

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 200

Produced by the Victorian Control Line Advisory Committee



August 2015

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PRODUCTION SPECIFICATIONS

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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
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 4	Worldwide Ringmaster Fly-A-Thon	KMAC
Oct 18	Core flute Combat, F2B, F2F	CLAMF
Oct 25	Monty Tyrrell Classic Stunt	KMAC
Nov 8	Speed , Warbird Stunt, Combat (TBA)	CLAMF
Nov 29	Doug's Vintage Stunt	KMAC
Dec 13	Vintage A , Classic B, Classic FAI	CLAMF
Dec 13	Club Day and Christmas Party	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

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

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COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2015

DATE	EVENT	CLUB
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.



During the upcoming July School Holidays there will be no CBC soccer matches played so AAC can revert to full day use with the usual safety caveat, i.e. no 'lone' flying per the club rules which all

members should have received by e-mail recently. The dates are July 4th, July 11th, July 18th. See more on these dates below.

Provisional program of events for August.

All events are at Unley Rd City

- August 1st Grass Rat Race Provisional date and location is AAC, 1st race starts 1pm, more info after the July 14th AAC Committee meeting.

CLASII is holding the Queensland State Championships for combat in Ipswich on the 5th and 6th of September 2015.



Please note that 2.5 Slow combat will be held separately on the 10th of October as part of the inter club schedule.

Scheduled events for Saturday 5th September - Sunday 6th September.

9am Start.

F2D Combat

Vintage Combat

Open Combat

.35 Slow Combat

Contact:- Trent McDermott

Email:- trent_mcd@hotmail.com



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2015 QLD State Championships

All Racing Weekend

Simple Rat

Name	Heat 1	Heat 2	Final
1st R. Williams / R. Carroll	90 Laps	105 Laps	230 Laps
2nd T. McDermott / M. McDermott	113 Laps	DNS	217 Laps
3rd C. Dillon / P. Dillon	99 Laps	92 Laps	197 Laps
4th R. Dillon / M. Dillon	88 Laps	90 Laps	

'27' Goodyear

Name	Heat 1	Heat 2	Final
1st T. McDermott / M. McDermott	5.08.56	5.21.75	10.30.03
2nd C. Dillon / M. Dillon	5.29.94	5.13.22	11.13.12
3rd R. Dillon / P. Dillon	5.33.53	5.14.63	11.30.41
4th K. Cooke / T. Martin	5.25.65	5.21.50	
5th R. Williams / R. Carroll	DNS	5.35.91	
6th A. Hanson / R. Stokes	DNF	5.44.12	
7th R. Bucholz / R. Smith	7.25.13	6.40.63	

'Z' Class

Name	Heat 1	Heat 2	Final
1st R. Williams / R. Carroll	3.55.91	DNS	8.14.69
2nd T. McDermott / M. McDermott	4.00.16	DNS	8.30.66
3rd P. Dillon / M. Dillon	4.00.94	3.49.34	9.24.51
4th K. Cooke / T. Martin	5.05.63	4.48.06	
5th R. Bucholz / R. Smith	33 DNF	5.20.60	
6th A. Hanson / R. Stokes	DNS	DNS	

Vintage A

Name	Heat 1	Heat 2	Final
1st T. McDermott / M. McDermott	3.30.69	—	127 Laps DNF
2nd R. Bucholz / R. Smith	4.53.12	—	114 Laps DNF
3rd A. Hanson / R. Stokes	4.31.50	—	111 Laps DNF

Results and pictures from:-
 Trent McDermott
 (CLASII Secretary) AUS 55720



The Great (?) Aussie Control Line Handles

History

It's normal practice to store one's control lines on a reel of some sort. Then roll them out at the field and attach them to your control handle and model. However, the majority of Australians would have opted for one of the combination reel/control handles that were widely available on the market from the late 1940's to 1990's. It seems that this simple and effective solution remained more or less uniquely Australian, although Berkeley advertised a similar type in the early 1950's. I'll call it the "Australian Control Handle" or ACH for short.

The granddaddy of them all is probably the Hearn's Hobbies U-control Reel, first advertised in Australian Model Hobbies, July 1949. It is of sand cast aluminium, with the rim machined to form two grooves. Two pairs of holes in the rim provide the option for wide (95mm) or narrow (45mm) line spacing. Two screws with handles make it fairly easy to wind in the lines. The control lines are made from a single length of cable that passes through the holes in the rim. A knurled nut or wing nut on the central screw clamps the control line, to provide the desired neutral point adjustment. Typically, once reeled in, the ends of the lines are easily retained by short lengths of fuel tubing pushed into each of the handle's grooves.

This idea caught on and Gordon Burford began producing his own ACH around 1952. This was replaced by a lighter, more elegant design in 1958 and a slightly sturdier third design some time later. This final handle design was also made in



The Hearn's Hobbies advert in the first issue of Australian Model Hobbies July 1949.

Hearn's Hobbies handle.



Gordon Burford's first handle from 1952.



plastic in light or dark blue, yellow and perhaps other colours.

Modernair Industries produced the "Aristocrat Wyda-Groove" handle around 1958, which boasted "no more bungled winding and a capacity for line lengths of 120 feet and over".



Second Burford handle circa 1958 is close in design to later plastic types.



Aristocrat "Wyda-Groove" handle. This one now sports narrow-spaced heavy duty cable for attaching racing lines.

However, the most prevalent (and last to abandon the market) was the handle made by Aero-Flyte in nylon or yellow or white plastic. Price Rite Engineering produced



Final Burford aluminium handle. The dies for this one still exist.



Taipan plastic handle from the 1970's. Has raised central ridge to reduce tendency for lines to "skip their groove" while winding in. Goran Milosoljevic photo.

Aero-Flyte handle. Easily identified by the moulded-in brand name



around 400 aluminium ACH's of quite distinctive design in the 1990's. Were there any other manufacturers?

The good aspects

Aside from eliminating the need for making connections at the handle, the handles were relatively inexpensive and adjusting the neutral position is simple. Separate grooves (if used properly) ensure that there are no twists in the lines after a flying session. The working line length can be adjusted by winding each line in its groove by a set number of times (one clockwise and the other counter clockwise) and then retaining that length with fuel tubing in the grooves. Each wind would shorten the lines by around one foot (315mm). In this way, line length can be altered to suit the amount of wind on that day, or one set of lines could serve a number of different sized models.

Flyers also found that unlike a regular control handle, the circular outside shape allowed the actual grip on the ACH to be adjusted in flight with reasonable comfort, to accommodate a fairly wide error in setting the neutral position.

It is quite easy to grab an ACH by the rim with the "other hand", allowing the pilot to get out of a tight spot in racing or combat

by “changing hands”, and for allowing the instructor to take over control from a trainee. Of course mandatory wrist tethers have now prevented this practice.

The bad aspects

As the ACH uses a single continuous length of cable. If one line is damaged, the whole lot has to be replaced.

The lines go through a sharp bend where they exit the handle, which over time will lead to a broken line. The very widely used “Laystrate” cable (with three or seven strands soldered together over its entire length) was reasonably immune to this, but a regular multi-strand cable or single strand wire would not last long. A popular “fix” was to pass the line through a length of thin plastic “spaghetti” tubing extending a short distance beyond the holes in the rim, thereby reducing the bend radius slightly. A better solution was to put at least one “wind” on the lines, so that all the flexing during flight was away from the sharp corner.

While strong, the aluminium handles are heavy (126g to 200g), which significantly influences control “feel” when flying small models with modest line tension. The plastic handles at 58g are much lighter, but can suffer damage at the line exit points in severe conditions.

The ACH rim diameter, by necessity, allows a comfortable grip by the average person. Aside from the Hearn's Hobbies narrow spacing option, manufacturers opted for line exits at the full diameter upper and lower points. That minimises the “overhang” distance between the hand grip and line exits, which can, if excessive, harm control “feel” at angles progressively away from neutral. It means line spacing at the handle around 100mm - a good figure for a typical F2B aerobatic model with 100mm spacing on the bellcrank and still quite acceptable for the 75mm bellcranks commonly used in everyday Australian stunt models.

However, the generous linear line movement from this handle becomes a problem when the model's control system uses a 50mm bellcrank as was standard for models having 1.5 to 2.5cc engines. When combined with the usual bellcrank output arm and control horn lengths of the time, this led to an overall control system “geometry” that amplifies the control handle input at the elevator. Typically this “gearing” meant 40 degrees elevator deflection for only about 20 degrees wrist or arm movement. Considering that a control line trainer needs no more than 15 degrees up or down elevator for normal use, the novice pilot would need to very quickly learn the art of minute control inputs, or more likely over-control and smash the model with a fatal figure-9 on take-off. And the situation becomes awfully “twitchy” if the intrepid ACH user tries flying an otherwise perfectly OK American 1/2A model with an even smaller bellcrank. No wonder they did not gain much of a foothold in Australia.

Conclusion

Control handles have come a long way since the 1940's, evolving to meet a variety of specialised applications. However, despite their faults and limitations, many control line flyers remain true to their Australian Control Handles, although perhaps now used only for storing control line.

Article by Maris Dislers.



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Berkeley advertised a similar handle in USA, early 1950's. Used two individual lines.

Raw casting of the Price Rite handle still has sprues attached. Photo courtesy of Steve via the internet.





AROUND THE CLUBS



Recent competition days in Melbourne have been plagued with bad weather of the worst kind for flying model aircraft. When it is cold, wet and very windy there are not many brave souls that are willing to brave the elements and put a model in the air.

The CLAMF members and visitors were not easily discouraged and a good turnout attended the Frankston flying field for the scheduled competition on July 12th and the day was passed away with some socialising whilst we waited in vain for the weather to improve. The BBQ fired up for lunch and much needed hot tea and coffee were served up to help keep us warm.



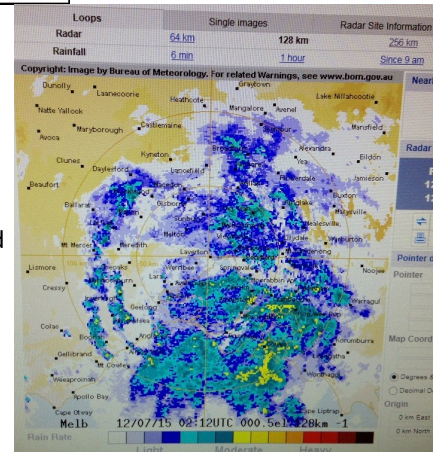
As the day progressed the weather went from bad to worse but that did not deter Mark Ellins from testing a new combat model and Andrew Nugent kindly obliged to hold an umbrella to protect him from the elements.



On Sunday July 26th the KMAC club were also unfortunate to have a contest day that had a forecast of low temperatures, 36 km/h winds and rain. Many members took the trouble to turn up as the clubs AGM had also been planned for the day. The AGM took place but those present soon dispersed after the meeting concluded and headed home to get warm. Tony Caselli did manage to put in an amusing flight with a core-flute combat model just to see how it would handle the strong winds but he tried one manoeuvre too many and the model was left to show how well it could survive a crash. (It did)



Winter woollies time at KMAC Annual General Meeting.



The Control Line facilities at the Twin Cities Club field at Albury are regularly being put to good use by a group of local flyers.



Danny Maslowicz sent in this item .

Sunday 19th July.

I took a photo of the Albury group today. The pilot Bruce is a new C/L flyer under instruction, the rest of the guys are old hands returning to the fold. Perfect weather once the frost went away and no wind.



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WORLD CUP 5-6 MAY

WORLD CHAMPIONSHIPS 8-13 MAY

It would be nice if we can get enough people to have two shifts so as to allow helpers to view other events.

Please contact me, andy@ameaustralia.com.au if you are interested.

Thanks, Andy Kerr.



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