

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 190

Produced by the Victorian Control Line Advisory Committee



September 2014

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### 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
Sep 21	Stunt Master F2B and Combined Speed	KMAC
Oct 4,5	NSW C/L State Champs – <b>F2A Speed &amp; F2C T/R</b> (inc. supporting events) Classic Stunt, <b>Combined Speed</b> , 27 Goodyear T/R, Classic B T/R, Classic FAI T/R, Vintage A T/R. Albury	
Oct 5	Worldwide Ringmaster Fly-A-Thon	KMAC
Oct 19	<b>Class 2 T/R, Speed</b> , 1/2A Combat	CLAMF
Oct 26	Monty Tyrrell Classic Stunt	KMAC
Nov 9	F2B Aerobatics, Classic Stunt, 27 Goodyear	CLAMF
Nov 23	Doug's Vintage Stunt	KMAC
Dec 14	<b>Speed</b> , Burford Vintage A T/R	CLAMF
Dec 14	KMAC Club Day and Christmas Party	KMAC
Jan 2–5	2015 CLAMF Air Racing C/L Expo (events TBA)	CLAMF
Jan 25	KMAC Club Day and Novice Combat Invitation	KMAC
Feb 22	Hearns Trophy and Yeomans Novice	KMAC
Mar 29	KMAC Carnival and Doncaster Novelty	KMAC

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](mailto: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](mailto:afrost2@skymesh.com.au)

Phone 03 52817350

Secretary. Graham Vibert

Phone 03 51346393



## COMING EVENTS



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

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	Show-ground, 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.	

### 2014 Queensland Control Line Calendar

All MAAA flyers welcome.

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.	

### 2014 CONTROL LINE CALENDAR

#### West Australia

DATE	EVENT	SITE
Oct 19th	CLAW club day	CLAW
Nov 2nd	Combined speed	CLAW
Nov 16th	CLAW Club day	CLAW



## **Taipan** Reproduction Engines

Adelaide Aeromotive Pty. Ltd. A.B.N. 115 387 061  
[aamotive.com](http://aamotive.com) > engines > single cylinder

Rebores and Repairs to most **Taipan** and all **glochief** engines.  
[aamotive.com](http://aamotive.com) > repairs

Email us for a free quotation! [aamotive@gmail.com](mailto:aamotive@gmail.com)

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## **Ringmaster Fly-A-Thon 2014**



Taking place at Knox (KMAC) and other locations including the Albury weekend.

Bring your Ringmasters.

**The Brotherhood of the Ring is sponsoring its 7th Annual Fly-A-Thon event:**

**October 4th & 5th, 2014**

*Mutt Kania's beloved Ringmaster control line model has been built and flown by more modelers than any other control line model airplane!*

**This is not a contest! No registration is required. There are no entry fees or prizes! This Fly-A-Thon is to honor the most popular CL model ever!! Be part of something big and help make history by having more worldwide Ringmaster flights in a single weekend than last year's record of **2334** flights!**

**This event is open to *all* participants *worldwide*!**

**On October 4th & 5th, we challenge you to fly any one or more of the many varieties of Ringmasters, old or new, and report your flights to: [flyathon2014@yahoo.com](mailto:flyathon2014@yahoo.com)**

**Deadline for reporting is 12:00 noon Eastern time (USA) Tuesday October 7th**

**Location: *Wherever you are!***

**Any Ringmaster from 1/2A to Giant can be flown.**

**Please report, how many total Ringmaster flights were made, how many different Ringmasters flew and the **location** of these flights. Please include the participants and *lots of details* of your event as we plan to chronicle the Fly-A-Thon for future publication in Control Line World.**

**If you get a new pilot to solo on a Ringmaster, that flight will count as 2 flights!**

**Let's keep the spirit of C/L alive!**

**Ok everyone! Just dig that old dusty Ringmaster from your attic and go fly it!**

*The results will be compiled and published by the **Brotherhood of the Ring**.  
All questions should be directed to the primary contact: [FFlyathon2014@yahoo.com](mailto:FFlyathon2014@yahoo.com)*

# New Models

Well, after the demise of the Pink, Pink Lady model (due to blowing the blades off a wooden prop - never again!) I decided to have one last go at the Pink Lady style model before building a sidewinder. Built straight, Pink Lady's just fly superbly. If you build one and it doesn't fly superbly, it's not straight!

During construction, when the wing and tail is ready to be fitted, I block up the crutch and measure the wing LE and TE, root and tip, and tailplane LE and TE, root and tip from a STRAIGHT table (brand new marble bench top! - but don't tell anyone...)

Everything must be at 0-0, to within 0.5mm. Straight means straight, if you want it to fly superbly. Don't be put off - it's not that hard to build it straight, but it's worth it when the model fly's superbly in the calm and in ANY wind! I also check again after the model is painted and RTF - it must stay straight!

Previously I have used metal wings (Mmm, Shiny !) and a shaped and tapered HARDwood spar (Thanks Andrew Heath) but this time I decided to build a lighter wing and used 7 laminated pieces of hard 1/4 grain balsa with a shaped and tapered HARDwood spar, then glassed with 3/4oz cloth. Well... The wing turned out light, but not stiff enough... Another layer of 90gsm carbon made the wing stiff enough, but added extra weight, especially as I used a course open cloth.... which used heaps of resin. (But now same weight as an alum. wing) Oh well - at least it looks good !

Rest of construction, tank etc. is standard fare, as described in the various Pink Lady articles around. (Although I am now using pipe pressure which seems to help with getting enough fuel in, and maintaining a reasonable ground needle setting) I have also located the monoline unit both in front and behind the spar in various models - seems to make no difference)

For the first test flights, I decided to use an old Super Tigre x29 (old, as in the case has survived/has a few gouges from many blow-ups, the piston has a chunk missing from a previous rod breakage... (Dremel and file cleaned that up!!) liner has a slight dent in the bottom (damn rod breakages...) and piston top and head is, well, slightly pock marked and sandblasted. But it has (another...) brand new rod! (Clearanced and oiling mods by Andy Kerr)

I also decided upon using an old Bolly P-40 carbon pipe, mainly because it's only 40grammes and would keep the CG very slightly further forward for the first flights.



First flight was very rich using 40% nitro (must have used high nitro last time, according to the needle!) 2nd flight was still rich. 3rd flight was a prop change (smaller) and a choice - leave needle and use some 70+ fuel, or screw it in the required amount... I screwed it in, and got a pleasing 10.16!

Maybe I should persevere with the X29 again, or just bolt the Nelson in? (I KNOW the Nelson is good for middle nines - and it doesn't break)

Paint is brushed Northane marine 2-pack polyurethane (Aussie product) it brushes great, sets-up HARD in this godforsaken Canberra weather and is everything proof! All structural and glassing epoxy is K3600 (LC3600) which can be successfully post cured so it doesn't turn to chewing gum in the sun.

Oh, and it fly's superbly!

Ric Justic

# Hints and Tips.

## Spray Dope (Hairspray) by Joe Supercool

Passing thru the Supermarket I noticed a very large can of Schwarzkopf "Super Styling Lacquer", 500g for \$9.00. Apparently it features "long lasting hold with silk shine" and "extreme hold". My beat-up old models could use some "shine", so I bought a can for test purposes. I was assured that the spray worked on grey hair although the chick looked at me rather strangely when I asked.

An open-frame test piece was made 3" square and tissue covered. Water shrinking was not performed. A coat of the spray lacquer was applied, at which point the tissue went really limp, just like with real dope, but when the lacquer was completely dry the wrinkles all went and the tissue shrank in the approved manner. Very easy to apply uniformly.

This was rather good. Regular dope seems to make my models twist up like pretzels, which is why I have been using water-based Eze Dope, which has less shrinking power.

So the weak shrinking of the hair lacquer gave promise for use on light-weight structures, such as rubber-powered F/F models.

Eventually I applied 5 coats to the tissue, which gave a well-sealed appearance to the tissue. Also, 5 coats were applied to a piece of 1.5mm balsa sheet. This was not enough to seal the balsa, although the wood became "hairy" in the traditional way. The wood did not curl, as it does with strong dope, so the spray lacquer is quite thin.

Some of the ingredients I wouldn't want on my skin, but the listed Acrylates appear to be the active ingredients.

Worth a try for use on light structures where strong shrinkage is a problem.

## **The Brian Burke Memorial Day '27' Goodyear day 500 Laps**



6 teams entered which was a great turn up as it was only a club event. 2 heats of 100 laps were flown with a final of 500 laps with a minimum of 10 pit stops. The McDermott's had the fastest heat time of 5.13.06 followed by K. Cooke and A. Liddle with a time of 5.27.10. 3<sup>rd</sup> into the Final was R. Williams and R. Carrol with a time of 5.38.85.



Great racing by all and thanks for all the help from who was there. With a gourmet lunch put on from Larcs ( ex ALC ).



<u>Name</u>	<u>Heat 1</u>	<u>Heat 2</u>	<u>Final 500 lap</u>
Trent & Mark McDermott	5.13.06	5.23.25	26.43min
K. Cooke/A. Liddle	5.27.10	DNS	30.27min
R. Williams/R. Carrol	6.03.68	5.38.85	33.53min
R. Smith/R. Bukloz	7.51.71	DNF	
Paul/Mark Dillon	9.19.56	5.59.34	
T. Martin/R. Tonkin	34 laps	DNF	



# AUSTRALIAN TEAM MANAGERS REPORT

## 2014 FAI CONTROL LINE WORLD CHAMPIONSHIPS

### WLOCLAWEK – POLAND

Australia was represented at the 2014 Control Line World Championships by



Team Manager ~ Grant Potter

Assistant Team Manager ~ Harry Bailey

F2A – Andrew Heath

F2A – Ian Gapps

F2A – Richard Justic

F2A – Helper ~ Anthony Kerr

F2A – Helper ~ Stan Pilgrim

F2B – Russell Bond

F2B – Tony Bonello

F2B – Frank Battam

F2C – Rob Fitzgerald and Mark Ellins

F2C – Murray Wilson and Mark Poschkens

F2C – Ian Thompson and Steve Walton

F2D – Tom Linwood

F2D – Bruce Bellis

F2D – Michael Comiskey

F2D – Mechanic – Andrew Linwood



Along with the team there was a large group of supporters, making a total of 42 people representing Australia.

### **Kujawy World Cup**

The Kujawy World cup was held prior to the World Championships. Only the F2A and F2C competitors were able to compete.

Thursday - 07/08/2014 - Kujawy World Cup

F2A - 1st and 2nd Round

Andrew Heath    Flight 1 - 271.9 kph    Flight 2 - 256.0 kph

Ian Gapps        Flight 1 - 0.0 kph        Flight 2 - 271.4 kph

Richard Justic    Flight 1 - 276.5 kph    Flight 2 - 276.4 kph

F2C - 1st and 2nd Qualifying Flights

Rob Fitzgerald and Mark Ellins        Flight 1 – 3:12.19        Flight 2 – 3:04.62

Murray Wilson and Mark Poschkens    Flight 1 – 3:27.03        Flight 2 – 89 laps

Ian Thompson and Steve Walton        Flight 1 – DISQ        Flight 2 – 4:18.2

Friday - 08/08/2014 - Kujawy World Cup

F2A - 3rd Round

Andrew Heath    Flight 3 - 282.6 kph    Finishing place - 15th

Ian Gapps        Flight 3 - 280.1 kph    Finishing place - 17th

Richard Justic    Flight 3 - 0.0 kph        Finishing place - 19th

F2C - 3rd Qualifying and Semis and Final Flight

Rob Fitzgerald and Mark Ellins        Flight 3 – 4:01.51 Finishing place – 8th



Andrew Heath and Tony Bonello at the Kujawy World Cup.



Murray (green bib) during the Kujawy World Cup.

Murray Wilson and Mark Poschkens      Flight 3 – 3:11.15 Semi 1 – 3:18.08 Semi 2 – 3.13.58 Final – DISQ Finishing Place – 3rd  
Ian Thompson and Steve Walton      Flight 3 – 0.0 Finishing Place – 25th

Congratulations to Murray and Mark for 3rd Place, they were given a disqualification after the race had finished because when they landed their retractable undercarriage failed to return to the fully extended position. A questionable decision.

## 2014 FAI CONTROL LINE WORLD CHAMPIONSHIPS, WLOCLAWEK – POLAND

Saturday - 09/08/2014 - 2014 World Championships

Team Registration was held back until late in the afternoon as Ian Thompson was taken to the hospital on Friday, I delayed registering the team in the hope Ian would feel well enough to fly in the World Championships. Ian decided that he would not be able to compete and Steve Walton and I decided that I would fly in Ian Thompson's place, I registered the team in this way.

The team managers meeting took place at 6pm and ran until about 9pm, as in previous years the circle condition for F2B was sub-standard and some attempts were made to help improve this condition. Line marking for F2C was also an issue highly discussed along with piloting and associated warnings and penalties.

Sunday - 10/08/2014 - 2014 World championships

Model Processing - All the Australian models were processed without problems.

Official practice commenced and was followed by the Opening Ceremony

A second team managers meeting took place from 6pm and ran until about 10pm. Whilst condition of the circles for F2B was improved it was still below standard. It was agreed that F2B judges will not score take off and landing points and they were to disregard any situations arising from take off or landing.

The line marking issue was again a problem in F2C and the initial instructions from judges was wrong and was revised.

Monday - 11/08/2014 - 2014 World championships

F2A Speed - 1st Round

Andrew Heath - 284.8 kph   Ian Gapps - 282.4 kph   Richard Justic - 277.9 kph

F2B - 1st and 2nd Qualifying Flight

Russell Bond - 953.70 points (Circle B)   Tony Bonello - 892.53 points (Circle B)   Frank Battam - 981.1 points (Circle A)

Russell Bond - 1066.4 points (Circle A)

F2C - 1st Qualifying Flight

Rob Fitzgerald and Mark Ellins – 34 laps   Murray Wilson and Mark Poschkens – DISQ   Grant Potter and Steve Walton – 3.32.90

F2D - 1st Qualifying Flight

Tom Linwood – LOSS (v Vitaly Kochunts LAT)   Bruce Bellis – WIN (Bert Bejsgizbergen NED)

Michael Comiskey – WIN (v Igor Butnari MDA)

Tuesday - 12/08/2014 - 2014 World championships

F2A - 2nd Round

Andrew Heath - 287.2 kph   Ian Gapps - 0.0   Richard Justic - 0.0

F2B - 1st and 2nd Qualifying Flight

Tony Bonello - 1017.80 (Circle A)   Frank Battam - 920.23 (Circle B)   Frank Battam - 1032.40 (Circle A)

Russell Bond - 940.30 points (Circle B)

F2C - 2nd Qualifying Flight

Rob Fitzgerald and Mark Ellins – 3:10.7   Murray Wilson and Mark Poschkens – 3:09.0   Grant Potter and Steve Walton – 69 Laps

F2D - 2nd Qualifying Flight

Tom Linwood – LOSS (v Yevgeniy Volgin KAZ)   Bruce Bellis – LOSS (v Jussi Forss FIN)

Michael Comiskey – LOSS (v Vaclovas Cyzas LTU)

Wednesday - 13/08/2014 - 2014 World championships

F2A - 3rd Round

Andrew Heath - 0.0   Ian Gapps - 286.0 kph   Richard Justic - 278.9 kph

## F2B - 3rd Qualifying Flight

Russell Bond - 1034.30 points (Circle A) Tony Bonello - 991.1 points (Circle A) Tony Bonello - 887.30 points (Circle B)

Frank Battam - 951.86 points (Circle B)

## F2C - 3rd Qualifying Flight

Rob Fitzgerald and Mark Ellins – 3:00.8 Murray Wilson and Mark Poschkens – 3:03.0 Grant Potter and Steve Walton – 4:08.4

## F2D - 3rd and 4th Qualifying Flight

Bruce Bellis – WIN (v Francisco Mona ESP) Michael Comiskey – LOSS (v Richard Madi HUN)

Bruce Bellis – WIN (v Bjarne Schou DEN)

Thursday - 14/08/2014 - 2014 World championships

## F2C - 1st Semi Final Flight

Rob Fitzgerald and Mark Ellins – 3.07.4 Murray Wilson and Mark Poschkens – 3.12.2

Friday - 15/08/2014 - 2014 World championships

## F2A - 4th Round

Andrew Heath - 284.3 kph Ian Gapps - 284.2 kph Richard Justic - 284.5 kph

## F2C - 2nd Semi Final Flight

Rob Fitzgerald and Mark Ellins – Disqualified Murray Wilson and Mark Poschkens – Disqualified

## Finishing places for Individuals and Teams

F2A – Andrew Heath –	30th
F2A – Ian Gapps –	31st
F2A – Richard Justic –	33rd
The Australian F2A team placed –	8th
F2B – Russell Bond –	39th (2020.10)
F2B – Frank Battam –	44th (1984.26)
F2B – Tony Bonello –	49th (1910.33)
The Australian F2B team placed –	14th
F2C – Rob Fitzgerald and Mark Ellins –	6th
F2C – Murray Wilson and Mark Poschkens –	9th
F2C – Grant Potter and Steve Walton –	36th
The Australian F2C team placed –	4th
F2D – Bruce Bellis –	26th
F2D – Michael Comiskey –	44th
F2D – Tom Linwood –	66th
The Australian F2D team placed –	16th

## Team Managers Views

As Team Manager and Pilot for F2C it was extremely difficult to be at all flights as I would have liked and felt that I should be. I want to give a huge thanks to my assistant Harry Bailey and Brenda Bailey for attending flights that I could not be at. I would also like to enormously thank my Sister, Lesley Norris, who made sure I was where I needed to be when I needed to be. Thanks also to David Axon and his wife Toni for also helping me and the whole team to be at flights of our competitors.

I was unable to be present for all flights of both F2A and F2B, usually these 2 classes run without problems and needing the team manager. I was present for all flights of F2C and F2D and logged one protest in F2D that was unsuccessful.

How ever .... I was on numerous occasions in the judges tower for F2C, all problems were resolved with communication and diplomacy.

The 2 circles for F2B were again in terrible condition and after the past world championships having suffered from



F2B. Battam, Bond, Bonello



F2C. Poschkens/Wilson, Fitzgerald/Ellins, Potter/Walton/Thompson.



F2D Bellis, Comiskey, Linwood.



F2A. Justic, Heath, Gapps.

similar problems its disgraceful that it continues to happen.

In F2C Australia continues to be huge force and Robert and Mark narrowly missed setting a new world record by 0.7 of a second. Two teams were disqualified by a technicality in the semi finals, these two teams could easily have been in the final. The F2C team narrowly missed being awarded a team prize, being pushed out of 3rd place by Russia as they also had a junior team.

Bruce Bellis flew extremely well in F2D and I was disappointed that technical issues stopped him from making it further in the completion.

The whole contest took place on the one site that was a working airfield, both F2B and F2D were separated from F2A and F2C by several hundred meters which did make it difficult for people (and team managers) to attend all flights, especially when flights were not running on time due to re-flies.

The Accommodation was Excellent although the team was separated, the 2 hotels were not far apart, but it would be so much easier and better if all if we were located in the same hotel (we did try but space had ran out fast). The pre-purchased lunches were not quite as good as they could be, but in general the catering at the field was quite good.

I have to thank Fiona and Rebecca Wilson who acted as our media personal, keeping all informed back home through face book of the current status of our guys competing. Really it's a huge issue as so many want to know and its good to know as a competitor that Australia and the world is watching. Australian media releases were followed by the world as Fiona was the first to post new details. Also thanks to Fiona for organising the team uniform, the uniform was complimented on many occasions by fellow competitors.

After the World championships in Poland a lot of team members and supporters went to England for the English Nationals, we dominated that competition winning F2B and F2C and winning and placing numerous other local events, congratulations guys.

Thank you to all team members for allowing me to be their team manager, I enjoyed it and would do it again given the opportunity. Thank you to Jenny and Steve for giving me opportunity to fly with my great friends, I wish we had done better (maybe next time).

I look forward to 2016 and the Australian Control Line World Championships in Perth either as a competitor or Team Manager.

Thanks. Grant Potter

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### Assistant Team Managers impressions.

A trip to a World Championships has been on my list of things to do for a long time and the trip to Poland gave me a lot of pleasure as well as an education of competition at the highest level.

The drive from Warsaw to Wloclawek was on newly constructed motorways and was uneventful. The speed limit on the motorways was 140 kph but it did not seem to apply to some Audi, BMW and Mercedes type drivers as they zoomed up in the rear view mirror and were disappearing into the distance very quickly.

Our hotel was excellent, (excepting for the lack of mattresses on the divan beds). A buffet style breakfast was included in the tariff and the cost for a double room for the seven days we stayed was 1,353 Polish Zloty or AU\$467. Any Polish visitors to the 2016 W/C in Perth will notice a price differential.

We enjoyed our Polish meals and the local beer went down very well after some hot day's at the flying site.

There were 37 countries represented at the competition and seeing and talking to personalities from those countries that were only names previously was a great experience for me.

I learned some things about how the protest system works and watched how the jury operated in F2C Team Race. There were video cameras set up to view each pitman at his segment and another to watch the pilots. It reminded me of the cricket on the telly with third umpire action replays, snicko meters and hot spots. Technically a far cry from our club competitions.

Lasting impressions from F2D are from when the C.D. tells the pilots to stop their engines when the bout is finished as per the rules. Some models had shut-offs that worked some of the time and watching all the arm jerking action to make them operate was amusing but most pilots opted to stop engines by glancing them on the ground, usually at the cost of a broken propeller.

F2B at this level is awesome. Superb models and precision flying. I did hear that prior to the competition starting, the grass was so long that test flights were being conducted after hand launching the models. Some mowing and rolling improved things.

F2A Speed: Carl Dodge was World Champion way back in 1990 and repeated the feat this year in Poland. It was close, but he came out on top again. Carl's model was powered by a 2005 Profi using his own piston/liner/rod plus aluminium pipe and GloBee plug. There you go, all the information you'll need to become the next World Champion. Maybe a thousand test flights will help



too.

To have the opportunity to represent your country at the highest level of competition does not come easily and I admire the effort that all the team members put in to make the trip. My flights in the Dennis Ward Memorial Vintage A team race were a side show to the main events but with the assistance of Steve Walton we managed to get a second place for Australia.

Harry Bailey.



*Last Laps of the F2C final race.*



*Pictures from the competition at Wloclawek.*









## COMBINED SPEED, FRANKSTON 17-8-2014.



A better day weather-wise for our August speed comp held over from last weekend.

Only a few speed fliers turned up, no other club members were present so we ran it with the help of our timekeepers Ron Savage and Phil Wake.

David Shackleford came to compete with his .049 Proto model but he hit the ground after a few laps, but next time he will have a real man's engine to use. A Novarossi .21.

Noel flew his Proto powered by a Force .21 and also his Perky but did not get 3 times to obtain an average. I had a Perky but did not get to fly it.

I flew my newly built .21 Proto flying wing, with a worn out Novarossi .21. I have been using it a lot for 12 years, never replaced a thing other than 5 plugs using 60% nitro, and it is worn out already, they don't make them like they used to. [JOKE]

Also flew the Classic Proto /OS25 FX Swooper, and finally got under 30 sec for 14 laps [29.69] but was disqualified due to the out-board wing coming off in flight, although it flew better then.

Ken Hunting came to fly 1/2 A Proto [South Australian rules], seems every town has their own rules.

Noel had one flight of his Class 5 [.21]

Next speed comp is at Frankston on 19th October, or if going to Albury Oct 4-5<sup>th</sup>.

If anyone wants a competition day at Knox, please let me know a date that does not clash with stunt so we don't have to wait between stunt flights which is what happened at the Vic State Champs. Then we got accused of taking so long.

Maybe in the future if time permits, we can run the grass/long line events at Frankston big circle on the Monday or Saturday. Your thoughts please.

Robin

### Results.

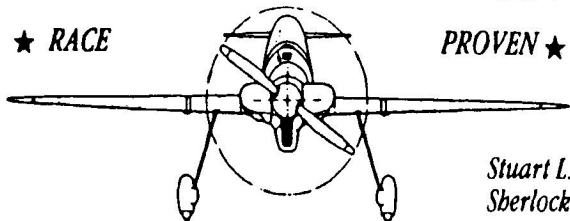
Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R. Hiern	Vintage Proto	OS 25FX	31.37	31.12	DISQ	31.12	186.17	98.84%
2	K. Hunting	1/2A Proto. SA	PAW	29.61	27.71		27.71	129.92	96.14%
3	R. Hiern	Class 2	Novarossi 28	11.32	11.17	11.19	11.17	259.34	88.63%
4	N. Wake	Class 5	Novarossi 21	15.17			15.17	237.31	88.53%
5	R. Hiern	Proto	Novarossi 21	28.06	28.01	N.E.L	28.01	206.84	86.13%
6	N. Wake	Proto	FORCE .21	33.76	33.34	32.51	32.51	178.21	74.21%
	D. Shackleford	Vintage 1/2A	COX	DNF					
		<u>PERKY</u>							
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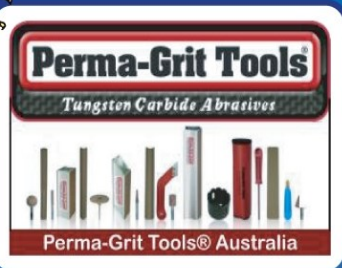
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