

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 195

Produced by the Victorian Control Line Advisory Committee



March 2015

INSIDE THIS ISSUE

Contest Calendars.

Notices.

Running-in Competition engines.

Contest Results.

Team Selection Method for the 2016 C/L
World Championships.

CLAMF Tether Cars.

For Sale and Wanted.

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 2015

DATE	EVENT	CLUB
Mar 7-9	S. A. State Champs, events TBA	MONARTO
Mar 15	Coreflute Combat, 27 Goodyear, Goodyear.	CLAMF
Mar 29	KMAC Carnival and Doncaster Novelty	KMAC
Apr 3-6	Victorian State Champs, events TBA	CLAMF/KMAC
Apr 11-19	68 th Australian National Championships	S.E. QLD
May 17	Warbird Stunt, Speed , Classic B T/R	CLAMF
May 24	Warbirds	KMAC
Jun 6-8	NSW State Championships, Grass Events	SYDNEY
Jun 14	Classic FAI , Vintage A, F2C/F2F , 1/2A Combat	CLAMF
Jun 28	Rat Race Invitation and Club Day	KMAC
Jul 12	Speed , Classic Stunt, Mini G/Y , Simple Rat	CLAMF
Jul 26	All Aussie Day and Vintage Combat	KMAC
Aug 9	Carrier, 27 Goodyear, Goodyear.	CLAMF
Sep 13	Speed , Vintage Combat, 2.5cc Rat Race	CLAMF
Oct 3-5	NSW State Champs, Hard Surface events	ALBURY
Oct 18	Coreflute Combat, F2B, F2F	CLAMF
Nov 8	Speed , Warbird Stunt, Combat (TBA)	CLAMF
Dec 13	Vintage A, Classic B, Classic FAI	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. CONTEST CALENDAR 2015

DATE	EVENT	CLUB
Mar 7-8	HUNTER VALLEY CHAMPIONSHIPS	MDMAS
Mar 15	Classic Stunt.	SSME
Mar 22	Club Competition Day incorporating Brendan Farrell Cup.	KMFC
Mar 29	F2B Aerobatics.	KMFC
Apr 3-6	VMAA Victorian State Champs	***
Apr 11-19	MAAQ Queensland Nationals	***
Apr 26	F2B Aerobatics.	SSME
Apr 26	DGY, 1/2A Diesel GY, Burford racing and Diesel Speed.	KMFC
May 2-3	Veterans' Gathering.	MDMAS
May 3	Classic Stunt.	Doonside
May 9	Club Competition . (DGY, Stunt, Combat)	KMFC
May 17	Phantom, Vintage A and Diesel Goodyear.	SSME
May 29-Jun 1	AWA State Champs	Perth ***
Jun 6-8	NSW C/L State Champs CLAS.	Whalan Reserve
	*** Qualifying event for F2B and F2D W/Ch.	
Jun 14	Club Competition.	KMFC
Jun 20-21	"Old Phartz and Friends" Vintage Weekend. At Coffs Harbour	KMFC
Jul 5	AGM	KMFC
Jul 12	F2B Aerobatics	Doonside
Jul 19	Club Competition.	KMFC
Aug 2	Combined Speed.	SSME
Aug 2	F2B Aerobatics.	KMFC
Aug 16	Classic Stunt.	SAT
Aug 16	Diesel Goodyear, 1/2A DGY, Burford Racing & Diesel Speed.	KMFC
Sep 5-6	MAAQ Queensland State Champs F2D CLASSI Ipswich	***
Sep 19-20	MAAQ Queensland F2B	Rockhampton QLD ***
Sep 20	F2B Aerobatics.	SSME
Oct 3-5	CLAS NSW C/L State Championships F2A and F2C C.L.A.S. at Twin Cities. TBC.	***
Oct 11	Gordon Burford Day.	KMFC
Oct 18	F2B Aerobatics.	SAT
Oct 25	Club Competition	KMFC
Oct 30-Nov 1	MAAQ Queensland F2A and F2C	Maryborough QLD. ***
Oct 30-Nov 1	F2B , Classic and Vintage Stunt Doonside (West Wyalong NSWFFS field) TBC	
Nov 22	Vintage T/R and Diesel Goodyear.	KMFC
Nov 22	Classic Stunt.	NACA at Gateshead
Nov 29	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 6	F2B Aerobatics.	Doonside.

Events marked *** are qualifying rounds for the 2016 C/L World Championships.

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

SAT- (Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.

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

DOONSIDE- Baseball diamond, Whalan Reserve.

Western Australia Contest Calendar 2015

Date	Event	Site
May 29	F2A, Combined Speed, Classic-B Team race	CLAW
May 30	F2C Team Race. (Rnd 1 & 2) Vintage A Team Race.	CLAW
May 31	F2F Team Race (3 rounds) F2C Team Race (Rnd 3,4 & final)	CLAW
Jun 1	F2D Combat , Classic FAI Team Race	CLAW

Note:- F2A, F2C & F2D are to be W/C 2016 qualifying events.

2015 Queensland Contest Calendar

All MAAA flyers welcome.

April 11-19,
68TH QUEENSLAND NATIONALS
Location: VARIOUS LOCATIONS IN SOUTH EAST
QUEENSLAND

South Australia

Contest Calendar 2015



Mar 7-9 MASA South Australian State Champs.
F2B Adv/Exp and Novice, F2C, F2F,
F2A/Combined Speed, Classic FAI T/R
Classic Stunt, Vintage Stunt,
Vintage Combat, Half A Combat,
Classic B T/R, Vintage A T/R,
Grass /Junior Rat Race, 27 Goodyear. Monarto

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2015 Victorian Control Line State Championships information.

Entries to be in by 2nd April 2015 via entry form or phoned through to 03 97868153.

You can email form to G. Wilson at vmaareg@ozemail.com.au
Fields can be opened by arrangement, all racing practice to be done Friday morning 3rd April, speed practice when circle vacant.

Trophies for completed events to be presented at Keysborough Hotel on 5th April.

Please advise numbers attending hotel so booking arrangements can be made.

Food & refreshments will be available at fields as follows:-

Friday 3 rd April	CLAMF	– all day
Saturday 4 th April	KMAC	– all day
	CLAMF	– all day
Sunday 5 th April	KMAC	– 07.30 breakfast, then all day.
Monday 6 th April	CLAMF	– all day

FAI events are the main priority A/C qualifying for World Championships.

Support events to run as time permits.

1/2A combat lines, **no 0.012" stainless lines allowed**, 42' line length, 1 model per bout.



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Running in Competition Engines.

It is vital that a racing engine is run in correctly to obtain maximum power and maximum life at this peak power.

I do not care how well the motor is made, regarding round piston and liner, bearings etc. our motors get hot and distort, flex under load etc. so they must be carefully run in on a bench for a while. Afterwards it can be put in a model but as the distortion/cooling is slightly different you must carefully do more running in being careful not to run LEAN.

This running in is to remove any microscopic high spots from normal proper machining during manufacture. It is not done to make an ill-fitting badly made engine ok.

Fly a few tanks then let it cool, have a coffee etc. do not flog it tank after tank.

I always pull a new motor apart to check that it has been assembled correctly especially that circlips are in properly, checking that the circlip is not sticking too far out of groove or too low. With the piston assembled on to the con-rod, I check with a vernier caliper that, say on a 4 mm gudgeon pin and .012"/.3mm circlips that the inside measurement of the circlip is around .150"/3.81mm at the I.D. of circlip, sometimes the groove is deep enough but not wide enough for the circlip to sit down in bottom of groove properly.

Most new motors from a good manufacturer are clean inside. The old story that MVVS export all the swarf in the motors does not apply but you never know with some of the CHEAP motors. I would still clean out any new motor to be sure.

I always modify my competition motors as a matter of course, the timings may have to be altered to suit the class, gas-flowing does help, I have proved it, as getting the maximum charge up into the cylinder is what makes power. Then we have to compress it to get maximum expansion but not an explosion, as that is the dreaded DETONATION.

I run high compression and if the head is set up right and the engine is not run LEAN, over-propped or overheated, I do not blow many plugs [mostly Nelson] even on 60% nitro.

For maximum power we should run as high a compression as we can BEFORE detonation is encountered, engine designers have always done this. If detonation does occur then you should find a better fuel, or reduce compression. That is one of the reasons why we use Methanol and not petrol, and why we had lead in our petrol until it was banned as it allowed high compression.

During the Second World War the great Rolls Royce Merlin of 27 litres was developed to equal the power of German Daimler Benz of I think 35 litres due to some leaded [TEL] fuel developed in the USA. It allowed higher supercharger pressure = more compression.

It is a fine line to get the compression right. Too much comp and big trouble. The head has to be right and that is why we run close squish clearances to help stop detonation, if you raise the head too much we lose this effect and detonation sets in. Detonation is indicated by a sand blasted appearance on the head and piston, it can get that bad that it eats away a little moat around the very outside of the piston crown, this also flares out very top of the piston and removes the very small tapered relief at the top of the piston and so the piston crown rubs on the liner bore creating heat.

We MUST always maintain this taper, it is always there on proper racing engines, partly so the piston does not catch in big ports we use, also it is to counteract the expansion of the very hot crown of the piston when running, and provides an OIL wedge at the top, when it badly detonates it turns it into a scraper removing some oil.

This can also be a cause of blowing plugs, we initially detonated due to TOO Lean/ over-propped etc. which caused the bad detonation, now the engine will blow plugs due to the damage even though you fixed the cause of the detonation in the first place. The motor must be stripped and re-relieved at the top.

Using Nitro Methane

On the subject of Nitro and talk of corrosion I would like to state that I DO NOT get corrosion in my engines. In my fleet of 8 Novarossi's I have never replaced a bearing or any part of motor due to corrosion. One of them however did split the inner ring of the rear bearing, and that was in a low nitro /piped engine.

All I do at the end of the comp when I get home is spray WD.40/CRC into motor and flick over, then a few drops of Auto trans fluid and car engine oil, and put away for next comp/test. The r/c car guys seem to have a problem of rusty bearings /crank etc. Maybe the cause is that they sometimes block off the muffler to stop the engine at the end of a race and flood the motor, fuel is left in the case and being mostly methanol it sponges up moisture and this is what rusts them.

Getting back to running in of the motor, first it should be mounted on a solid SAFE test bench, I have seen a few engines escape. You must now put a running in /test prop on, this must be smaller than a flying prop to allow the proposed/hoped for in air revs, the rule of thumb is to use a prop 1 inch smaller in diameter than flying prop, it then needs to be calibrated later for a test prop, but how do we do this with a new engine, a bit like the cart before the horse.

Prop needs to be solid so there is no chance of it shedding a blade as we will be standing near it, prop does not have to be special as we are only looking at it load the engine to the revs required.

For FAI piped speed engines and 2 cc open exhaust I have a family of 7x3 1/2 " FF props cut down to around 132 -143 mm diameter

to vary the load, for .21 engines I use an 8x4 cut down to 159 mm, and a Bolly carbon 7x5 cut to 133mm, all these are hard to get that are strong enough so I am going over to BIG APC ones and keep trimming down to my required revs, they are then fairly thick so safe, just cut the tips off square and lightly sand the tips to clean.

Start off with a low Nitro fuel or FAI fuel if for FAI events, say 10% to make tuning easier, bolt on your small prop and start, I usually open needle too much to make sure it is not Lean, if it floods so be it, start engine and be ready to open needle if lean, set it running with a fast 4 stroke, if it is one that is very squeaky tight you may have to run it at a rich 2 stroke as you don't want to flog out gudgeon bosses by running at a too tight a liner.

If not too tight I just run at fast 4 stroke then after say 10-15secs slowly wind in needle to just get a 2 stroke, then back off again to rich, keep this up to 2 stroke and back to 4 stroke for the first few minutes, stop and let cool and feel for any binds etc. if so stop and strip down.

Keep doing this and increase time it stays on just a 2 stroke, If it sags back off. Do NOT get tachometer out as this leads to trying to see what it will do.

Very hard to say how many minutes to do this, a bit of instinct, but motor must be able to sustain around 10 -20 secs of 2 stroke just peak happily, try and give it a good cool down the longer the better, after say 200 ml fuel I then take home and strip to check that everything is ok especially the taper on the outside of piston top of crown, if signs of rubbing it must be very carefully stoned off, an easy way that some do this is wrap masking tape around piston leaving only 1.5 mm sticking out then with a stone carefully remove high shiny spots. Sometimes you get this shine at the exhaust port side, this is due to the piston trying to jump out our big ex ports, if it keeps doing this leave alone.

Re-check with jewellers eyeglass that the circlips are ok, and no bad high spots on the critical sealing band which should start say 2mm below crown and go say 3-4 mm below, a narrow seal band may be good for power but will wear and loose edge sooner, old story "SPEED cost money how fast do you want to go?"

Clean thoroughly, assemble and run in again, start off a bit richer if you have touched up the piston, you can now hold on to 2 stroke longer, but do not set it going and go off, always be there to monitor it and vary tune 4-2-4 .

You can run a motor for ages on a rich/slow setting and will not be run in, it has to get used to the extra Heat and Revs of the peaked setting, if intending to use high nitro add it in stages starting off for a while like you did initially.

After you are sure it will take a peaked setting you can start to calibrate the prop, which is to duplicate the in air revs, so you can set head etc. but what are the revs of around maximum power/in air revs ? Going by some of the r/c car claims a lot rev around 40,000 rpm, they may rev to that but max power is a lot lower, depending on the timings which they do not give out, generally the .21 car engines in air revs should be 30,000 to 33,000 rpm, the .12's 35,000 open ex, and 33,000 rpm piped.

This is why I use an audio tachometer while flying, to find the in air revs, only by doing some reverse engineering do we know that, after a while when you get a fast time and note revs in air you get an idea where it should run, no substitute for experience and taking notes.

Run in prop needs to be trimmed to obtain these revs as if you are testing outside the approximate rev range you may get wrong answers, a test prop on a Goodyear glow would be bigger than an FAI speed engine as the FAI engine has to operate in the 39,000 41,000 rpm range, the Goodyear a lot lower.

These props are for testing only, not flying, they are to clubby anyway, keep them safe as they are your reference for later on.

I find that this method of running in gives results and motors of long life at their peak, I have seen plenty go out with a new motor on a bench, set it running on too big a prop and leave it and not vary it etc. then put in model and get the stop watch out very tempting to tweak needle to see how fast it will go. Wrong, remember we still have to run it in in the air as the cooling /distortion is different.

A typical case was when I went to the British Nats in 1996 to fly 2cc speed, I was using a good OS CZ11PS, as I had 2 models I needed another motor, Mark Ellins wanted one for Mini Goodyear so I got one and built as my spare and he could have it when I got back. I carefully ran it in as above then put it in my speed model, I used it for the first round in England but as it was a bit new, I put my good one in and went faster, as it turned out Marks would still have been fast enough to win British Nats.

Mark put it in his Mini Goodyear and has won nearly every Nats /State title since, it is by far the fastest in Aus, only losses have been a blown plug, broken prop, until a few years ago that motor had never been apart, it needed a clean but he was afraid it may not go as good again, eventually a rear bearing cage broke, a bit of a problem as phenolic cages were not available then, so I pulled it down fitted new bearing, ready for years of flying.

The engine is now 19 years old.

I did many Mini Goodyear engines for people and they did not run in properly and now over the hill.

I usually go out to run a new motor in about 3 times at least, coming home and checking each time, I also try to spread it out over a week or more, as I have found that resting them helps, I have no idea why.

I once was running in a Novarossi 12 as it had a fair bit running, I tachometered it, left it for an hour or so, ran again and picked up a hundred or so revs.

Other times I have been flying a relatively new engine, got a time then started trying different props etc. and seemed to be all slower, then double checked with first setup of day and speed had dropped off. Slightly better next week until it settled down.

I think that sometimes after a good fast run the piston expands a little, so tightens up and have to bed in again, hot metals do funny things.

All this is a hassle running in engines, but that is the price of performance/winning.

Once you have it initially run in, so safe to peak out on the fuel you are running, you can experiment with head shims /glow plugs etc. a run just to get a rpm figure, then stopping, will be good as it cools while you change things.

Writing all these figures in your logbook for all your engines, saves time for next engine as you have a base to work from, no point in reinventing the wheel.

For sport , r/c stunt engines you don't have to go to this extreme, I would still run a slightly smaller bench prop to see how it needles, then you can put it in a model that you trust the tank, you don't want it howling around lean on a new motor as you have no cutout.

Finally the most important thing, do not run LEAN.

With very high compression engines it is a bit hard to find, just peak as they are a bit reluctant to 4 stroke, they want to 2 stroke, if you keep on leaning they can just grind on and be damaged, low comp engines, there is a fine line from 4 stroke setting to 2 stroke, a couple of clicks too lean and it cuts dead.

An indication sometimes that a new piston and liner is required as you do not want a stunt engine which has low comp anyway, if it goes a bit lean may quit, say on top of a wingover.

This fast 4 stroke then switching to just 2 stroke is why stunt engines have low compression, and Low power size for size, Fox .35 have around 6.3 to one, that is why a stunt engine has to have a hot plug to keep the fire alight, and I would suggest a min of 5% nitro for ease of tuning etc. the only time you should use no nitro fuel is for FAI speed, anything else 5%.

Hope this helps to get motors of max power and long life.

ROBIN HIERN AUS8960

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Control Line - Accessories; Bellcranks; Connectors & Leadouts; Covering Material; Engines; Flying Lines;
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Free Flight - Timers & Programmers.

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

CLAMF - TETHER CARS.

On Sunday 22nd Feb a group of tether cars enthusiasts went down to the Frankston control line field to run some old style slow FUN tether cars.

The idea all started when a guy in Geelong (Bill Hunter) built 2 old style tether cars for fun, he has been building them over the last 15 years, but needed somewhere to see them run.

He contacted Ron Savage, our Speed chief timekeeper.

Ron has been trying over the last 10 years to get a track in Victoria, there are Australian tracks, one in Sydney and the other in Brisbane at Tingalpa which is one of the sites for the next MAAA Nats. Officials at the track in Sydney will not allow you to practice the day before contests and only allowing 30 minutes total practice for all the interstate entrants. All you get is 3 runs then go home. Not a way to encourage entrants. The Sydney guys have a practice day 2 weeks before the monthly comps.

Ron and I tried to promote interest in getting a track in Victoria, but we found that most people that have an interest in tether cars only want to collect them, especially the old 1940's and 50's cars which get huge money on eBay, but the few modern international class missiles do not go for much money.

Ron has two 5cc modern cars as well as a novice class car with an OPS 21, we tried it years ago before we went to Sydney for the Nats to make sure it ran, I just hung on to it as it went around, it did 100kph then bounced upside down.



This is the problem for the modern cars, the surface has to be perfectly smooth and flat, car parks etc. are no good, but the old style slower ones should be ok as they did it all the time in the old days.

On the Sunday Bill turned up with 2 carloads of family supporters to see the big event.

He managed to get a few runs on the track with the cable attached to the special pylon Ron built for our makeshift track, Ron was in the centre holding the cable off the ground and speeds were around 70kph. I think Bill & family were very happy to see the cars running.



He could have run more but he was happy with what was achieved.

The cars were basically old Speed-car style body, powered by an OS 46 LA and a LRP .28 r/c truck motor driving the axle by toothed belt, he had radio control for the throttle, a good idea.

Ron ran his R/C model car powered by an OS 15, but no radio. This concept was an idea from the Sydney club for novices to get going easily, just buy an r/c car and put a tether on it, but the idea did not take off. Ron built one but never ran it.

I had a full r/c car I bought at a swap meet all up \$100, with OS 15. I left the radio in it as I have run it at a basketball court a few times, I just added the cable attachment and ran it that way on the cable. After starting the motor, I controlled the throttle while Ron

held the cable.

Normally the Hoarser holds the cable up off the ground and whips it up to speed then jumps up on a little platform while car runs, but the Frankston grass stuck up too much and it would have caught on the cable causing a run in.

I intended to run my Novarossi .21 car with a small carby to slow it down as at top speed it would bounce too much, but ran out of time and energy.

I also flew my Class 2 speed model Novarossi .28 to as a demonstration to the spectators.

I know this is not Aeromodelling as such but is all modelling. A lot of the motors we used years ago started off as tether car motors e.g. Oliver Tiger / Dooling / Mc Coy etc.

We would like to thank CLAMF for use of the field.

Robin Hiern.

Control Line at 68th MAAA Nationals

As the countdown to the 68th MAAA Nationals continues, organisation of the event is well under way. The entire Nationals Committee are committed to seeing that these Nationals will continue the grand tradition of bringing together MAAA modellers from around Australia as well as visitors from overseas.



Clubs where events are to be held have all been keen to assist in any way possible and this is appreciated to help run a smooth operation. The MAAA have been a tremendous help in taking over the required repairs to the Logan C/L hard circle and also securing this site, under license agreement with the Logan City Council, for future use of MAAA C/L members.

Report NO.1

By:- Kerry Ewart

Date :-12/02/2015

Field preparation is going along nicely with the repairs to the tarmac circle due to be completed late March followed by the re-marking of the circle.

Four grass circles will be available with one being for racing, one for aerobatics and others for practice and other events.

Equipment requirements should be finalised this weekend with a list sent ASAP with what has to be purchased and required for control line.

CDs AND HELPERS:- While a few people have come on board with offers of help and to them I cannot say thank you enough, "I JUST DO NOT HAVE THE EXPERIENCED PEOPLE IN QUEENSLAND" needed to run events, in particular the "FAI" events; and as you all are aware they are WC Selection events for Perth 2016.

I know we all want to fly but helping with just one event may mean the difference between the event going ahead or not.

So any event you can CD or help with would be a great help. Send me an email at :- cladministrator@maa.org or contact me on 0428647658.

Let's all make these Nationals a great event.

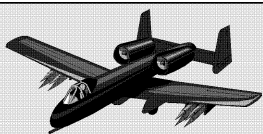
Safe travelling and see you all on April 11.

Regards

Kerry Ewart

(CL Administrator)

CONTEST RESULTS



Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	M. Wilson	FAI	Profi	N.E.L	12.67	12.62	12.62	285.26	95.80%
2	R. Hiern	Class 2	Novarossi .28	10.85	10.93	11.26	10.85	266.99	91.24%
3	R. Hiern	FAI	Profi	N.E.L	N.E.L	13.42	13.42	268.26	90.09%
4	N. Wake	Class 5	Novarossi 21	17.23	15.42	14.99	14.99	240.16	89.59%
5	N. Wake	Proto	Force .21	32.81	32.61	32.57	32.57	177.88	74.07%
6	R. Hiern	Vintage Proto	OS25 FX	N.E.L					0.00%

Held at Frankston 8/02/2015

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
	N. Wake	PERKY	TYPHOON	54.84	53.39		53.39	108.52	
	V. Marquet	PERKY	COX 15	N.E.L	58.26		58.26	99.44	
	A. Nugent	PERKY	Parra .15 D	40.77	41.34	41.16	40.77	142.11	
	R. Hiern	PERKY	ST X15	47.48	N.E.L		47.48	122.02	



Left:- Vern Marquet's "Perky"

Right:- Dave Shackelford and Andrew Nugent prepare to start Robin's Vintage Proto model.



AVERAGE OF ALL 4 FLYERS =49.9, SO CLOSEST IS R. HIERN AT 47.48 = WINNER.

FASTEST TIME =A. NUGENT 40.77.

THANKS TO RON SAVAGE AND PHIL WAKE FOR TIMEKEEPING.

ROBIN.

Carrier Deck.

A stiff wind made conditions less than ideal for our Carrier Comp, it made slow speed flight a little difficult and getting back onto the deck a bit of a challenge. Peter Koch was high scorer with his TT 42 powered Skyraider, mainly due to hooking a wire on his second attempt. Graeme and Paul both had a few problems with their HP40 powered Bearcats, Graeme with a hook that didn't want to stay in the down position and Paul having trouble hooking a wire or sliding off the deck. The usually reliable old Merco 29 in my Wildcat didn't want to play ball this time and had a couple of flame outs. Big thanks to Peter K and the rest of the guys for their help in setting up and dismantling the deck. Hopefully next time we'll get some calm weather as well as a few more competitors.

Peter.

Navy Carrier Results

	Competitor	Model/Engine	High Speed	Low Speed	Landing	Bonus	Total
1	Peter Koch	Skyraider TT 42	26.11sec	48.41sec	90	30	142.30
2	Graeme Wilson	Bearcat HP40	30.94sec	54.92sec	85	30	138.98
3	Paul Stein	Bearcat HP40	26.16sec	67.00sec	50	30	120.84
4	Peter Roberts	Wildcat Merco 29	30.56sec	61.53sec	Splash	20	50.97

Results from CLAMF 8/2/2015 :-

Simple Rat Race, (Ten minute final)

1. K. Hunting/M. Ellins 216 Laps
2. A. Nugent/G. Wilson 175 Laps
3. H. Bailey/P. Roberts 164 Laps



Control line Team Selection Method for the 2016 C/L World Championships. (Multi Trials)

F2A Speed F2B Aerobatics F2C Team Racing F2D Combat.

Team members for the 2016 Control Line World Championships shall be selected in the order determined by the aggregate of points obtained through participation in qualifying events at up to three competitions nominated as team trials. These competitions are any State Championship held during 2015 and the 68th National Championships to be hosted by Queensland.

Where a competitor gains points in more than 3 qualifying events, only the highest 3 point scores will be aggregated.

In F2C Team Racing, a competitor is considered to be the team comprising two individuals (pilot and mechanic). Should a different individual replace either pilot or mechanic during the course of the qualifications, that new pairing will be considered a new competitor.

Allocation of Points for F2A and F2B.

The winner of a State Championship event shall be awarded 500 points.

The winner of the National Championships shall be awarded 1000 points.

The other competitors shall be awarded points in the ratio:-

F2A $\frac{\text{Competitor's Fastest Speed}}{\text{Winner's Speed}} \times \text{Winners points}$

F2B $\frac{\text{Competitor's Score}}{\text{Winner's Score}} \times \text{Winners points}$

In the event of a tie in points for a team position, preference will be given to the competitor with:-

F2A The fastest speed recorded at any of the competitor's three qualifying events. Should the tie not be resolved, the 2nd fastest speed will be considered and so on.

F2B The highest score recorded at any of the competitor's three qualifying events. Should the tie not be resolved, the 2nd highest score will be considered and so on.

Allocation of Points for F2C.

Points will be awarded to the competitors using the formula:-

Points = $\frac{\text{Lowest Competitor's Score}}{\text{Competitor's Score}} \times \text{Base Score} + \text{Bonus Points}$

Base points for a National Championships are 1025 and 1000 for a State Championships.

Bonus Points = 5 points x number of competitors who have recorded a "Race Score" at each qualifying event.

"Race Score" = A competitor's time recorded in seconds to complete a 100 lap heat or semi final race.

Competitor's Score = Addition of the competitor's best 2 "Race Scores" at each qualifying event.

In the event of a tie in points for a team position, preference will be given to the competitor with the lowest "Race Score" (fastest heat or semi-final race time) in a qualifying event. Should the tie not be resolved, the 2nd lowest "Race Score" will be considered and so on.

Allocation of Points for F2D.

Points will be awarded to the competitors using the formula:-

1st place = 2 x N points

2nd place = 2 x (N-1) points

3rd place = 2 x (N-2) points and so on.

N is the number of competitors in that qualifying event, who has flown at least one bout.

If two or more competitors have equal placing in a qualifying event, each will receive the same points. The points awarded for these competitors will be calculated as the total number of points allocated to the "tied" places, divided by the number of tied competitors, as in the following example:

Number of competitors: 10

First place 1 person 20 points

Second Place 1 person 18 points

Third Place 1 person 16 points

Fourth Place 1 person 14 points

Fifth Place 3 people 10 points

Eighth Place 3 people 4 points

In this example three people tie for equal 5th, the points for 5th, 6th and 7th normally being 12, 10 & 8 points. These points are added together then divided by 3 (for the number of competitors), which results in 10 points for each of these three competitors. A similar calculation applies for 8th, 9th and 10th.

In the case of a tie for team qualification points, i.e. 2 people on the same number of points, results in the 4th highest placing in a qualifying event is taken into account. Should the tie not be resolved, the 5th highest placing in a qualifying event will be considered and so on.

After all qualifying events have been completed, competitors will be ranked in order and after consultation with fliers in regard to availability for selection, the names of the ranked competitors will be forwarded to the MAAA. Offers of placement will then be made by the MAAA.

In the event that a flier subsequently becomes unavailable for team placement, he/she should notify the Team Manager, who will consult on a recommendation to be put to the MAAA for their consideration.

For Sale

ANDREW'S PANS.

.21 size speed pans (by request no stock at this time), Nelson style T/R pans and a few 2cc pans. Also available a new T/R pan. Julian Reichardt 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.

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Regards,

Andrew Nugent.

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Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"

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

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8x4 & 8x6 Taipan white flexible nylon & black GF nylon propellers **have all been sold.**

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(I can fit 10 of the 7 inch diameter props in a large letter for \$2.50 post Australia wide)

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