

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 187

Produced by the Victorian Control Line Advisory Council



June 2014

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Copy Deadline for next issue is:

Wednesday 18th June 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 |
|-----------|---|----------------|
| June 1 | CLAG Flying Day | Moe |
| Jun 7-9 | NSW C/L State Champs | |
| 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 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. CONTROL LINE CONTEST CALENDAR 2014

| | | |
|-----------|--|--------------------------------|
| Jun 7-9 | CLAS. NSW C/L STATE CHAMPIONSHIPS. | |
| | | CLAS. (Whalan Reserve) |
| 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", Ash
ford Road, Milperra.

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

Newsletter Editor

Harry Bailey.

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Victoria

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2014 CONTROL LINE CALENDAR

West Australia

| <u>DATE</u> | <u>EVENT</u> | <u>SITE</u> |
|-------------|-----------------------|---------------|
| Jun 1st | F2F Team Race | |
| | F2C Team Race | CLAW (STATE) |
| Jun 2nd | F2D Combat | |
| | Classic FAI Team Race | CLAW (STATE) |
| Jun 7th | TARMAC Vintage Stunt | Lumen Christi |
| Jun 21st | Phantom Race | Lumen Christi |
| Jun 29th | CLAW Club day | CLAW |
| Jul 12th | F2B Aerobatics | Lumen Christi |
| Jul 27th | CLAW Club day | CLAW |
| Aug 10th | 2.5cc Rat Race | CLAW |
| Sep 13th | Vintage combat | CLAW (STATE) |
| Oct 19th | CLAW club day | CLAW |
| Nov 2nd | Combined speed | CLAW |
| Nov 16th | CLAW Club day | CLAW |

2014 Queensland Control line Calender

All MAAA flyers welcome.

May 31-Jun 1 MAAQ QLD STATE CHAMPS

| | | |
|---------|--|---------------|
| | Grass Team Racing | Dalby. |
| Jun 21 | MAAQ QLD STATE CHAMPS | |
| | Stand Off Scale, | Thunderbirds. |
| Jun 28 | Team Race Challenge | |
| | Z Class, 27 Goodyear. | Dalby |
| Jul 12 | 500 lap 27 Goodyear, Vintage A. | LARCS |
| Aug 16 | 2.5 Simple Rat, Z Class, Classic B | LARCS |
| Sep 6 | 2.5c Simple Rat, Z Class. | Dalby |
| Oct 4-5 | MAAQ QLD STATE CHAMPS | |
| | Vintage Combat, F2D. Combat | |
| | 2.5cc Simple Combat, Open Combat. | LARCS |
| Nov 1-2 | MAAQ QLD STATE CHAMPS | |
| | F2B, F2F, Classic FAI, Fast Goodyear, | |
| | F2A, Combined Speed, Pulse Jet. | |
| | | Maryborough |
| Dec 6 | XMAS PARTY ALL C/L Clubs Get Together. | |

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Results, Pictures and Reports From the Albury C/L Weekend

Speed at Albury

Speed was the first event on Saturday morning. Held in perfect weather, Perky, FAI and combined speed were all run together.

In FAI speed Andy Kerr and Richard Justic both recorded times while Murray Wilson had a few test flights. Harry and I both flew Proto models in combined speed, mine suffered from lean needle settings during both flights.

Richard Justic had a couple of practice flights with his Rossi 60.

Sunday morning saw the start of another perfect day and a few more speed flights. Andy and Richard flew their FAI models, recording almost identical times. The first flight with my Class 5 model was a bit lean. For the last flight I used a propeller with a bit more pitch.

Ken Hunting and Harry Bailey flew their 1/2A Proto models.

Noel.

2014 Albury Control Line Aero Competition

| 27 GOODYEAR | <u>Rd1</u> | <u>Rd2</u> | <u>Final</u> |
|--------------------|-------------------|-------------------|---------------------|
| 1 Rothwell/Sculley | 5:04.78 | DNS | 10:21.03 |
| 2 Wilson/Wilson | DNF87 | 5:07.75 | 10:23.03 |
| 3 Stein/Justic | 5:46.54 | 5:05.62 | 11:13.78 |
| 4 Hallowell/Ellins | 5:23.00 | DNS | |
| 5 Kerr/Parsons | 5:56.97 | 5:41.59 | |
| 6 Bailey/Hunting | 5:52.47 | 6:12.34 | |
| 7 Hunting/Bailey | 7:13.63 | 6:08.37 | |

| CLASSIC B TEAM RACE | <u>Rd1</u> | <u>Final</u> |
|----------------------------|-------------------|---------------------|
| 1 Hallowell/Wilson | 3:13.33 | 6:14.59 |
| 2 Bailey/Hunting | 3:16.78 | 6:36.22 |
| 3 Rothwell/Sculley | 2:51.81 | DNF76 |
| 4 Justic/Stein | 3:31.44 | |

| CLASSIC STUNT | <u>Rd1</u> | <u>Rd2</u> | |
|----------------------|-------------------|-------------------|---------------------|
| 1 Mark Ellins | 630 | 654 | Nobler/Brodak40 |
| 2 Peter Koch | 605 | 487 | LarakinIII/Merco49 |
| 3 Paul Stein | 510 | 569 | Nobler/Brodak40 |
| 4 Gavan Opperman | 502 | 437 | Oriental/Veco35 |
| 5 Ken Maier | 457 | 393 | RingmasterS1/Fox35 |
| 6 Graeme Wilson | 409 | 422 | Blue Pants/CSOliver |

| VINTAGE A TEAM RACE | <u>Rd1</u> | <u>Rd2</u> | <u>Final</u> |
|----------------------------|-------------------|-------------------|---------------------|
| 1 Justic/Stein | 3:12.12 | DNS | 6:29.63 |
| 2 Rothwell/Sculley | 3:34.71 | 3:22.93 | 6:48.18 |
| 3 Wilson/Ellins | 3:21.53 | 3:14.56 | DNF2 |
| 4 Hallowell/Lacey | 3:42.72 | 3:30.22 | |
| 5 Bailey/Hunting | 3:49.34 | 3:52.47 | |
| 6 Hunting/Bailey | 4:07.41 | 4:02.38 | |

Chris Sculley, Steve Rothwell



Mark Ellins took the honours in Classic Stunt.



VINTAGE COMBAT

| | | |
|----|-----------------|---------|
| 1 | Murray Wilson | W L W W |
| 2 | Graeme Wilson | W W W L |
| 3 | Harry Bailey | L W L W |
| 4 | Ken Maier | W W L L |
| =5 | Tony Caselli | L L |
| =5 | Nigel Robertson | L L |



CLASSIC FAI TEAM RACE

| | | <u>Rd1</u> | <u>Rd2</u> | <u>Final</u> |
|---|------------------------|------------|------------|--------------|
| 1 | Wilson/Ellins | 4:08.41 | DNS | 8:57.22 |
| 2 | Justic/Stein | 4:22.75 | DNS | 9:07.37 |
| 3 | Hallowell/Justic/Lacey | 4:41.78 | 4:22.72 | DNF197 |
| 4 | Wilson/Lacey | 4:29.00 | 4:23.78 | |
| 5 | Kerr/Parsons | 4:57.32 | 4:41.06 | |
| 6 | Bailey/Hunting | 5:22.72 | 5:12.16 | |
| 7 | Hunting/Bailey | DNF70 | 7:01.66 | |

Rodney Parsons new Classic FAI model.



COMBINED SPEED

| COMBINED SPEED | | Class | Rd1 | Rd2 | Rd3 | Rd4 | kph | % |
|----------------|----------------|--------|---------|---------|-------|-------|--------|-------|
| 1 | Andy Kerr | F2A | 12.80 | 13.84 | | | 281.25 | 94.45 |
| 2 | Richard Justic | F2A | 12.97 | 15.82 | 12.84 | 12.82 | 280.81 | 94.30 |
| 3 | Murray Wilson | F2A | (13.50) | (12.70) | | | | |
| | | | | | | | | |
| 1 | Ken Hunting | 1/2A P | 29.59 | 29.09 | 29.38 | | | 92.57 |
| 2 | Noel Wake | 5 | 17.00 | 15.90 | 15.61 | | | 86.03 |
| 3 | Harry Bailey | Proto | 31.47 | 33.55 | 31.37 | | | 76.92 |
| 4 | Harry Bailey | 1/2A P | NT | 37.23 | 36.43 | | | 73.92 |
| 5 | Noel Wake | Proto | 37.80 | 33.74 | | | | 71.51 |
| =6 | Richard Justic | 3 | (10.30) | | | | | |
| =6 | Murray Wilson | 3 | (10.20) | | | | | |

Engine

| | | | | | | | | |
|---|----------------|-------|-------|-------|-------|---------|------|---------|
| 1 | Richard Justic | Perky | NT | 54.26 | 47.15 | (47.23) | 0.08 | G20/15D |
| 2 | Mark Ellins | Perky | 48.13 | 48.19 | | | 0.10 | G20/15D |
| 3 | Paul Stein | Perky | 48.34 | 48.68 | | | 1.11 | G20/15D |
| 4 | Noel Wake | Perky | 54.35 | 53.32 | 54.32 | | 6.09 | Typhoon |
| 5 | Graeme Wilson | Perky | 40.11 | 39.23 | | | 8.00 | STX15 |

Combined Speed Report

Ahh ... nothing like the smell of nitro in the morning! Only this morning it began with the smell of burnt methanol and castor oil from the F2A which were up first.

Quite a few practice flights for the three competitors only resulted in a few official times posted. Murray Wilson had an unfortunate incident on take-off where the model seemed to amazingly lift immediately from the dolly and plonk itself down onto the tarmac. Quick thinking by Murray instantly hitting the shutoff averted a total disaster, but the minor shaft run damaged the model enough to require at home type repairs. Sure did sound good for a few brief moments. (They always do when they aren't yours!)

Andy started off badly with a spinner backplate that cracked whilst doing the prop up! His reserve setup damaged a motor and so Andy disappeared for a short time, eventually re-appearing with a newly cobbled together engine. This combination proved to run successfully enough as the subsequent times show.



Noel Wake gets ready to fly his Proto Speed model.



Mark Ellins holds the model and Murray Wilson ready for take off.

Richard had reasonable times, trying unflown props and testing a newly trimmed airframe. His dramas were to occur on the Sunday - literally falling off the circle during the take-off run and damaging a prop - luckily no real shaft run. In between some of the F2A flights, Harry Bailey had some Proto flights with the Nova Rossi 21. Having a shutoff and such an easy running and starting setup allowed Harry to test many needle settings. Ken Hunting also took the opportunity to get in some 1.5cc Proto flights with an old Mini Goodyear style model. One landing was just inside the concrete circle edge, leading to an ungraceful tumble into the gravel on landing!

Noel Wake was also busy putting flights in. Good to see Noel getting back into going around fast again after an illness. A poor needle setting saw an early flight with his Class5 model graze the ground and trim the prop...again! Sure did sound good for a few brief moments until he hit the shutoff! Subsequent flights got better and better, as the prop load was increased and needle setting refined.

Perky attracted a good number of entries and some entertaining flying in the Pylon. Much like Harry's Proto (Class 2 racer) the Perkys were generally easy running and starting setups, allowing for some needle twiddling and comp. twisting between attempts. All except Paul Stein's apparently loaner G20/15. This seemed touchy to tune and hard to start, as well as being a little down on ultimate power. Time for a rebuild... or just give it back and change power plants? Richard Justic's monoline 60 model only came out twice. Once with him hanging on (literally) and then with Murray Wilson having his left arm stretched to match his right. Steve Rothwell's audio tacho showed it was only reaching 18K RPM in air so it's definitely overloaded, but is still a reasonable performer for a stock standard Rossi 61.

Richard Justic

Chris Sculley with Catch of the day.





ALBURY RACING ROUNDUP, MAY 17 & 18, 2014

The control line lads were blessed with perfect flying weather over Saturday and Sunday. They took full advantage of it and both the hard and grass circles were constantly in use. That's the way it should be when we come to Albury.

Racing was soon under way Saturday morning with **27 Goodyear** first up. It was immediately apparent how the top teams had got their equipment sorted to run in the very low 27's... sailing close to the wind but avoiding the dreaded Speed Police and the compulsory extra pit stop!

Among the 7 entries, there were three absolutely stunning heat times. Rothwell/Sculley on 5.04, Stein/Justic on 5.05 and Wilson/Wilson on 5.07. This would definitely be the fastest collection of times ever to make a 27 G/Y final. The times were achieved with a Fora, PAW and Nelson respectively. It is the variety of engines used that really makes this class of racing just a little bit different.

Paul Stein finally unveiled his new Argander racer finished in, surprise, surprise, bright red! Must have run out of battleship grey... Like all Steiny models, it was beautifully finished, light and fast. A PAW TBR GTS complimented the set up.

Of the others, Hallowell/Ellins used a Timmy Tiger that was held back a bit too much. Will work on prop/venturi for extra grunt next time! Kerr/Parsons used a Rossi rear which is now starting to show some real promise for fast times. Bailey/Hunting doubled up with dual entries but on this occasion, did not have the outright performance to frighten the front runners. Ken's MVVS D7 proved difficult to start but had enough speed to be caught by the speed police and had to do an extra pit stop.

An incident took place that we never like to see... The Wilson/Wilson entry was in the process of take off during a heat when the model clipped the pitman's knee. Away it went into the air before it snapped the lines and went free flight over the stunt circle. Gavan Opperman was flying aerobatics at the time and he later said he saw out of the corner of his eye this shape flash past above his head. He thought perhaps it was a bird, a wayward radio model or some kind of UFO! He then heard a loud thud ... and thought he had crashed his stunter before he was jolted back to reality! When he realized he could still feel a tug on the end of his lines, Oppy felt relieved. The impact noise was just the Willow's 27 G/Y imbedding itself into the nearby ground reducing the model to a wreck. Fortunately, nobody was injured but, on reflection, we all need to take extra care as these type of accidents have the potential to come back and bite us hard where the sun don't shine...

Final time and the 27 Goodyear one was a beauty! Steve Rothwell and Chris Sculley grabbed the chocolates in 10.21.03, a mere 2 seconds ahead of Graeme and Murray Wilson. Ric Justic and Paul Stein went off tune and finished an unusual (for them) distant third. This truly is a popular event and there is no doubt many more teams will be jumping in to make hay while the sun shines on this fun filled team race event.

Next on the program was **Classic B**. Just four teams fronted and as usual, the racing was fast, furious and close! It was nearing the end of a long and very busy day and we were soon to run out of daylight. So we ran just one heat and a final.

There were highlights and lowlights. A highlight was the stunning heat time of Rothwell/Sculley... an amazing 2.51.81 with the Rocket and Sculley prepared OS 25FX. It was a PB for them and the second fastest heat of all time behind Justic/Stein's 2.50.60 at this year's SA State Champs. As Classic B has been going for over 20 years, that's a pretty good effort! As Steve and Chris were timed as fast as 14.5/7 in practice, it is not hard to see they have the ability to get into the low 2.40's at least. They just have to do it on the day. And isn't it why we come back time and time again to try and nail that perfect race? I think it is!

Harry Bailey was getting good speed from his Backtrack design racer. His Lance Smith prepared Magnum .25 engine had plenty of revs on board and this was translating to airspeed. With assistance from Ken Hunting, they were looking dangerous. Paul Stein and Ric Justic had what was later described as 'technical difficulties' that caused them to be way off their usual times. John Hallowell and Murray Wilson were a bit down on airspeed, but soldiered on.

The final saw John and Murray home first with the OS 25FX by over 20 seconds from Harry and Ken. At the second stop front runners, Steve and Chris had a mishap on landing prematurely ending their race. Perhaps it was the weight of expectation that literally broke the back of their super fast Rocket. I'm looking forward to doing it all again in Albury in October as part of the NSW F2C and F2A State Champs.

Sunday morning again saw hardly any wind at all but a few clouds were now creeping over the Twin Cities Aero Club field. Time for the much anticipated **Vintage A**. Six teams rolled up for the contest. Will there be good racing? Of course there will... there always has been ever since that very first Vintage A race at Moorabbin Airport in Melbourne way back in October, 1988., a mere 26 years ago! Just like us, time flies too.

Murray Wilson has had the fastest VTR racer in the country for some years now. This time it was Mark Ellins helping out at the oily end of the lines. They showed flashes of brilliance and ended up with the second fastest heat time of

3.14.56.

Not to be outdone, Ric and Paul then carved up the sky with a jaw dropping 3.12.12. Paul's DD is soooo consistent! Running a slightly trimmed APC 7x7, Paul's engine sounded the best of any R250 there. And that included Steve Rothwell's own engine. Steve and Chris posted a best heat 3.22 in CD Graeme Wilson's notebook. It was good enough for the top three.

Of the others, John Hallowell was flying his old Pluto with Ron Lacey but dropped range in the first heat and could not get that elusive perfect setting in the second heat. Harry Bailey and Ken Hunting again performed their double up act and both teams flew well without recording the sort of times needed to make the top three. I think Harry might be saving his good gear for the upcoming European contests he plans to fly in. Poland and England, watch out!

The final proved a disaster for Murray and Mark when the controls on the pink and black DD seemed to bind up after two laps causing the model to hit the deck and retire. A crying shame, as this 3 up final would have been fabulous to watch.

So now it was a two up final and Steve and Ric were now going to have it much easier in the middle with out the mighty Murray holding his ground. It was serious in the centre, with no concessions asked for or given. It was on for young and old. Both Paul and Chris seemed to use slight of hand in the pits to perform their magic stops. In the end, it was Ric and Paul who demonstrated how to fly an almost flawless race. They ran out winners in the awesome time of 6.29.63, a new record for the 52' lines. Steve and Chris finished second in a highly respectable 6.48.18. Can't wait until we can do it all again!

The final racing event of the meet was **Classic FAI**. This burgeoning event did not disappoint with 7 teams coming to fly. Murray Wilson teamed up with Mark Ellins and these F2C World Champs finalists really proceeded to throw the cat among the pigeons with their airspeed and superfast stops featuring half lap shutdowns. A new Classic FAI record heat of 4.08.41 was the result. Starts were slow as the AAC Parra came down smoking hot but if they ever get their act together, a time in the 3.50's is genuinely achievable. Where that will leave the rest of us, I really don't know...

Having Ric Justic on your team can only be described as a bonus! That's either pitting or flying. Flying for Paul, the team made 4.22.75 and pitting for John, they made 4.22.72. 3/100th of a second decided 2nd spot in the final!! So much for this 'rounding off times' nonsense. Ron Lacey had Murray flying for him and they did a best of 4.23.78, just over a second away from a place in the final. Next time, Ron! As this Albury fun fly was very much a 'mix 'n' match' affair, Ron did get a second chance to fly the final, this time pitting for John Hallowell.

Rod Parsons has been looking forward to this meet for some time. He was keen to debut his new and very nicely built Classic FAI. Andy Kerr was helping out as pilot. Test flights the day before confirmed his Fora was right on the pace. Sunday's racing saw a best time of 4.41 but that will surely be improved on later this year. Again, Harry Bailey and Ken Hunting doubled up but their times were no-where near their best. Harry, just like John Hallowell, left the 'good Parra gear' at home for this low- key fun competition.

The Classic FAI final completed the racing on this wonderful weekend. Murray and Mark had the speed and teamwork to win, but would the Parra stay on song? The answer was yes...sort of! They did finish first in 8.57.22 but restarts were slow and they were unable to break Ric and John's final record of 8.47. Ric and Paul were only 10 seconds away in 9.07.37 and John and Ron were just a few laps short and finished on 197 laps after a run in.

So it was time to wrap up another top Albury meet, go back to the motel for a well earned shower and then head to the Springdale pub to enjoy a top meal with a Garlic Cob and talk of many things, including the weekend's racing. Many thanks to Daryl for his work on the Albury flying field and also to Graeme and Paul for their hard work behind the scenes that made this memorable weekend possible.

John Hallowell.

AUS 1984



27 Goodyear was the event with the most entries at Albury and the final result could not have been closer.



News from WA

Dave Campbell - Builder concreter is seen here working with other club members on the new model pits area at Whiteman Park. The site is set to be a great venue for the 2016 C/L World Championships in Perth.

HANDY HINTS



When making a repair with thin super glue, have you ever winced when the cyano runs on to a pristine part of the model where it shouldn't be?

I think most have experienced this at some time or other. And it won't clean off unless you know this little trick. Pure nitromethane works a treat! Modelers who mix their own fuel will usually have some nearby.

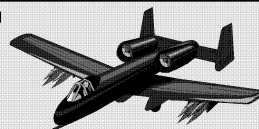
Simply pour a few drops into an old lid or bottle cap, grab a cotton bud and start applying to the spill. It will come off straight away. I then wipe over with a clean cloth before applying a dab of car polish to the general area. A little bit of buffing and you'll never know the run was there. I have heard acetone also works, but if it does as good a job as nitro in removing the cyano, I would be really surprised!

Have you got a Handy Hint to do with building and flying control line model aircraft? This is planned to be a regular monthly feature, so please don't delay... email your Handy Hint to The Editor at hbbaily@optusnet.com.au

John Hallowell

AUS 1984

CONTEST RESULTS



I have just received the results from the SAM Nationals at Easter.
The Results for the Phantoms in class 3, more specifically.

| | | | |
|------|--------------|--------------|---|
| 1st, | Condo Smith, | Zeiss Jenna, | 70.75mph |
| 2nd, | Ian Dixon, | DB Tyro (P1) | 65.86mph |
| 3rd, | Rex Brown, | DB Tyro (P3) | 65.09mph (running rich and only 1 attempt!) |

Very close between the 2 DB (David Burke) engines! Also the Jena was down on speed this year, from 77mph to 70...hmmmm strange that! Maybe it is a 2cc this year!?

Cheers, Brian Stebbing



The MAAA recently launched a member renewal campaign and an explanation letter and relevant documents were posted out to club secretaries. Make sure that your club secretary passes on the information to you.

I support the message contained in the documents but as somebody that has a great deal of interest in Control Line and only a passing interest in R/C it was obvious to me that the emphasis of the pictures and wording of the paperwork accompanying the letter was that the image portrayed was one with a huge bias towards Radio Control modelling. I found no content about special interest groups such as Control Line or Free Flight but there are plenty of pictures of very nice, big and expensive R/C models.

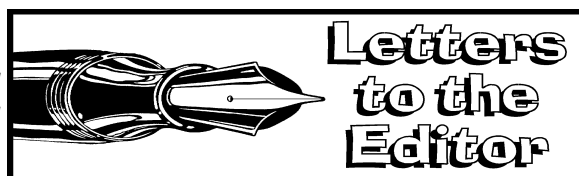
I realise that the whole thing is a sort of publicity campaign and R/C is the largest group in the membership base, but it concerns me that only one facet of our hobby is being presented.

Make your voice heard and take the MAAA membership survey at <https://www.surveymonkey.com/s/maaa>



Hi All,

It was a fantastic day on Sunday at the MASA & SMAC RFDS Flearieu Support Group Model Air Show. Thanks to all of the AAC members who turned up and helped out.



After a slow start the AAC Proton trainer was very popular. I lost count of the number of flights, but almost 2.5 litres of fuel was used, so that would equal 50 plus flights.

3 to 4 'punters' had a go each flight so I estimate 150 to 200 members of the public tried CL on the day.



Russell put on two excellent F2B demos and the RC action was pretty good as well.

I think next time we do a public display we should definitely try to do a combat demo as the RC WW1 combat was quaint but really not very spectacular.

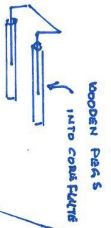
See Peter's link below for photos taken on the day.
<https://www.flickr.com/photos/rossfelix/>

Regards,
Peter Anglberger



Russell Bond

LEAD OUT



CORE FLUTE COMBAT TRAINER 1.5cc - 3.5cc

LOOPS ✓
LAZY 8's ✓
INVERTED ✓
BUNTS X
40x20mm ALUMINIUM
ANGLE

ANGLE

70mm
LEAD OUT

MOUNTS
FULL SIZE

WALL PULG
OFF CUT SPACER



CUT DOWN 6mm
NYLON WALL PULGS
3mm BAIRD'S NYLON LOCKS

BELL CRANK

65mm

40mm

BIKE SPOKE TO
MAKE HINGE

3 SHORT LENGTHS OF LULLY POP STICK
SECURED WITH 100mm TAPE

5-6mm CORE FLUTE

2oz TANK.
TANK SECURED WITH
ELECTRICAL ZIP TIES

20mm

MOTOR MOUNT / WING BRACKET POINT
OF MODEL

6mm CARBON FIBRE HOLLOW TUBE
(DOUBLE DOES NOT WORK)

TIP LOCANT
30FF 75mm NAILS
100mm



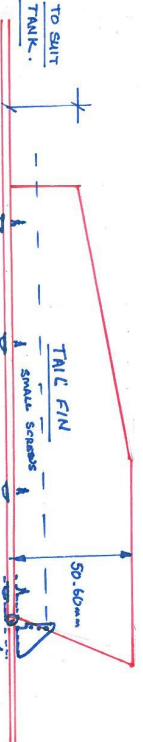
250mm

50mm

25mm

220mm

150mm



A3 SHEET
MODEL 1/4 SIZE

Core Flute Combat

June 15th is listed as the day that CLAMF will have their first Core flute Combat competition. These models must be the cheapest and quickest models to build for a bit of control line enjoyment. They are rugged and can take some real hard knocks and continue to remain intact.

The contest is ideal for those flyers that want to have a bit of combat fun without needing all the combat skills required in other combat events. Aircraft manoeuvres are limited by the rules so that it is more of a chase my streamer event and not one of aerobatic skills.

Graeme Wilson had this model example at the recent Albury competition and it was test flown by the Vintage Combat contestants. They were all impressed with it's flying abilities and a few hard landings proved it's strength.

Obtain yourself some core flute material and build yourself a sample for a 2.5cc engine and have yourself some fun.



Tony Caselli gave the model a test at Albury.



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On Sunday 25th May the KMAC Club held a Warbirds Day at the Knox flying field.

The theme for the day was Warbirds and a static contest and also a Stunt contest was on the cards.

As it turned out the weather was rather windy so not much flying took place it was amazing to see 34 models on display of which three were twin engined and the Lancaster flown by P.J. Rowlands has four and flies the full F2B pattern very well. The model had some problems with all four engines refusing to keep running together.

Most of the models had not been seen before by the crowd that attended and it makes you wonder why are they kept hidden away.



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- Timers & Programmers; Wheels & Landing Gear.

Free Flight - Timers & Programmers.

Cox Engines - Surestart & Bee Engines; Glow Heads; Tanks; Gaskets; Props; Mounts; Parts & Accessories.



For Sale

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.

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

Cost \$4 each plus postage

All lengths 12"

Sizes: 3/8"x3/8"

3/8"x1/2"

1/2"x1/2"

Also, I now have a stock of 3/16" sq and 1/4"sq rock maple spars.

All spars are precision sanded with 150 grit.

\$4 each plus postage.

I no longer have competition grade balsa for sale.

email: atheath14@australia.edu

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