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THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 181

Produced by the Victorian Control Line Advisory Committee



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Copy Deadline for next issue is: Wednesday November 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, i.e. 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



COMING
EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2013

| DATE | EVENT | CLUB |
|--------------|--|-------|
| Nov 3 | CLAG Flying Day | Moe |
| Nov 10 | Classic FAI T/R , Burford A T/R | CLAMF |
| Nov 24 | Doug's Vintage Stunt | KMAC |
| Dec 1 | CLAG Flying Day | Moe. |
| Dec 08 | Speed, F2F T/R , Nationals Practice | CLAMF |
| Dec 15 | Club Day and Christmas Party | KMAC |
| Dec 28-Jan 4 | Albury 67th Australian Nationals | |
| 2014 | | |
| Jan 26 | Club Day | KMAC |
| Feb 23 | Hearns Trophy and Yeomans Novice | KMAC |
| Mar 30 | KMAC Carnival and Doncaster Novelty | KMAC |
| Apr 18-21 | Victorian State Championships | |
| | @ KMAC and 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), 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/>

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

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C.L.A.S. CONTROL LINE CONTEST CALENDAR 2013

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

| DATE | EVENT | CLUB |
|--------------|--------------------------------------|------------------------------|
| 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) - |

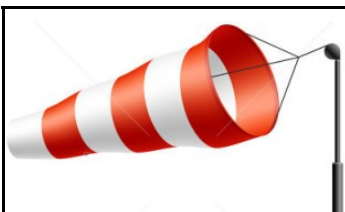
2013 EVENTS CALENDAR



| Date | Event | Venue/ | Host |
|--------|---------------------------------|---------------|------|
| 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:
8. Peter Anglberger
tel. 8264 4516 or 0448 433 282



Stunt Masters Trophy 2013



Spring is always a difficult time to schedule a stunt event because of the unpredictability of the weather. This years' Stunt Masters was case in point. The forecast the night before was promising, although there seemed to be strong variation between suburbs. The forecast above was taken from the KMAC website for Scoresby and provided by Weatherzone at 10:10 pm the night before. Dougie Grinham emailed advising that he thought the forecast was a little more severe from his source and foreshadowed a blowout for the day. It is always disappointing to have to cancel and reschedule events so a decision was made to go for it. Well as it turned out the wind picked up pace as the morning progressed and we began to wonder if we made the right call. We have some members who travel a considerable distance and they were among the brave who turned up to compete and so the show went on. We only have a small band of pilots remaining who can fly the F2B pattern so it was heartening to see the commitment and determination showing on the faces of those who turned up. No one wants to put any model at risk and especially one as sophisticated as a fully trimmed F2B bird, so it was not a surprise that Dougie was a no show. There were a few dial in flights in which discretion became the better part of valour for a couple of pilots.

Sun
29 Sep

Mostly sunny

Chance of rain: 30% (< 1mm)

Humidity: 9am: 64% 3pm: 50%

Wind 9am: ▶ NNE 13km/h

Wind 3pm: ▶ NNW 19km/h

8°C

21°C

As we progressed it became evident that we would only be able to complete the first of three rounds without further risk. So the trophy was agreed to be decided on a single round, which was better than not running it at all.

Congratulations to all the participants in having the nerve to fly in such trying conditions, in particular to PJ who seems to know the passion of near ground experience.

Results below

Steve Vallve



P. J. Rowland
receives the
Stuntmasters
Trophy from
Steve Vallve

| Pilot | Model | Place | Score |
|---------------|------------------|-------|--------|
| P. J. Rowland | Gieseke Nobler | 1st | 940.17 |
| Peter Koch | Grinham Jazzmate | 2nd | 743.67 |
| David Nobes | Livewire 2 | 3rd | 691.83 |
| John Fugill | Own design | 4th | 544.67 |
| Mark Gordon | Cardinal | DNF | - |
| Mark Ellins | Grinham Jazzer | DNF | - |

27 GOODYEAR at ALBURY, OCTOBER 6th, 2013

For the second time this year, it was 27 Goodyear time in Albury. Again, there was strong support for this popular new racing class. ***The good news for enthusiasts is that 27 Goodyear will be run as a demonstration event at the upcoming Albury Nationals.*** It is scheduled for Thursday, January 2nd and will most likely be flown on grass at the Twin Cities club after 1/2A Combat and Junior 2.5 Rat. It is hoped that some more of the NSW teams that actually got this class up and running will make the effort to turn up and help show the rest of Australia what 27 Goodyear is all about.

Six teams rolled out their lines and began to check settings against their stopwatches. Richard Justic and Ryan Leknys were struggling to get the Cox Conquest/Argander combo above the 27 second line. Most of the others were just over the limit and not flying in fear of the Speed Police requesting an extra pit stop.

Apart from racing at a very easy to fly speed, one of the attractions of this 27 Goodyear class is the variety of models and engines. There was a diesel Cox Conquest, R250, Fora Jnr, Oliver Mk4 and even a couple of OS 15 FP's. At this stage, the diesel only rule will not be enforced, as there is a need to encourage as many teams as possible to take part now and then later at the Nats. We all know it takes time to build new models! Mr D's, Arganders and Ol' Blues were popular designs.

Steve Rothwell and Chris Sculley have been flying this event in NSW for some time now and their experience showed. They reeled off an impressive 5:02 first round and decided to sit on that time for the second round.

Graeme and Murray Wilson were in the mix with an Ollie Mk4. However, times of 6.03.28 and 5.50.38 were not quite fast enough this time. Harry Bailey and Ken Hunting again swapped models and piloting duties but their combined best time of 5.45.37 was going to leave them short of making the 200 lap final.

Having got the excess speed problem almost under control, Ryan Leknys and Richard Justic proceeded to reel off a 5.19.56 (which included a penalty stop) and then a fully legal but slower 5:30.09. John Hallowell and Andrew Nugent had the bright blue R250 powered Mr D. wound up near the max. on the APC 8x6 prop. At one stage the Speed Police clocked them at 27.1. Close! In the second round they got their act together with a 5:10.75, good enough for second choice in the final.

The final saw three evenly matched teams do battle in what seemed like slow motion at 27+ seconds for ten laps... that is when you compare it to F2C racers that fly faster than 17/10! Rothwell/Sculley's Fora was doing most of the overtaking and opened up a small lead. Chris was as busy in the pits as a one armed wallpaper hanger. And it all paid off handsomely as they crossed the finish line first with daylight between them and the other placings. John and Andrew were runners up with Ryan and Rick less than a lap behind in third.

All in all, some real fun racing in an event where you don't have to fly like our World Champs stars Rob Fitzgerald or Murray Wilson. Just taking part at a nice and easy pace is all that's required here. 27 Goodyear caters for pilots of all levels. It caters for the time honored Aussie tradition to 'have a go'. Can't wait to see them all in action in early January at the Albury Nats.

John Hallowell

AUS 1984

| Results of 27 Goodyear. | Heat 1 | Heat 2 | Final |
|-------------------------|---------|---------|----------|
| 1. Rothwell/Sculley | 5:02.75 | DNS | 10:32.54 |
| 2. Hallowell/Nugent | 5:44.97 | 5:10.75 | 10:55.47 |
| 3. Leknys/Justic | 5:19.56 | 5:30.09 | 10:57.94 |
| 4. Hunting/Bailey | 6:32.66 | 5:35.37 | |
| 5. Wilson/Wilson | 6:03.28 | 5:50.38 | |
| 6. Bailey/Hunting | 7:35.56 | 6:59.47 | |



R. Justic/R. Leknys, C. Sculley/S. Rothwell, J. Hallowell/A. Nugent



CLASSIC B T/R, ALBURY, OCTOBER 5TH, 2013.

The lovely weather continued for Classic B and it was late Saturday afternoon before the screaming .25 engines shattered the serenity of a tranquil Albury countryside. However, the control line modelers loved this 'beautiful noise' and seven teams proceeded with practice to get ready for the heats.

The first heat saw John Hallowell and Murray Wilson cross the line first in a 3:02.03 with the OS FX 25 Streak ahead of Steve Rothwell and Chris Sculley's OS FX Rocket on 3:13.10. Chris and Steve had some battery issues that slowed them down. Not far behind were Harry Bailey and Ken Hunting with a 3:21.75. John and Murray decided to sit on their time with the expectation that it was unlikely 3 teams would be faster. Probably wouldn't be game to do that at the upcoming Nats!

Harry and Ken improved to 3:13.37 in round two. When switching roles with Ken flying his model, they could not get it on the pace and two four minute plus times were posted.

Paul Stein had Richard Justic flying his super Rocket, which now has FX grunt up front. The boys were wound up and were going to take advantage of a 2 up heat against Mark Ellins who was holding the handle for Jim Ray. They sure did... and recorded a very fast 2:54.53, the second fastest Classic B heat of all time. Only Rothwell/Sculley's 2:52.54 in Albury at the same time last year is quicker. The third fastest time is 2:55.75 by Hallowell/M.Wilson with the Irvine Rocket. This was on grass at the 2012 Vic State Champs.

Mark and Jim finished on 3:27.60 with the OS25FX Crescendo. They had the starting sorted by the second round and looked a real chance to make the final but just missed out when the watch was stopped on 3:08.47. Ryan Leknys and Steve Walton couldn't get rid of the gremlins in the gear and did not post a time.

It was time for the final. The race promised to be a beauty with near perfect conditions in the circle. All were swiftly away with Justic/Stein and Hallowell/Wilson neck and neck. Once again, the OS 25 FX Rocket of Rothwell/Sculley was having issues and spent too much time on the ground. Despite their impressive airspeed, they could only manage third. When the dust settled, it was a narrow win for John and Murray with Andrew Nugent on battery in what was the third fastest final time ever in Classic B, a 5:54.83. They also have a 5:53.12, the second fastest time, but it is Paul and Fitz who hold the current record of 5:49.40 on grass at the 2010 Vic State Champs. There are a lot of Classic B teams aiming to break that time.

Not long now until Sunday morning, December 29th where we will get the chance to line up again for more extra close Classic B racing at the Albury Nats. Can't wait!

John Hallowell.

AUS 1984

| Results of Classic B. | Heat 1 | Heat 2 | Final |
|-----------------------|---------|---------|---------|
| 1. Hallowell/M.Wilson | 3:02.03 | DNS | 5:54.63 |
| 2. Justic/Stein | 2:54.53 | DNS | 5:57.78 |
| 3. Rothwell/Sculley | 3:13.10 | 3:01.32 | 7:13.13 |
| 4. Ellins/Ray | 3:27.60 | 3:08.47 | |
| 5. Bailey/Hunting | 3:21.75 | 3:14.37 | |
| 6. Hunting/Bailey | 4:27.87 | 4:43.50 | |
| 7. Lecknys/Walton | DNF 52 | DNS | |



John Hallowell celebrates his birthday flying Classic B with Steve Rothwell and Richard Justic.



Chris & Steve

John & Murray

Richard & Paul

VINTAGE A TEAM RACE AT ALBURY, OCT. 5, 2013.

After F2A and F2C had finished their early rounds, it was Vintage A that was to start the ball rolling for the other events. Six teams entered and that made it easy to run 3 up heats.

The first race saw Andrew Nugent and John Hallowell post an FTD 3:23.44 for the 80 lap heat. Steve Rothwell and Chris Sculley stopped on 77 laps, but not to worry, they had a second chance and did not waste it with 3:27.76 second round which allowed them to sneak into the final. And the 2010 Dalby National Champs were not going to waste the opportunity!

Andy Kerr and Richard Justic had the old faithful yellow Voodoo wound up and running great with an excellent tune. Their time of 3:27.25 was good enough for second segment choice in the final.

Murray Wilson was helping out Jim Ray, as regular pilot Colin was unavailable this weekend. However, despite some good speed in practice, even the efforts of the mighty 'Murrinator' couldn't put Jim's times into the top three ...

Harry Bailey and Ken Hunting again doubled up on the entries but a fast time was to prove elusive on the day. It was photographic and time keeping duties for the 160 lap final for this pair.

As you would expect, all three R250's were away with just a flick of the propeller. Speed was fairly even between the two Voodoo 5 racers of Rothwell/Sculley and Justic/Kerr, but alas, Hallowell/Nugent were under compressed and were falling behind. Otherwise it would have been a real photo finish. So Steve and Chris took the chocolates by about one lap from Richard and Andy. They now again have the taste for Vintage A success. What a great Nats it is going to be!

John Hallowell

AUS 1984

| Results of Vintage A. | Heat 1 | Heat 2 | Final |
|-----------------------|---------|---------|---------|
| 1. Rothwell/Sculley | 77laps | 3:27.76 | 6:58.54 |
| 2. Justic/Kerr | 3:27.25 | DNS | 7:01.94 |
| 3. Hallowell/Nugent | 3:23.44 | DNS | 7:15.77 |
| 4. Hunting/Bailey | 5:11.78 | 3:36.03 | |
| 5. Bailey/Hunting | 4:46.16 | 3:43.02 | |
| 6. Wilson/Ray | 4:56.8 | 4:33.78 | |



A happy Steve Rothwell and Chris Sculley

A. Nugent/J. Hallowell,

C. Sculley/S. Rothwell,

R. Justic/A. Kerr



Classic FAI Team Racing at Albury, October 6th, 2013.

WOW! What a great afternoon's racing again at Albury in NSW.

7 entries enjoyed brilliant weather to fly their Classic era team racers. The Fora and Parra engines were the weapons of choice. Teams came from as far away as Perth, Adelaide, Whyalla, Sydney and Canberra to compete. Not one racing incident occurred due to the slower speeds these models are moving at. Average times in 3 up traffic are about 23 sec for 10 laps.

Stand out teams were eventual winners, Murray Wilson and Mark Poshkens with Murray's Ron Wilson designed replica model with Fora power. Murray has tinkered with this model over recent months to attain the necessary consistency to compete in this event. They combined this with F2C style ½ lap shut downs to run away with a clear win by a comfortable margin.

Next stand out performer was John Hallowell's new Parra powered Tiger model. John now has the cooling and tank working really well . This bright yellow racer was superbly pitted by Richard Justic from Canberra. It did not miss a beat in a very competitive heat. I timed this model in the final and the tune was again perfect from start to finish. John's Tiger will be very competitive at the upcoming Nats in Albury in the New Year.

Steve Walton and Ian Thompson from Perth completed two good times with their Russian design racer with a Fora up front. Mark and I had some gremlins in the system of my new Orion model with Parra power. I think there were some cabbages in the system and this gave 2010 F2C W/C Mark Ellins some challenging moments in the pit stops. But don't worry, we will be back again at the Nats to redeem ourselves and challenge for top spot on the podium. Paul Stein and Rob Fitzgerald did a nice 4.32 to make the final and eventual 2nd place with Paul's familiar Espadon/Parra combination. Harry Bailey and Ken Hunting were kept busy swapping pitman and pilot roles and competing as 2 teams.

The final was a beauty and, "hey!"... everybody finished unlike some more expensive classes. Murray's quick half lap landings and Poshies lightning restarts helped them to 1st place in 8.44 at the end of a very competitive 200 lap final. John and Fitzy battled it out for the minor placings with only 1 sec separating them at the end. John and Ric were going for a 4 stopper with 40 lap range and just needed another lap to get the right shutdown position for pit stops in order to save precious seconds. The glide was longer than it should have been on two landings so they finished on 9.04. Paul and Fitzy, always consistent, were 2nd with 9:03. Well done to all, especially to Graeme Wilson who was Contest Director for this race as well as most of the other events over the weekend.

If you haven't seen a Classic FAI race before then you must come along to the Nats on New Year's Day, see some really beautiful models and enjoy some very competitive racing.

Andrew Nugent.

Not the winners but grinners none the less.

| Results of Classic FAI T/R. | Heat 1 | Heat 2 | Final |
|-----------------------------|---------|---------|----------------|
| 1. M. Wilson/Poschkens | 4.58.44 | 4.15.47 | 8.44.97 |
| 2. Fitzgerald/Stein | 4.32.81 | 5.08.96 | 9.03.28 |
| 3. Hallowell/Justic | 4.25.59 | DNS | 9.04.72 |
| 4. Nugent/Ellins | 4.34.07 | 4.43.44 | |
| 5. Thompson/Walton | 4.44.16 | 4.47.93 | |
| 6. Bailey/Hunting | 4.55.31 | 5.09.09 | |
| 7. Hunting/Bailey | DNF 98 | 6.48.53 | |



Stein/Fitzgerald, Poschkens/Wilson, Hallowell/Justic



New South Wales State Championships. Albury 5th—6th October 2013.

F2A Speed.

All five competitors managed to record some good times in F2A Speed with only 0.37 of a second separating the top times of the entrants. Andrew Heath progressively lowered his times to end up the eventual winner.



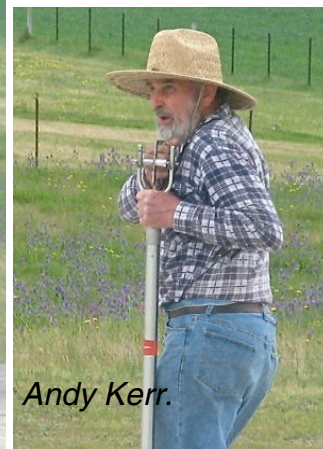
Andrew Heath
had the fastest
speed.



Mark
Poschkens and
Murray Wilson.



Richard Justic.



Andy Kerr.

| Entrant | Rd 1 | Rd 2 | Rd 3 | Rd 4 | Best | KPH | Place |
|----------------|------------|------------|------------|------------|-------|--------|-------|
| Andrew Heath | Att. 12.85 | N/T | 12.59 | 12.55 | 12.55 | 286.85 | 1st |
| Andy Kerr | 12.89 | Att. 12.65 | N/T | 12.82 | 12.65 | 284.58 | 2nd |
| Richard Justic | N/T | 12.81 | Att. 12.72 | Att.13.02 | 12.72 | 283.01 | 3rd |
| Ian Gapps | N/T | 13.45 | 12.79 | Att. 13.34 | 12.79 | 281.46 | 4th |
| Murray Wilson | 13.06 | N/T | 13.34 | 12.92 | 12.92 | 278.63 | 5th |



Murray Wilson



Ian Gapps.



Andy Kerr and
Richard Justic
prepare for a
flight.

F2C Team Race

The regular teams that are hoping to qualify to represent Australia at the next World Championships in Poland were at Albury prepared to take on all comers. A couple of unusual pairings of Leknys/Rothwell and Bailey/Hunting were also in the mix. There were five teams in the first two rounds.

In the first two rounds only two teams managed to post times. Best time of the day was a blistering 3:02.70 by Murray Wilson and Mark Poschkens. Not very far behind were Rob Fitzgerald and Mark Ellins.

On the following day Ken Hunting brought out his Mazniak powered model and conscripted Harry Bailey to be his pilot. This increased the entry numbers to six.

Thompson/Walton were not having a successful meeting and things got worse when in round four at 92 laps race distance, a racing incident happened and pilot Ian fell to the ground and his model hit the concrete. Total disintegration was the result. As their other models had also suffered some difficulties they had to withdraw from the contest without

posting a time. It was a long trip to make from Perth and nothing to show for it. Wilson/Poschkens did another pair of creditable times, Fitzgerald /Ellins backed up their Rd one 3:06.78 with a 3:08.5. The Stein "Yugov" was not behaving as well as it should and Paul only managed to post one time on the scoresheet of 3:44.34 and decided to withdraw from the comp. Leknys/Rothwell overcame their three DQ'S to eventually finish a race in round four with a time of 3:47.34 Harry and Ken soldiered on to finish both their races. Before the final race took place Fitzgerald/Ellins withdrew from the competition so that left the three teams of Wilson/Poschkens, Leknys/Rothwell and Bailey/Hunting to fly the 200 lap final. The obvious race favourites of Wilson/Poschkens had a trouble free run to romp home with a time of 6:23.75. Leknys/Rothwell had reached the 116 lap stage when the model had a run in on take off. Harry and Ken eventually finished the race to claim a very unexpected second place.

F2C Team Race Results

| Team | Rd 1 | Rd 2 | Rd3 | Rd 4 | Final | Engine |
|----------------------------|-------------|---------|---------|---------|---------|--------------|
| 1. M. Wilson/M. Poschkens | 03:07.9 | 03:02.7 | 03:10.0 | 03:08.4 | 06:23.8 | Lerner |
| 2. H. Bailey/K. Hunting | DNS | DNS | 04:52.8 | 05:07.7 | 09:26.1 | Mazniak |
| 3. R. Leknys/ S. Rothwell | 3:38.69 D/Q | D/Q | DNF 34 | 03:47.3 | DNF 116 | Profi |
| 4. R. Fitzgerald/M. Ellins | 03:06.8 | D/Q | DNF 99 | 03:08.5 | | Lerner |
| 5. R. Justic/P. Stein | DNF 62 | DNF 0 | DNF 87 | 03:44.3 | | Yugov |
| 6. I. Thompson/S. Walton | DNF 57 | DNF 0 | DNF 92 | DNS | | Lerner (Jnr) |



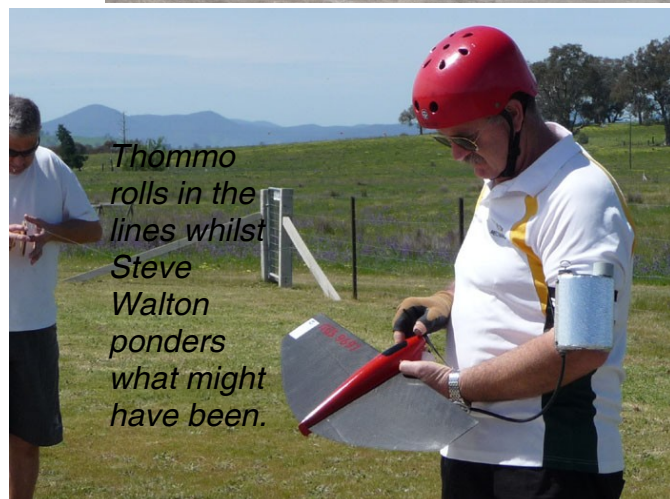
K. Hunting/H. Bailey, M Poschkens/ M. Wilson, R. Leknys/S. Rothwell



New Models.



Mark McDermott's New Bendix model, powered by a Nelson .36



FLYING A U-CONTROL MODEL

By John A. French

A number of the less experienced modellers have asked questions about the methods associated with the actual flying of U-Controlled aircraft. This article has been specially written to explain some of the basic principles involved and for those readers who have not yet flown a U-Control model but who are toying with the idea of trying their hand at this still virtually new sphere of model flying.

AFTER constructing your model, carefully test it by placing a considerable strain on your lead-in wires in order to see that the bell-crank is firmly anchored in position. The larger the capacity of your engine, the greater the pull or strain which should be used. For speed models up to a 20 G. pull test is recommended. Next see that the elevators have free movement. With most models, speci-

ally stunt U-Control types, the movement of the elevator may be anywhere between 90 degrees up and 30 degrees up and down maximum, and unless you are getting close to expert class, this movement should be equal, up and down. Most speed models have a much more restricted movement—often less than 15 degrees either way.

Numbers of plans are published and many of you build to your own design, but the writer recommends that if you are new to this kind of flying you lay in some excellent groundwork by building a model which is solid, can stand many hard knocks, and whose flying capacity is restricted to landings, take-offs, climbs and dives. For these, only reasonable elevator movement is required.

When this type of flying has been mastered, then proceed to the more complex, harder to control, stunt models. Graduate on a primary type, such as the "H.I. Trainer," fully described in the September 1948, issue of this magazine, and for which blue-prints are available. Having "won your wings" as it were, you can go on to more advanced models, improving your flying technique as you go, steadily attempting a little more, but consolidating before you move on. If you adopt this slow but sure policy you will suffer fewer heartbreaks and fewer of those smashes which tend to ruin models completely. You will still have the enjoyment of finishing among the best of U-Control flyers.

We will now describe some of the more simple evolutions which you can perform easily with your model. Certainly the first basic principles apply to your take-off and landing procedures. In time you will develop your own methods; this is the starting point and you will benefit at this stage by following the instructions and studying the diagrams provided for each manoeuvre described.

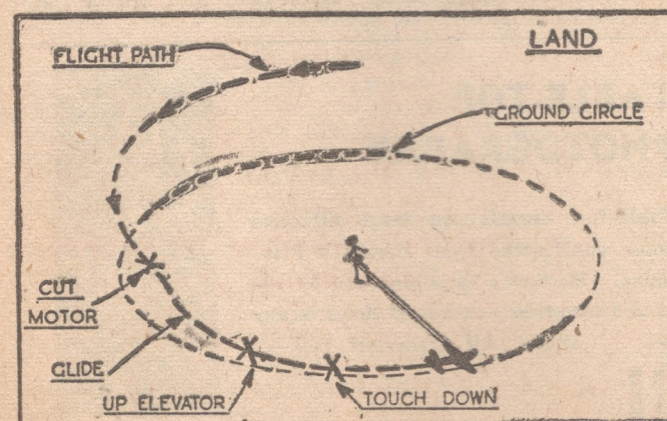
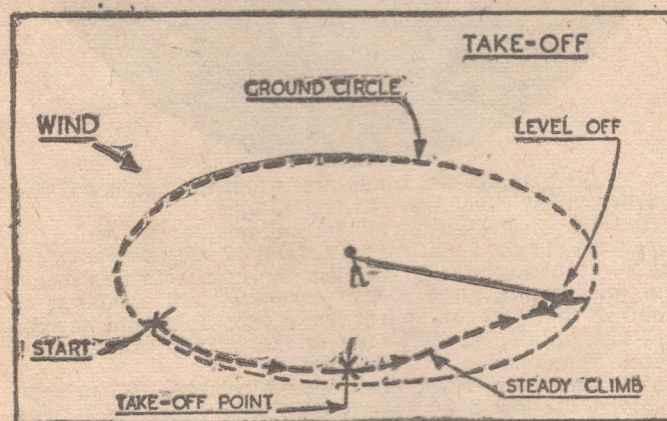
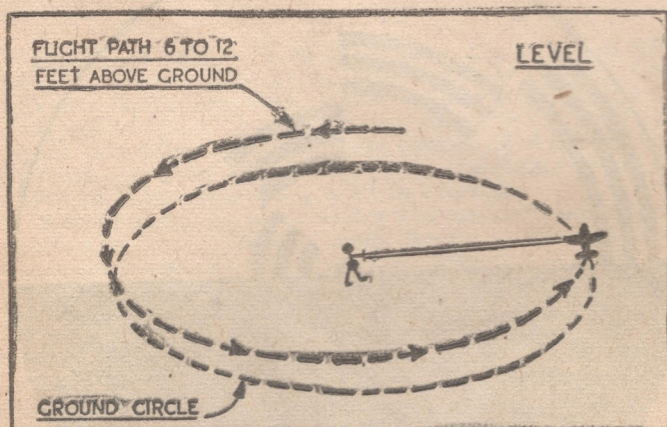
TAKE-OFF

Always choose a suitable area for your flying—one which is fairly flat and from which much of the grass has been cut, giving a fairly even surface. In the initial stages, take off with the model moving down-wind and taking off finally into the wind. Never pull the elevator fully up unless you have a great deal of power, because the model will tend to mush or stall and will be practically uncontrollable. Especially does this apply to all diesel-powered models where only moderate power is available. The best practice is to complete a few yards' run with the elevators at the neutral position, then ease them up slowly until the model takes off and climbs steadily.

LANDING

Always important is the landing, which can easily cause a crash or a broken propeller, and they definitely need more than a little care. Some models are apt to float, especially those of the stunt variety. In all cases, the best practice is to make a glide approach with a slight down elevator. Never place on up elevator unless absolutely necessary after the motor has cut—ease the model to a three-point landing.

Motors may cut anywhere in the circuit and often it may be necessary for the flyer to move rapidly back in order to keep his control lines taut—giving full control. The most common error is to flatten out for the landing above ground level, with the natural result that the model bounces or flops badly for which points are lost in competitions. Large numbers of models will make a smooth wheel landing if they are simply held on a smooth shallow glide with power off. However, once your models are in the air, time and



experience soon mount up, and perfect landings can be made.

LEVEL FLIGHT

To many newcomers, these words may sound easy but, in actual fact, level flying can prove most difficult. In competitions, marks are awarded for actual level flight, which must be maintained for several laps in order to show the degree of control. You may find that you can control with the hand on the grip, using a wrist action, but many find that if they keep the arm straight and also the wrist, movement of the whole arm up and down, adds to the control.

Some models tend to climb into wind more than others, and correction to perfect level flying can come only through experience of general flying and of the actual model itself. Always be ready to step back and apply elevator at all times, especially if the lines commence to slacken. All stunt models should hold a 45 degree minimum bank with ease—if the lines slacken it indicates lack of power, incorrect rigging or insufficient rudder offset. Speed models should travel easily at an altitude of six to nine feet.

THE CLIMB

The climb has to be of reasonable length. Even with diesel-powered models on short lines it should still be at least fifteen feet. It is obtained by waiting until the model has built up sufficient speed, then applying full-up elevator from the low-level flight position. Ease this carefully and hold on the elevator necessary to maintain the climb—then, when you are satisfied with the height reached, recover with full-down elevator. Alternatively, if the lines commence to slacken, do exactly the same. To the inexperienced eye, climbs, especially of the vertical type, are hard to judge at first unless some suitable background is available. In competitions, points are awarded for vertical, shallow or steep climbs, the vertical climb receiving the greatest number of points.

THE DIVE

Great care is needed with the dive—otherwise a crash will certainly result. Models move quickly—often more quickly than the eye can react. To dive, apply full down elevator from a high level flight, ease off as the model moves to the vertical—then hold this altitude. Start the recovery by placing on full-up elevator with plenty of height to spare for the pull out. Practise carefully with short duration quick dives until you are satisfied that you have mastered the technique. Don't attempt to be really flash by trying a long dive straight out, otherwise you may be building another model at short notice!

THE WING-OVER

Simplest of the stunts which your model can easily perform is the wing-over. This is simply bisecting the circuit vertically over the pilot's head. These are also awarded points on the basis of whether they are vertical, steep or shallow.

From low-level flight apply full-up elevator, ease this as the model climbs steeply, neutralise as the model goes over your head and apply full-up elevator again as the model comes down in its dive. Your wing-overs will develop with experience—don't worry if at first they are badly judged or sloppy because accurate judgment is difficult in the absence of any true horizon. Fly the model on short lines at first when attempting these wing-overs because these make the job of flying easier.

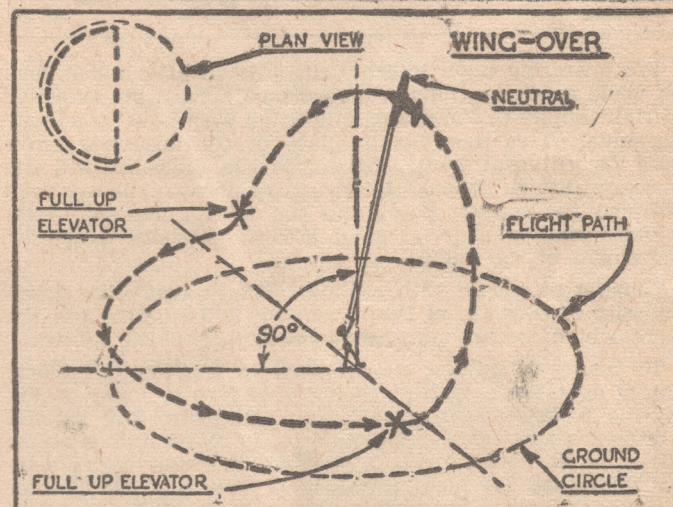
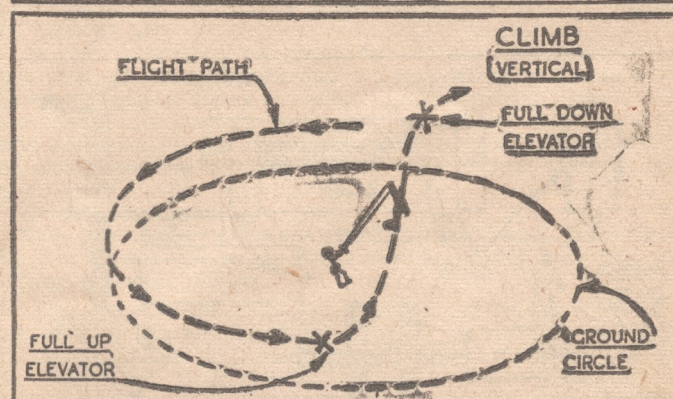
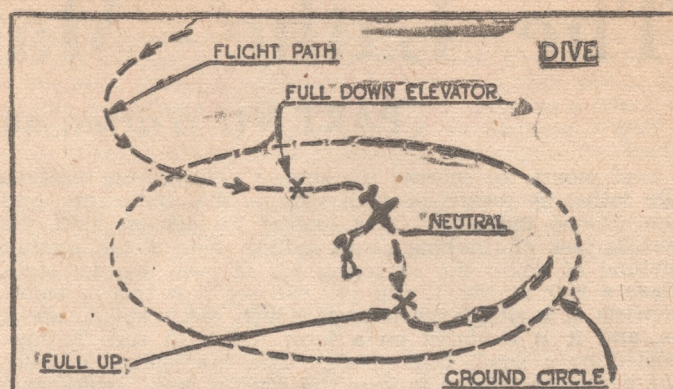
You should be able to watch your model at every stage, but should you lose sight of it a recovery can be made with the use of full-up elevator.

CONCLUSION

Finally, choose a day carefully for your flying. For your initial flights, try to pick a day when there is little or no wind. Never, until you have mastered complete control, fly on a day with gusty, strong winds, for it is amazing how quickly control lines will slacken when a model is blown off its circle.

There is nothing dangerous in this sport and loads of fun if you are careful. But, whenever you fly, a crowd will gather to watch your display. Remember, they must be kept back at some distance from the model. Don't fly until the crowd are back—this simple safety precaution is essential.

Good flying to you all.



2CH, FRIDAY, 3rd JUNE, at 6.45 p.m.

Talk — Building Model Planes

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2CH, 47 York St., Sydney FRIDAY 10th JUNE

7 p.m. Practical Instruction in Building Model Planes

(9th floor — all readers are invited)

Both Talk and Demonstration given by J. A. French

Vintage Combat at KMAC 27/10/2013

This event was held in conjunction with the KMAC Monty Tyrell Classic Stunt contest. As can sometimes be expected in combat, carnage and mayhem were all part of the day. Light winds gave favourable flying conditions for some entertaining bouts. The engines of choice on the day were Parras, PAW's and Oliver Tiger clones.

Thanks to Graeme Wilson for cut judging and C D'ing the event and also Emma for cut judging.

Results

| Entrant | Round 1 | Round 2 | Round 3 | Round 4 | Final |
|-----------------|---------|---------|---------|---------|-------|
| Harry Bailey | L | W | W | B | W |
| Adam Kobelt | W | L | W | W | L |
| Tony Caselli | W | W | L | L | |
| Ken Maier | W | L | L | | |
| Nigel Robertson | L | L | | | |



Ken Maier,

Adam Kobelt,

Harry Bailey,

Tony Caselli,

Nigel Robertson



*Looks like
Tony needs
a spade!*



*Ken and Nigel
in action.*



*Missed the bellcrank but scored a
direct hit on the tank.*



Results from The Monty Tyrell Classic Stunt competition.



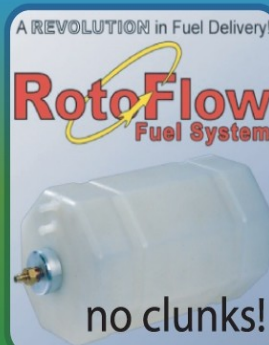
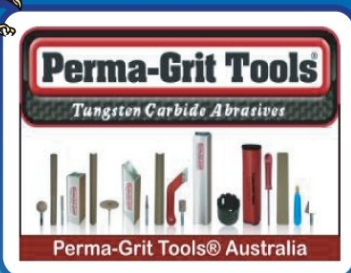
| Entrant | Round 1 | Round 2 | Total score |
|---------------------|---------|---------|-------------|
| 1. P.J Rowland | 1182.9 | 1175 | 2357.9 |
| 2. Peter Koch | 1044 | 1046 | 2090 |
| 3. David Nobes | 1003.4 | 1012.7 | 2016.1 |
| 4. Mark Gordon | 833.5 | 915 | 1748.5 |
| 5. John Fugill | 855 | 867.5 | 1722.5 |
| 6. John Hallowell | 790.5 | 925.5 | 1716 |
| 7. Robin Heirn | 724 | 928 | 1652 |
| 8. Gavan Opperman | 807.6 | 833 | 1640 |
| 9. Mark Usher | 775 | 804 | 1579 |
| 10. Doug Grinham | 1054 | 500.5 | 1554.5 |
| 11. Alan M-Harrison | DNS | DNS | |





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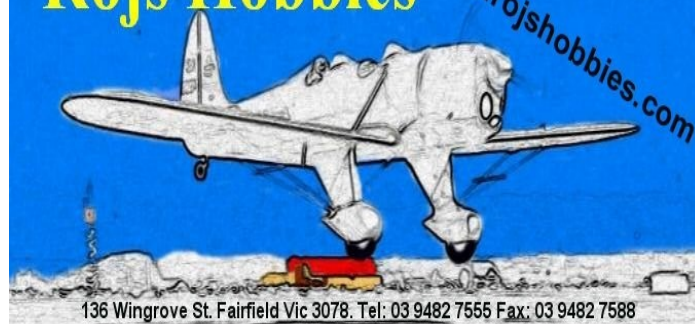
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Reichardt/Oddy pan.

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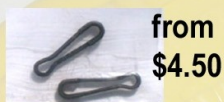
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