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THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 184

Produced by the Victorian Control Line Advisory Committee



March 2014

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Copy Deadline for next issue is:

Wednesday 19th March 2014

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



VICTORIAN CONTROL LINE CONTEST CALENDAR 2014

DATE	EVENT	CLUB
Mar 8-10	SA C/L State Champs (events TBA)	Monarto
Mar 23	Classic FAI T/R , Classic B T/R, Vintage A T/R	CLAMF
Mar 30	Carnival & Doncaster Novelty	KMAC
April 6	CLAG Flying Day	Moe
Apr 13	Speed , Navy Carrier	CLAMF
Apr 18-21	2014 VMAA C/L State Champs (events TBA)	CLAMF & KMAC
May 4	CLAG Flying Day	Moe
May 17-18	Albury Racing Weekend – Classic Stunt, Speed, Racing, Combat	TCMAC
May 25	Warbirds	KMAC
June 1	CLAG Flying Day	Moe
Jun 7-9	NSW C/L State Champs (events TBA)	
Jun 15	Speed , Classic B T/R, Corflute Combat	CLAMF
June 29	Rat Race Invitation and Club Day	KMAC
July 6	All Aussie Day and Vintage Combat	KMAC
Jul 13	Simple Rat Race, 27 Goodyear, Vintage Combat	CLAMF
Aug 10	Speed , Navy Carrier	CLAMF
Aug 9-17	2014 C/L World Champs	Poland
Aug 23-25	UK British Nationals	United Kingdom
Sep 14	F2F T/R , Vintage A T/R, Classic FAI T/R	CLAMF
Oct 4,5	NSW C/L State Champs – Speed, F2C T/R (inc. supporting events)	Albury
Oct 19	Class 2 T/R , Speed , 1/2A Combat	CLAMF
Nov 9	F2B Aerobatics, Classic Stunt, 27 Goodyear	CLAMF
Dec 14	Speed , Burford Vintage A T/R	CLAMF
Jan 2 – 5	2015 CLAMF Air Racing C/L Expo (events TBA)	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

News from 2VA

This year the West Australian State Champs will be held over four days on our long-weekend.

The program is now finalized as below.

Date	Event	Location
Fri 30th May	F2A & Comb Speed	Speed circle
	Classic-B T/R	Grass circle
Sat 31st May	F2C rnd 1 & 2	F2C circle
	Vintage-A T/R	Grass circle
Sun 1st June	F2F rnd 1,2,3 & Final	F2C circle
	F2C rnd 3,4 & Final	F2C circle
	F2D practice	Grass circle
Mon 2nd June	F2D combat	Grass circle
	Classic- FAI	F2C circle

Regards Trevor.

Roj's Hobbies www.rojshobbies.com

136 Wingrove St. Fairfield Vic 3078. Tel: 03 9482 7555 Fax: 03 9482 7588

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Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

The Editor and Committee of Clubs accept no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.



COMING EVENTS



C.L.A.S. CONTROL LINE CONTEST CALENDAR 2014

DATE	EVENT	CLUB
Mar 16	Classic Stunt.	SSME at Luddenham
Mar 23	Brendan Farrell Day.	KMFC
Apr 6	F2B Aerobatics.	KMFC
Apr 13	Diesel G/Year, Sabre trainer and 2.5 Diesel Speed.	KMFC
Apr 13	Classic Stunt.	Doonside (Whalan Reserve)
Apr 18-21	VMAA STATE CHAMPIONSHIPS.	VMAA
Apr 27	F2B Aerobatics.	SSME at Luddenham
May 4	Combined Speed.	SSME at Luddenham
May 3-4	Veterans Gathering.	MDMAS
May 18	Phantom, Vintage A and Diesel Goodyear.	SSME at Luddenham
Jun 7-9	CLAS. NSW C/L STATE CHAMPIONSHIPS. CLAS. (Whalan Reserve) TBC	
Jun 21-22	"Old Phartz and Friends" Vintage Weekend. At Coffs Harbour (KMFC)	
Jun 29	AGM	KMFC
Jul 14	F2B Aerobatics	Doonside (Whalan Reserve)
Aug 3	F2B Aerobatics.	KMFC
Aug 9-10	Fun Fly and Training Session.	Obadiah Fly In. Venue to be advised .
Aug 17	Classic Stunt.	SAT Ashford Reserve, Milperra.
Aug 17	Diesel Goodyear, Sabre Racing & 2.5 Diesel Speed.	KMFC
Aug 31	Phantom, Vintage A and Diesel G/Y.	SSME
Aug 30-31	Oily Hand Diesel Day.	Cowra M. A. C.
Sep 21	F2B Aerobatics.	SSME at Luddenham
Oct 4-6	CLAS NSW. State Championships. F2A and F2C	C.L.A.S. at Twin Cities. TBC.
Oct 12	Gordon Burford Day.	KMFC
Oct 19	F2B Aerobatics.	SAT Ashford Reserve, Milperra.
Nov 23	Vintage T/R and Diesel Goodyear.	KMFC
Nov 30	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 7	F2B Aerobatics	Doonside (Whalan Reserve)

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

KMFC - (Ku-ring-gai Model Flying Club) - St. Ives
Showground, Mona Vale Rd, St. Ives.

NACA - (Northern Area Contest Aeromodellers) -
Hunter Sports H.S., Pacific Hwy, Gateshead.

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

SSME - (Sydney Society of Model Engineers) -
Model Park, Luddenham Rd, Luddenham.



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South Australian State Championships

Date: March 8-10

Venue: Monarto

Events

F2A SPEED

F2B AEROBATICS Expert

F2B AEROBATICS Advanced

F2B AEROBATICS Novice

F2C TEAM RACE

F2F TEAM RACE

VINTAGE STUNT

CLASSIC STUNT

VINTAGE A TEAM RACE

CLASSIC B TEAM RACE

GRASS / JUNIOR RAT RACE

DIESEL GOODYEAR

CLASSIC FAI TEAM RACE

1/2A COMBAT

VINTAGE COMBAT

COMBINED SPEED



Fees:

Senior:	1 Event	\$10.00
	2 Events	\$18.00
	3 Events	\$25.00
	4 Events	\$30.00
	5+ Events	\$35.00

In team event both pilot
and pitman to pay fees

Junior: Free Entry

Note:- For Half A Proto Speed the line length is 13.26
metres. Timed 12 laps equals on kilometre. Divide
3600 by time to give average KPH.

Preparations are in hand for organising the Australian team for this years C/L World Championships in Wloclawek in Poland.

The dates of the contest are August 10th to August 16th.

I believe the MAAA has sent out acceptance letters to the proposed team members.

Team Manager - Grant Potter

Assistant TM - Harry Bailey

F2A

Andrew Heath

Ian Gapps

Richard Justic

F2B

Russell Bond

Tony Bonello

Frank Battam

F2C

Robert Fitzgerald/Mark Ellins

Murray Wilson/Mark Poschkens

Ian Thompson/Steve Walton

F2D

Tom Linwood

Bruce Bellis

Mike Comiskey

Andrew Linwood (F2D Mechanic)



In addition to the team there will be a large group of supporters that will also be travelling to Poland and the combined group will number 38.



The Australian F2C teams that placed second and third at the last World Championships were at the Frankston field this month for more team practice and model testing.



Alberto Parra has released some pre-production T3 & T4 engines for testing and evaluation to some selected diesel engine users around the World.

Deliveries of the engines to the people that have ordered them is due to start happening in March.

Short T4 Report

I ran the T4 yesterday and got very good results

Taipan 8x6 propeller
 Fuel=50/30/20 with 2% D11
 No taco sorry so no revs but I timed it at 25.17 for ten laps on 1st flight!! (In a Vintage Combat model)
 Best regards,

Harry Walker (United Kingdom)



Hastings Day Report

The Hastings Radio Control Club organise an annual flying display for the public on the Hastings foreshore as part of the Westernport Festival.

The control line fraternity also get an invite to go along with any suitable models available and do a few fifteen minute flying segments.

Six CLAMF members and their partners were on hand for the day with a selection of combat models of various classes and some stunters and were ready for flying action whenever they were called. Reeve Marsh had brought a couple of profile WW2 styled foam wing stunters with .40 sized engines that were big and noisy enough to grab the public's attention as they chased each other in a streamer cutting extravaganza.

The Radio guys put on a mock battle display with lots of WW2 fighter planes flying over large radio controlled tanks whilst loud pyrotechnics made lots of flashes and smoke.



2014 WAIKATO CONTROL LINE CHAMPS – 15-16th Feb

Tarmac Edition - New Plymouth, New Zealand.

NASS Sport Jet

Robert Bolton	151.85	152.74	152.09	JB Sport
Andrew Robinson	152.74	151.20	150.44	JB Sport
Don Robinson	151.45	151.07	150.52	JB Sport
John Walker (Aus)	151.07	Attempt	-	JB Sport
Brendan Robinson	150.69	150.19	150.19	JB Sport
John Taylor (Aus)	138.26	146.52	149.81	JB Sport
Rob Fry (Aus)	148.21	147.85	-	JB Sport
Glen Lewis	144.87	144.17	142.69	Bailey
Bob Reynolds	138.83	141.45	140.02	JB Sport
Alex Fuller	Attempt	136.21	134.17	Dyna Jet



Sport jet Fliers:

The ten competitors in NASS Sport Jet (Stock production engines).

(Back L-R) Rob Fry, Robert Bolton, Andrew Robinson, John Taylor, Alec Fuller, Bob Reynolds.

(Front L-R) John Walker, Glen Lewis, Brendan Robinson, Don Robinson. The Sport jet class was one of the biggest field of flyers seen ever (10). 26 flights plus test flights all done in a few hours. Congratulations to Rob Bolton on winning on a count back over Andrew Robinson (both 152.74 mph). 13 flights over 150mph made for a tight contest, 4.5mph separating 1st to 7th place.

Fast Jet

Andrew Robinson	196.39	219.52	-	JB Fast Jet
Robert Bolton	Attempt	183.06	181.28	Bailey
Don Robinson	149.93	150.03	151.86	JB Sport
John Taylor (Aus)	Attempt	148.93	147.07	JB Sport
Alec Fuller	144.41	142.75	-	Dyna Jet
Brendan Robinson	Attempt	Attempt	144.04	Bailey

2cc Speed Bob Reynolds 101.13 106.78 104.82

21 Speed Dave Ackery 124.00 122.50 Attempt

A great 2 days of hot and fine weather, approx 28 deg C, 40%-45% Rel Humidity and 1000mb pressure with very light winds.

A fantastic Sport Jet contest was had where Andrew Robinson tied First with Robbie Bolton in Sport Jet at 152.74mph but he won on count back, 152.09 vs 151.20mph. 13 flights over 150mph! Great to have the Australians over to fly with us and provide some competition.

Fast Jet saw a 196.4 mph flight by Andrew Robinson using 80M/20N fuel to be followed up by a stonking 219.52mph flight running on 60N/40PO for a new NZ record. 10.19 seconds for 8 laps = 1km = 353.29 km.hr.

Bob Reynolds also set a new NZ record in the 2cc class of 106.78mph.

Brendan Robinson tried hard all day to get a flight out of his new Bailey monoline Fast jet ship, but was running short of laps and the final attempt blew a petal and glided the last lap for a slow time. A bit disappointing as we test flew it on Friday for 174.76 mph.

MORE DETAILS ON THE JET RECORD

On Sunday 16th February 2014, I broke my current New Zealand Fast Jet record by 2.3mph with a stonking run of 219.52mph. (353.29km/h).

The line was 19.90m x 0.80mm monoline giving 8 Laps for 1 kilometer. Time was 10.19 secs, the old record was 10.30 seconds

Model was my Blue Thunder-TARFU style sidewinder with a modified Jet Bill FastJet engine. Fuel was 60% Nitro & 40% Prop Ox on a 0.047" metering jet.

The Weather was 28°C temperature, 43% relative humidity & 1000 millibars air pressure. This gave a 93.85% Relative Air Density or a Density Altitude of 2,152ft.

Watch the flight on Youtube here;

<https://www.youtube.com/watch?v=Mw5r9KDkV-8>

ENJOY THE NOISE!!! and listen for the echo down the valley when the engine stops...

I did an earlier flight on standard 80/20 fuel for 196.4mph so gained 23.1 mph on the fuel!

That capped off an excellent weekend of racing and jet flying here in New Zealand and it was great to have the three Australians here to fly with.

Regards

Andrew Robinson

½ A Team Race		Rd 1	Rd 2	Final
1st	A. & D. Robinson	3-52.02	4-20.18	7-54.39
2nd	B. Robinson/R. Brown	4-08.28	4-35.96	8-29.70
3rd	G. Lewis/R. Bolton	4-05.45	4-04.68	8-41.59

1/2 A Team race finalists, (L-R) Robert Bolton, Glen Lewis, Andrew Robinson, Don Robinson, Brendan Robinson & Rod Brown.

All three models used Alan Barnes AB1.5cc motors.

F2F/Classic FAI TR Combined		Rd 1	Rd 2	Final
1st	Rod Brown	4-42.63	4-27.02	9-27.40
2nd	R. Fry/J. Walker	4-20.97	4-20.61	9-29.29
3rd	Dave Ackery	4-31.33	32 Laps	65 Laps
4th	A. & D. Robinson	7-14.68	4-56.44	
5th	Bob Reynolds	6-23.26	5-42.56	
6th	G. Lewis/R. Bolton	DNS		

Open Goodyear Team Race		Rd 1	Rd 2	Final
1st	G. Lewis/R. Bolton	4-03.47	---	8-30.00
2nd	R. Fry/R. Brown	3-53.90	---	10-05.10
3rd	Dave. Ackery	6-33.47	4-59.09	124 laps
4th	Bryce Rackley	5-40.49	5-05.92	
5th	Bob Reynolds	63 Laps	40 Laps	

Slow Goodyear Team Race		Rd 1	Rd 2	Final
1st	Rod Brown	4-05.81	59 Laps	8-11.60
2nd	Dave Ackery	4-11.64	4-02.36	8-13.38
3rd	Andrew Robinson	5-26.61	4-09.21	9-07.22
4th	Robert Bolton	4-13.58	DQ	
5th	Brendan Robinson	4-38.34	4-20.99	
6th	Bryce Rackley	5-14.96	5-58.02	
7th	Paul Coghlan	6-29.09	5-19.38	
8th	Bob Reynolds	32 Laps	63 Laps	



Half A T/R finalists.



Brendan Robinson is holding a new fast jet model test flown the day before. He was not able to get a clean fight but the model has real potential.

The second day of comps also include Slow Goodyear which is limited to 27 sec for 10. Plenty of competitors, pilots had to double up to complete the teams. Even the Ozzie visitors where conscripted.



Waikato Control line

Champs 2014 1st and 2nd February Horotiu Hamilton

Great weather again, attendance was down but some good flying and some thrilling combat flights which included a few mid air crashes.

During the early afternoon the wind increased a bit and Kevin Barnes caught the worst of it so his last flight was a low score.

Good to see Chris Allen back flying again.

Graeme Duncan had several flights with his Top Flite Nobler then retired to the shade of the trees to sort out a tank feed problem. When he went back to test fly he had a little kiss with the ground and damaged his model so he packed up and went to the beach early.

Loren Nell was flying his electric stunter and Kevin has converted his Russian Yatsenko model to electric as well. These two guys are both going to the World champs later in the year so they are both practicing hard. Competition flying was all over by 3 o'clock so I rang Brad and asked him to bring out his new class B team racer that he had bought from Mike Fiest so that we could test fly it.

It was a John Crombie design from the mid fifties called a Piggy Farmer powered by a Super Tigre G21/29 front induction motor. It is a motor that Brad has had for a long time and he has no idea when or where he bought it but it is what we used in the late 60s early 70s. I had some proper team race fuel and an 8x7 APC prop so up for the first flight and only 7 laps. We kept screwing the needle in and managed 16 laps before an elevator horn came unsoldered and crashed. No damage except a broken prop but after some surgery at the back of the model we should be able to fly it again.

We had a great BBQ at Christine and Brendans on Saturday evening.

Sunday started with combat and we got away almost on time. We had six entries and the bouts rolled on thru with not too many delays. A few bouts were fizzers with one motor not starting or an early crash and other bouts were awesome. Rob Morgan had a down line break during a line tangle so his model did continuous loops until it crashed, what a hell of a line tangle to sort out before they could get back to the pits. Graeme Christie managed to fly 5 bouts without loss.

We also had 6 entries in Slow Goodyear which gave us 3 up heats. The times are all over the place as people had various problems. My model was actually to fast as the rules state 26 seconds for 10 laps is as fast as you are allowed to go. Some of the time I was at 25 seconds but I lost all of that and more with slow landings and poor engine runs.

If you want speed you can fly a different class. This is a very popular class for a lot of people who are learning or are not very skilled at flying team race. Bob was a very happy chappie as I think this might have been a first win. As usual Andrew had a couple of steady heats. We had a new face entered Steve Hansen from Auckland. He hasn't flown control line for many years and he managed to put in some reasonable times. Both Brendan and Adrian had issues.

Classic A. Nobody finished the first race and Ash and I got a DQ for taking off as Andrew was landing Dons model. That put Don out and we were able to change models so that we could still race. This time we managed to complete the race.

Classic B. Only 2 entries but at least we completed a race. I think there may be some more entries soon.

A big thank you to everybody who came to fly, help, and be interested. Thanks to Ashley who brought 2 of his big ride on mowers in to mow the circles on Friday.

F2B Aerobatics

1 st Loren Nell	1054, 1042,	1046. Best two,	2100.
2 nd Kevin Barnes	1014, 1056.5,	557. Best two,	2070.5.
3 rd Don Robinson	729, 818,	852, Best two,	1670.
4 th Chris Allen	791, 713,	755. Best two,	1546.

VMAA 2014 VICTORIAN CONTROL LINE STATE CHAMPIONSHIPS 18 th – 21 st April 2014 PROGRAM AND ENTRY FORM		
Date	CLAMF Aerosparks 104R Old Wells Road Seaford 3198 VIC (Melway 97 J10)	KMAC Stud Road Knoxfield 3180 VIC (opposite Caribbean Gardens) (Melway 72 K9)
Fri 18 th	Practice *F2C Rd 1&2 (start 12.00pm) F2F Classic FAI T/R	Practice
Sat 19 th	*FAI Speed (start 8:30am) F2C Rd 3&4, Final Combined Speed (hard) F2D Combat	*F2B Aerobatics 1&2 (start 8:30am) Vintage Stunt (start 1.00pm)
Sun 20 th	Closed	*FAI Aerobatics 3&4 (start 8:30am) *Vintage A T/R (start 8:30am) Classic B T/R Classic Stunt (start 1.00pm) Combined Speed (start 1.00pm) Vintage Combat
Mon 21 th	*Goodyear (start 9:00am) 1/2A Combat	Closed

*Events to be run in the order for each day at nominated time. See * for first event(s)*

Rules for events shall be found in MAAA Official Rules Control Line 2013 and 2012 Sporting Code effective from 01/01/2012. 1/2A Combat rules as flown at 67th Nationals.

ENTRY FEES :-	\$10.00 per Senior \$20.00 per Senior Team \$ 5.00 per Junior \$10.00 per Junior Team \$15.00 per Junior/Senior Team \$ 3.00 per each additional class in Combined Speed.	Make Cheques/Money Orders payable to C.L.A.C. Send to: C.L.A.C. P.O. Box 298 SEAFORD VIC 3198 By 17th of April 2014.
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NOTE :- No Entry on the day "A minimum of 5 entries for each event must be received for that event to be run."
NB. Interstate Entries can be phoned through on (03) 9786 8153 before 17th April 2014.

Sportsman Aerobatics.

1st Dave Ackery 322.5, 328.5, 314.5. Best two, 651.
2nd Dave Thornley 276.5, Zero, 282. Best two, 558.5.

Slow Combat.

1st Graeme Christie. W W W W W.
2nd = Rob Morgan. W W L L.
2nd = John Ryan. L W W L.
4th Andrew Robinson. W L L.
5th = Dave Thornley. L L.
5th = Bob Reynolds. L L.



Slow Goodyear.

1st. Adrian Hamilton/ Bob Reynolds. 4.40.2, 6.19.4, 9.25.8
2nd. Andrew and Brendan Robinson. 5.09, 4.47.53, 9.34.5
3rd. Ashley Keeling/ Brian Howser. 4.30.1, 4.48.3, 10.13
Rob Morgan/Steve Hansen. 5.33.7, 5.10.74.
John Ryan/Brendan Robinson, 9.00.7, 32 laps.
Graeme Christie/Adrian Hamilton, 0, 58 laps.

Classic A team race.

1st. John Ryan/Brendan Robinson, 71 laps, 5.40.17.
2nd. Ashley Keeling/Brian Howser, 81 laps DQ, 9.42.33.
Andrew and Don Robinson. 82 laps, retired.

Classic B team race.

1st. John Ryan 7.06.95.
2nd. Adrian Hamilton 8.21.87.

Cheers Brian Howser.

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Victoria

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New Models

The CLAMF club recently sounded out the interest and then organised the purchase of fifteen Brodak kits of WW2 fighter styled profile fuselage stunters. A selection of different kits were purchased including Kittyhawk, Zero, Focke Wulf and Mustang, P40.

Most of the kits are yet to be built but Andrew Nugent has completed his Mustang and will probably give it a test fly during the first weekend in March.

The model is covered in aerospan that was obtained from Peter Lloyd in Melbourne.

Andrew's choice of colour scheme is that used by a squadron of Mustangs that were all flown by African Americans and were easily distinguishable by their red tailplanes.

It has been reported that John Hallowell is within one week of completing his own WW2 Warbird Stunter.



Hints and Tips.

I started covering the P40's wing today with Aerospan from Peter Lloyd.

I found that clear craft glue worked really well on edges you need to stretch out and hold in place like the wingtips.

Works much better than by just using dope alone.

For the rest, just follow Peter's covering instructions from his website.

<http://www.pelaero.com.au/>

Good luck!

John Hallowell



MACCHI MB-326 N14-087 ROYAL AUSTRALIAN NAVY.



Many years ago DANDENONG/CRANBOURNE RSL decided to put a MACCHI trainer on a pylon at the CRANBOURNE RSL, opposite the Cranbourne racecourse on the South Gippsland Highway.

They had already put a HUEY helicopter up at the Dandenong branch years ago; they wanted an aircraft to honour the Navy as well as the pilots that had died in training.

The Macchi was used by the RAAF as a trainer as well as by the ROULLETTES display team from 1967 till 1972, a total of 97 were used of which 20 came direct from ITALY but most were made at Fisherman's bend by CAC, "Commonwealth Aircraft Corporation". Ten were used by the Navy, but later returned to the RAAF. The life was cut short by a problem of wing spar faults, a few wings fell off.

They were powered by an Armstrong /Siddeley ---Rolls Royce VIPER JET also made at C.A.C.

The RSL obtained 3 aircraft, minus engines, undercarriage, and all internal fittings. Originally they intended to put all 3 up on a pole, but they decided to sell off the 2 others and just do the one.

An "engineer" was to assemble them and paint them and the RSL paid him a lot of money to do this work including building a spray booth, he did do some work but pulled out so the RSL got the aircraft back to do the job themselves in a factory site in Cranbourne, this went on for a year or so, trouble is they only had a few people working on it.

I accidentally got involved when I got a guy to paint my house, he spotted my planes and wondered if I might help, that was 2 years ago, we would go down on a Saturday to work on it but he eventually left, so it was mostly only 3 of us working on it, I was the most qualified to engineer the project and make parts as we had no bolts/fittings to assemble it, special pins had to be made to fit the wings, as well as tail-plane fittings, doors, etc. Eventually after a lot of sanding etc. we came to the painting. I primed it with a 2 pack paint, as we did not have a spray booth and I was not going to use a normal 2 pack with cyanide. We were advised of a 2pack that does not have cyanide that could be sprayed using a good mask, it was called PPG 977; I could not manage to get a good gloss, even after talking to experts. I eventually decided that someone else could spray it. A car restorer business took some of the paint I had been using and found it was not me at fault but the paint.

He would spray it in the original PPG AUTOTHANE 2 pack [with cyanide] that was bought for the plane originally, but as he had a proper spray booth it would be safe. It took months as he did it on the cheap when he was not busy, it turned out great, but involved a lot of transport of the aircraft backwards and forwards to Pakenham.

In the meantime an "engineer" had done drawings for the pylon and base, which had to be professionally made by an engineering company, again on the cheap, it then had to be hot dip galvanized in Dandenong.

We checked that all the cowlings would line up as it took over a thousand 4mm screws /washers to hold them on.

Eventually the time came to put the aircraft together and on the pylon, so on Sat 15th Feb we took the wings to the site, and then on Sunday starting at 6am before any wind came, we got the fuselage /tail-plane unit out of the factory and CASEY CRANES came and lifted it onto a big semi-Trailer for the trip to the site, a permit was needed as the tail was 4 meters wide.

On site the wings were fitted and the many cowlings etc fitted, then the aircraft was lifted by slings to bolt onto the pylon via special brackets mounted to the undercarriage mounts, then it was lifted and swung onto base of pylon and bolted down.

I would like to acknowledge the other members of the team:
- KEVIN DEAN, JOHN WELLS, and JOHN RICHARDSON, who worked on this project.



No Macchis are flying in Australia, one is being built to fly in NSW and I believe that there are 2 on display, N7-001 at Point Cook museum and a Navy one at NOWRA Navy Museum N.S.W.

ROBIN HIERN

HEARNS TROPHY STUNT COMPETITION at KMAC.

What a great day for flying it turned out to be. Although Gavan may not agree. Peter Koch and Peter Rowland senior were our honourable judges for this event with Bruce Mackay putting the scores together in the background. Thanks also to Les for doing the running and manning the BBQ. Good to have you back from holidays although disappointing that some of your gear was stolen during the week from the storage shed at the field.

No data entry on this sheet										
F2B Aerobatics - Advanced			EVENT SCORES				Best 2 of 3 Flights			
Place	Contestant	EVENT SCORE	NOT USED	Round #1	Round #2	Round #3	NOT USED	NOT USED	NOT USED	Final SCORE
1st	Mark Ellins	960.38	0.00	938.50	973.00	947.75	0.00	0.00	0.00	960.38
2nd	Doug Grinham	944.25	0.00	762.50	943.25	945.25	0.00	0.00	0.00	944.25
3rd	Mark Gordon	837.38	0.00	817.25	798.50	857.50	0.00	0.00	0.00	837.38
4th	David Nobes	806.13	0.00	693.50	785.00	827.25	0.00	0.00	0.00	806.13
5th	John Fugill	745.88	0.00	725.50	683.00	766.25	0.00	0.00	0.00	745.88
6th	Gavan Opperman	453.25	0.00	597.50	309.00	0.00	0.00	0.00	0.00	453.25
7th										



YEOMAN TROPHY

It was encouraging to have some entries for the Yeoman Trophy this year. Although originally designated as Advanced F2B the competition this year was simplified to encourage novice flyers to enter. Congratulations go to Dave Lacy flying his vintage Jamieson Special in a consistent manner to pull the rabbit out of the hat. Thanks go to Mark Gordon for judging.



Yeomans Novice Competition Feb 2014

Best 1 of 2 Flights

Contestant	Flight 1	Flight 2	Place
Dave Lacy	363.5	375	1
Ken Maier	332	291	2
Bruce MacKay	325	274	3
Steve Vallve	189	245	4

Mark Ellins receives the Hearn's Trophy from Peter Koch.



68TH MAAA MODEL AIRCRAFT NATIONAL CHAMPIONSHIPS 2015

2015 QUEENSLAND NATIONALS – BRISBANE – 9TH – 19TH APRIL 2015



MAAQ in conjunction with MAAA and the Host club Tingalpa Model Aero Club invite you to attend the 2015 Nationals in Southeast Queensland.

Together with the magnificent holiday destination of the Gold and Sunshine Coasts and surrounds there will be no more fitting time to enjoy 10 days of aeromodelling camaraderie throughout the 68th MAAA Nationals Program while combining and extending a family holiday.

All flying sites will be located within 50min drive from the Brisbane CBD for all event disciplines including:

1. Radio Control 2. Control Line
3. Free-flight 4. Indoor

Contacts:

Chairman: Tyson Dodd - vicepresident@maaq.org – 0417 727 981

Secretary: Phil Gartshore - phil.gartshore@inteq.net.au

Radio C.D: Mick Dallmann - rcadmin@maaq.org

Control Line C.D: Kerry Ewart - cladministrator@maaq.org

Free Flight C.D: Graham Maynard - freeflight@maaq.org



Here are some results from the 67th MAAA Nationals that were omitted in last months edition of the newsletter.

Classic B Team Race Heat 1 Heat2

7th J. Hallowell/M. Wilson DNF 67 3:19.50

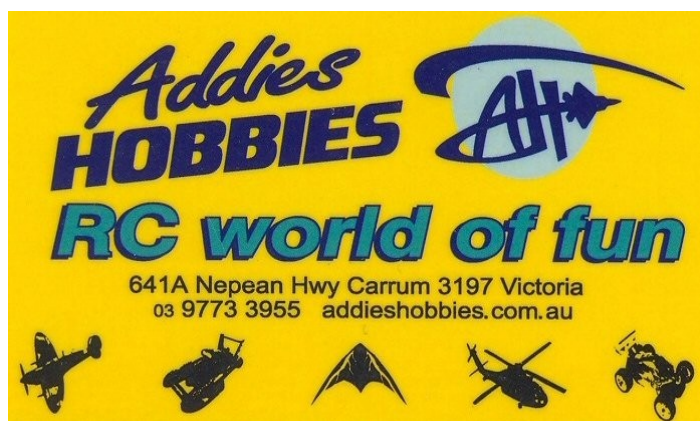
Mini Goodyear Final

J. Hallowell/R. Justic 9:10.31

M.Wilson/M.Ellins 9:13.31

McDermott/McDermott 9:47.54

H. Bailey/K. Hunting DNF 56 laps



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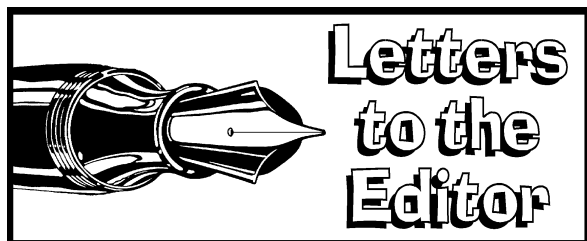
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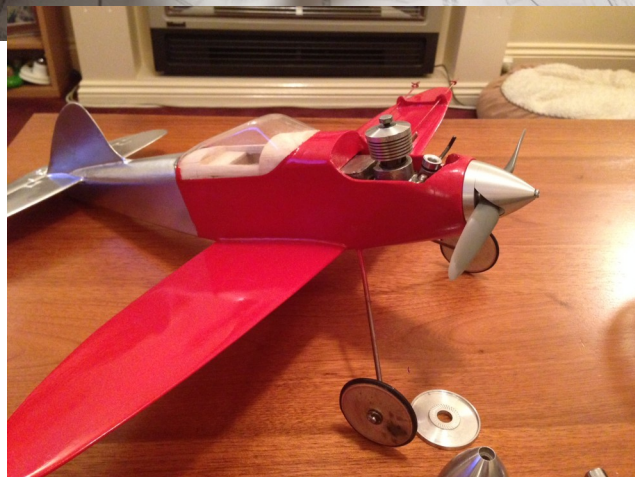
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A shot of the Phantom squadron (and single Champ) that will be going to Canowindra with me at Easter. The model in the foreground has an Adelaide Aeromotive model engine prototype P1 in the nose.

It will be interesting to put it up against the P2 engine that Rex has in his red Phantom.

Ian Dixon



For Sale

U.S. Hard rock maple bearer wood, precision cut and machine sanded.

Cost \$4 each plus postage

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Obituaries

We have been informed that **Les Organ** passed away aged 86. He was in a nursing home.

For Melbourne (OZ) members he will always be remembered as a regular at the old Boundary Road F/F site in the early to mid 60's dressed in familiar dust coat and Fedor hat. Also better known for some of the obscure control line models that have found favour and a designer for Hearn's Hobbies.

RIP Les.

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

PH (03)9551 1884.

WANTED

I recently acquired a Frog 148 red head rear induction diesel engine minus the reed valve.

Can anyone help with an old clapped motor or valve?

Ray Morgan Tel (02) 69532311

A.C.L.N. ADVERTISING

For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

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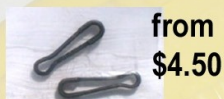
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