson and Paul Stein vs Ken Hunting and Mark Ellins. Paul was expecting big things from his Irvine 25 Rocket, having recently swapped engines. The Irvine replaces his much revered and record breaking Alan Barnes Enya. It was up against Ken's own design GMS 25 racer, capably flicked by the World Champ himself, Mark Ellins. They crossed the line first in 3.25.07. It was disappointment for Graeme and Paul. They were away first and had superior airspeed. As usual, Graeme nailed the landing, Paul took his regular fast catch, but the Irvine refused to fire up. It had lunched on the cold Rossi no.4 and a 47 DNF was entered beside their names.

It was decided to run the same heats again. Remarkably, John and Andrew again did a 3.13 and Harry and Peter again posted a 3.16, Fast, no. Consistent, yes! No one was using a 'battery boy' so times were quite a bit slower. It certainly does make a difference. Perhaps as much as 5 to 10 seconds were added to each heat time

On their second heat, Ken and Mark were a few seconds slower on 3.33.16. Graeme and Paul had another brilliant start but again were unable to finish as the Irvine crunched another new plug, despite a richer needle setting. Paul was getting plenty of advice about head clearances and nitro content and I'm sure he will take it all on board... and there is nothing surer... with the next main race coming up in Albury in a few weeks time, this issue will be well and truly sorted by then. Bank on it!

Results of Classic B racing at CLAMF, 19/5/13.

1. Hallowell/Nugent	3.13.35	3.13.28
2. Bailey/Roberts	3.16.00	3.16.38
3. Hunting/Ellins	3.25.07	3.33.16
4. G.Wilson/Stein	DNF 47	DNF 43

John Hallowell.
AUS 1984

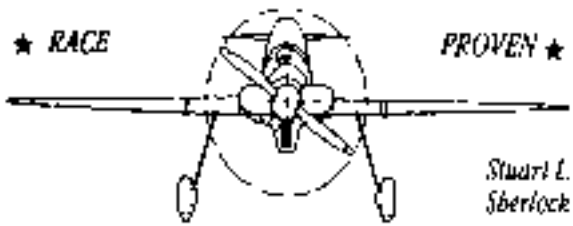


John Hallowell holds the winning model with Mark, Ken and Andrew.



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F2C11 6.4 X 6.2	
F2C12 6.4 X 6.3	Supercool
F2C13 6.4 X 6.4	First in Racing
F2C14 6.4 X 6.5	

F2C11 to F2C14 now with Suzuki low Re, high Mach airfoils

Combined Speed at Frankston 19/05/2013

Name	Class	Flight 1	Flight 2	Flight 3	Fastest	Fastest in KPH	%
H. Bailey	Vintage Proto	36.49	36.04	-	36.04	160.75	85.35
N. Wake	Proto	31.93	31.53	31.32	31.32	184.97	77.04

Perky Speed

G. Wilson	43.63	43.32	43.4	43.32
A. Nugent	44.02	43.31	43.45	43.31
M. Ellins	45.29	44.43	-	44.43
P. Stein	46.126	45.69	-	45.69
P. Roberts	46.01	-	-	46.01

Average time for Perky Speed was 44.52

Closest to Perky Speed average time was Mark Ellins.



Noel
Wake with
his Proto
Speed
Model.



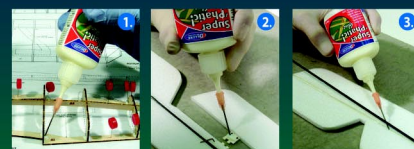
Andrew Nugent with his Super Tigre G20D
powered Perky speed model.

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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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The Ongoing Evolution of Diesel Goodyear.

Diesel Goodyear team racing has been taking place in N.S.W. for some time and it is proving to be the most popular racing event on the calendar. The original concept was to have a racing class that was not based on outright model speed and engine performance and one which most pilots could comfortably fly and enjoy. Diesels were the engine of choice and the fact that they are generally quieter than glows was a preferred option for noise sensitive flying fields.

To keep the rotational speeds in check a speed limit was introduced. A figure of 27 seconds for ten laps was decided to be the desired maximum. A few basic model specifications were outlined and this class of racing got under way and gained popularity with existing regular racers and it also tempted some others that might not have considered team racing in the past. The more experienced racers have been more than willing to give advice and assistance to those that entered as novices and the racing standard as a result has continuously been improving. Racing is always close but the pilot and pitman teamwork has become the major competitive factor as the actual model performance is restricted.

It has been suggested that the class should be re-named "27 Goodyear" to reflect the speed limit stipulation but whatever you may want to call it the enjoyment seems to be infectious.

Here is some information about the class.

The rules are as follows for the moment, but we can make changes as we go if it is deemed necessary.

Rules basically as per the Goodyear rules in the MAAA rulebook with the following amendments.

Speed limit of 27 for 10 laps. 26.99 illegal—27.00 legal

Any 15 size engine, glow or diesel.

Must have shut offs.

Squeeze bottle fill and must be filled to overflowing at each pitstop.

Any prop.

100 lap heats with 2 pitstops; 200 lap finals with 5 pitstops

Speeding faster than 27/10 results in one extra pitstop penalty. 2nd offense requires a 2nd additional pitstop. 3rd offence results in disqualification.

NB Line diameter .35 mm ; this was chosen to avoid 0.012" stainless lines as they are marginal but allow Laystraight lightweight lines (carbon steel) or 0.015" stainless.

It's not as if DGY is replacing all other classes of racing here in N.S.W. but I do think DGY is the most popular at the moment.

We've seen just about every engine so far, R 250's, PAW's, Taipan's, Fora's, MVVS's, Super Tigre's, Nelson's, dieselised Conquest's and Rossi's to name but a few. Most people use Steve Rothwell's shut off though not exclusively.

Quite a few are now using some form of tank valve and valved fuel bottles again nowhere near exclusively though and some are still using a squeeze bottle pushed onto a 1/8" fill pipe.

Many of the models have seen a bit of previous use in earlier outright Goodyear racing. Then there are many purpose built models. Some with enclosed lines and others with exposed leadouts.

Quickie's, Ol' Blue's, Mr D's, Sig Shoestrings, Sig Busters, and Arganders have all been used along with others.

That's another of the good things about the class, as 27 for 10 is the limiting factor it hasn't wound up as a one model class and there is a healthy variety of airframes.

Quote from Steve Rothwell. "A couple of people have commented on my glow suggestion as being out of step with the concept, and no-one said they liked it, so it maybe best leave the diesel engine requirement as is and as ever if someone new happened to come along with a glow model they would not be turned away, we did allow them on a couple of occasions early on".

A 27 Goodyear race has been scheduled for the upcoming contest in Albury on the weekend of Jun 15-16 and some of the Victorians will be trying the event for the first time. John Hallowell has made a purpose built model that is ready to be tested. Holding back the R250 power to produce less than 27 secs for 10 will be a challenge that he has not had to solve before now.



"Mr D" finally ready to test fly this weekend! Finished in Wattyl gloss enamel epoxy paint from the spray can.

John.



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

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Owen/Burford GB 5 series II, new in box	\$550 ref MD P167
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Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198). If you want to save a stamp, I can forward on any cheques sent with ads - but please make them payable to "Control Line Advisory Committee".

ANDREW'S PANS.

In stock now 21 size speed pans, T/R pans and a few 2cc pans. Also thanks to some neat handy work from Julian Reichardt I now have a new T/R pan for sale. Julian has hand carved a wooden replica/pattern of the pan he and Hutton Oddy used back in the 70's. This will be suitable for Classic FAI T/R. He has also sent me a copy of their T/R plan called a FART. (I didn't name it!!) All pans \$25 in the "as cast state" and are cast in AA601 casting Alloy.



Reichardt/Oddy pan.

Also available to order, 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, FART, Sapavolov, Timepiece, Picus, Dimple Dumpling, Past, Arrow.

All \$4 which includes postage in Australia.

There are no Fora engines or parts available at this time.

Regards,

Andrew Nugent.

andrew.n5@bigpond.com

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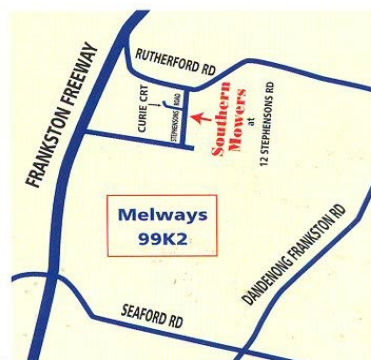
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Jim. Mob:- 0417 928 974

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