

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 210

Produced by the Victorian Control Line Advisory Committee



July 2016

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### PRODUCTION SPECIFICATIONS

**Pease send any submissions for publication by CD/  
memory storage device 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 2016

| DATE    | EVENT  | CLUB   |
|---------|--|--------|
| Jul 10  | <b>Speed</b> , Classic Stunt, <b>Mini-Goodyear</b>                                   | CLAMF  |
| Jul 31  | Warbirds and AGM   | KMAC   |
| Aug 14  | Navy Carrier, <b>27 Goodyear</b> , <b>Goodyear</b>                                   | CLAMF  |
| Sep 11  | <b>Speed</b> , Vintage Combat  | CLAMF  |
| Oct 1-3 | NSW C/L State Champs – <b>F2A Speed</b> , <b>F2C T/R</b><br>(Inc. supporting events) | Albury |
| Oct 16  | Coreflute Combat, F2B & Classic Stunt  | CLAMF  |
| Nov 13  | <b>Speed</b> , Warbird Stunt, Vintage Combat   | CLAMF  |
| Dec 11  | <b>Classic FAI</b> & Vintage A T/R, Classic B T/R                                    | 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 :- Secretary, H. Bailey (03) 5941 5978

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:- Steve Vallve 0409935358 or

Bruce MacKay 0418380014

Web site :- <https://sites.google.com/site/knoxmacv/home>

**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



## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2016

| DATE      | EVENT   | CLUB                              |
|-----------|---|-----------------------------------|
| Jul 3     | F2B Aerobatics  | Doonside at Whalan Reserve        |
| Jul 3     | AGM   | KMFC                              |
| Jul 10    | Combined Speed. Also DGY and Vintage A.   | SSME at Luddenham                 |
| Jul 16    | Club Competition.   | KMFC                              |
| Jul 31    | F2B Aerobatics  | KMFC                              |
| Aug 14    | Classic Stunt.  | SAT at Ashford Reserve, Milperra. |
| Aug 14    | Diesel Goodyear, 1/2A DGY,<br>Burford Racing & Diesel Speed.  | KMFC                              |
| Aug 27-28 | Cowra Oily Hand Weekend   | Cowra                             |
| Aug 27-28 | CLAS NSW C/L State Championships.<br>F2D Combat (8mm muffler allowed)<br>1/2A Combat, 2.5cc Slow Combat,<br>Vintage Combat. | C.L.A.S. at Doonside. (Whalan)    |
| Sep 4     | Combined Speed.   | SSME at Luddenham                 |
| Sep 4     | Nostalgia T/R Fly-in. <b>** See notes below.</b>  | KMFC                              |
| Sep 18    | F2B Aerobatics.   | SSME at Luddenham                 |
| Oct 1     | Ringmaster Event.   | KMFC                              |
| Oct 1-3   | CLAS NSW C/L State Championships<br>F2B Vintage and Classic Stunt.  | C.L.A.S. at Doonside. (Whalan)    |
| Oct 1-3   | CLAS NSW C/L State Championships<br>F2A and F2C and Combined Speed.   | C.L.A.S. at Twin Cities.          |
| Oct 9     | Gordon Burford Day.   | KMFC                              |
| Oct 18    | F2B Aerobatics.   | SAT at Ashford Reserve, Milperra. |
| Oct 22    | Club Competition  | KMFC                              |
| Oct 30    | Classic Stunt   | Doonside at Whalan Reserve        |
| Nov 15    | Classic Stunt flying F2B pattern.   | NACA at Gateshead                 |
| Nov 20    | Vintage T/R and Diesel Goodyear.  | KMFC                              |
| Nov 27    | KMFC Christmas Party and Fun Fly.   | KMFC.                             |
| Dec 4     | F2B Aerobatics.   | Doonside. (Whalan Reserve)        |

**\*\*\* NOTE:- KMFC Nostalgia Fly-In \***

*With so many TR events now so poorly supported in NSW there are a lot of retired TR models out there that have not been flown for ages. This is a day to bring them to KMFC, tell a few stories and fly them once more, even if not in a race. Just come along, fly them and re-live the good old days, before you can't remember them at all.*

The views and opinions expressed in ACLN do not necessarily reflect those of the Editor or Committees of Clubs or of the members of the Club represented in ACLN but are those of the respective authors.

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"Prop needs balancing, I guess."

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# Results from the Classic FAI Team Race Competition held on Sunday June 12th



| Team           | Rd 1    | Rd 2    | Final    |
|----------------|---------|---------|----------|
| Bailey/Roberts | 4:45.28 | 4:59.0  | 9:38.35  |
| Ellins/Nugent  | 4:36.0  | 47 laps | 10.42.97 |
| Wilson/Lacey   | 4:29.57 | 4:06.6  | 10:58.49 |
| Baddock/Nugent | 4:52.13 | 4:47.77 |          |

Ron Lacey had Murray Wilson on the handle of his red Classic FAI model. They set the fastest time of the day with a time of 4:06.6 but their final race did not go smoothly and could only manage a third place. Ron is seen here at his pitting segment.

Parra's were the only engines used on the day.

Andrew Nugent piloted his own "Orion" model and pitted the ex John Hallowell "Tiger" belonging to Keith Baddock.



der Tony Cincottas house after he passed away. This particular model was flown by Dennis Prior and Theo Georgiadis at the Dutch World Champs in 1976. The fact that it was built for a Bugl engine interested me as Neil Baker had in his vast engine collection a Rep-



## Classic FAI T/R Update. 26/6/2016

Here is a bit of news on the Classic FAI scene.

Today at the CLAMF field we had a test session for our old classic models.

I had prepared an old Dennis Prior model, saved from un-



lica Bugl engine made by Profi.

We had actually flown it previously on 2 previous occasions and I had made some subtle changes each time, cleaning up the shape of the P/L and improving the setup of the drum valve induction system. Thanks to Ron Lacey for making the special mounting tool for the drum valve. Initially, some improvement was made but unfortunately this engine was not a good performer.





I had never wanted to flog this engine but it was nice to see a Bugl engine in the air again. Particularly in an old original model from that era.

Thanks Neil for the opportunity to run this engine. It will now be cleaned up and mounted in a Bugl style wooden box that the engines originally came in.

Also on the



day we ran a couple old Nelson engines.

Neil ran his "Classic Nobby/Nelson" model beautifully built and recently repaired by Ray Harvey. After a few prop changes and adjustments, Neil had it running well with myself on the handle. This was an ABC engine. The lack of engine vibration compared with the Parra engines that we use was very noticeable.

Next up was Mark W/C Ellins and myself with Ron Wilson's 1978 W/C model powered by a Nelson Steel fitted with a new piston made by Robin Hiern. This engine continues to improve at about 23 for 10



Back: - Ron Wilson's 1978 W/C model.  
Centre: - Mark Ellins's new Nelson model.  
Front: - Dennis Prior and Theo Georgiadis model from the Dutch World Champs in 1976.

for 35 laps. Robin took it home to make some subtle changes to the piston shape.

Using the same model we then ran an engine of mine with a piston made by Alan Barnes of New Zealand. Alan would be wrapped to know that we are still running one of his engines. It went well at about 21.8 for 35 laps on 7cc of fuel. This is an AAC engine and we were running a smaller venturi than I used to. This was to conform to the new rules proposal that should be mentioned elsewhere in this issue.

Well it was a great days flying considering it was a chilly Melbourne winters day.

Thanks to everyone for coming,

Andrew Nugent.

## Obituaries

We recently had the sad news of the passing of Graham Vibert. Graham was the secretary of the Control Line Aeromodellers of Gippsland Club.

**Send your articles for publication to  
Newsletter Editor**

**Harry Bailey.  
3 Bailey Place  
Pakenham 3810  
Victoria  
Email:-**

**[hbbaily@optusnet.com.au](mailto:hbbaily@optusnet.com.au)**

# Request for MAAA Competition Rule Change Proposals.

You may have seen an email recently from the MAAA President (Neil Tank) summarising the recent 2016 MAAA Council Conference, and advising that:

"The 2017 MAAA Rules Conference will be held in conjunction with the 2017 Council Conference - NSIGS are invited to submit rule changes."

This means that the next MAAA Council Conference (to be held in May 2017) will be the next opportunity for updating the rules for MAAA National competition events. To ensure any desired changes are formally accepted, any ideas need to be discussed, documented and agreed well in advance.

Proposals for changes to MAAA events can be suggested by any MAAA-affiliate; requests for any suggestions regarding control-line events have started to go out through key people in the various states, or can be sent directly to Reeve Marsh by email to [vk3fly@gmail.com](mailto:vk3fly@gmail.com) if preferred.

Initial suggestions can be quite informal - if we start discussing any ideas now, we have plenty of time to get them properly worded and formatted. We should aim to have any proposals raised and shared around the states by the end of August so that they can be fine-tuned, agreed and finalised around mid-December.

There is already one proposal, to update Classic FAI Team Race rules. The rationale is to allow more engines and to try to equalise performance through changing the text covering fuel systems and engines in current clause 4.19.4 to the following:

The proposed changes are in italics.

## 4.19.4

### Characteristics of Team Racing Models

Total maximum weight 700 grams.

Maximum swept volume of engine(s) 2.5 c.c.

Total surface (wing and stabiliser) minimum 12 sq. dms.

Minimum dimensions of the fuselage at the pilot's location: Height 100 mm; Width 50 mm; Minimum cross sectional area 39sq.cm.

Wing fillets shall not be included in the fuselage cross sectional area.

The wheel or wheels shall have a minimum diameter of 25 mm.

Landing gear must not be retractable.

Mono wheel is permitted.

The tank complete with all connecting tubes must be accessible. A single function valve is permitted.

Pressurised refuelling systems other than a hand held squeeze bottle are not permitted. The use of multi-function filler valves is not permitted.

*The entire fuel feed system to the engine (tank, valve, tubing filter etc.) has a maximum capacity determined by the engine used. (See list)*

The use of Tetraethyl Lead (TEL) is prohibited.

The models must fly anti-clockwise round the course.

The motor or motors must be entirely enclosed including the cylinder head and the body of the carburettor (except the opening to the induction throat and a silencer – if fitted). The only parts permitted to protrude from the body are those which have to be manipulated during the operation of starting the motor or motors or regulating the mixture. (Fuel, needle valves, compression control, advance control, plugs, tank fillers, etc.) Openings for the entry and exit of air, exhaust, etc., may be provided for proper functioning of the motor or motors. Pilots must be able to stop and land the model within ten laps, when required by the Contest Director.

Internal connection of control lines is permitted.

*Currently acceptable engines are.*

### **Group A. (15cc of fuel)**

*Oliver Tiger (original or replica up to Mk4)*

*ST G20 diesel,*

*ST20/15RV Diesel,*

*Enya 15D (any model)*

ETA 15,  
Taipan up to series 13 Diesel,  
MVVS (TRS and D7)

**Group B** (10cc of fuel)  
MVVS (Schnuerle ported)  
KMD  
Fora Junior or Pioneer.  
Parra 15.

**Group C.** (7cc of fuel)  
Nelson Steel  
Nelson AAC and ABC (max venturi size 3.5mm)

Other engines may be approved upon request; ad hoc for that contest only by the contest director after consulting with other competitors, or by the MAAA Control Line Sub-committee for ongoing inclusion in this "acceptable engines" list. In any event, newly approved engines must not diminish the competitiveness of the currently acceptable engines.

A cockpit or cabin with transparent windshield giving direct visibility forward must be provided to house the scale model pilot whose head shall be not less than 2 centimetres high, and shall be clearly visible. The undercarriage must be fixed in a permanent manner to the model so as to permit normal take-off and landing.

The use of wheels totally made from metal is forbidden.

Models need to be designed and constructed in such a manner as to be in the spirit of the rules.

There is no restriction on exhaust outlets. Propellers are limited to commercially available injection moulded glass reinforced plastic propellers.

Propellers may be reduced in diameter or area over the outer half of each blade. Graupner or APC 7"x 6" are suggested as a good starting point. Carbon fibre or glass fibre props are prohibited.

Any rule change proposals that are submitted should explain both the reason for the proposed change as well as the specific wording change.

Reeve Marsh.



All of the recent activities that have been taking place on the control line scene have kept the editor actively occupied at the computer key board for the last couple of months. It seems that no sooner than one publication has been completed then another had to be started.

Before the recent World Championships I was asked if I could do a report on the F2D contest for the Aeromodeller magazine so before I got stuck in to producing the June copy of

ACLN I produced that report and it has since been published in the Aeromodeller latest edition.

After the June edition of ACLN had been published, members of the Frankston club promoted an initiative about producing a special all colour printed edition to commemorate the running of the World Championships in Australia and the achievements of the Australian team. This has now been done and printed copies are in the post on their way to those people who placed orders for a copy. Unfortunately, those of you that do not have email contact addresses on our database did not receive the information about the special publication but a few spare copies were produced and can be made available for a limited time.

The cost (including Post & Packaging) is \$12

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# Western Australia State Championships.

Following on a couple of days after the World Cup and World Championships the W.A. State Championships were a low key affair by comparison. There were quite a few interstate and international visitors that had factored in the contest with their travel plans, so it was a good opportunity to fly against some different people for a change.

Five teams took part in the F2F team race. Unfortunately the times for the final race are not available for publication.

| <b>F2F Team Race Results</b> | <b>Rd 1</b> | <b>Rd 2</b> | <b>Final</b> |
|------------------------------|-------------|-------------|--------------|
| 1. Leknys/Leknys             | 05:05.5     | 03:51.4     |              |
| 2. Wallace/Robinson          | 04:52.6     | 04:15.6     |              |
| 3. Bellis/Ellins             | DNF 37 laps |             |              |
| 4. Larsson/Burns             | DNF 63 laps | 04:33.1     |              |
| 5. Bailey/Pinkerton          | DNF 71 laps | 07:16.1     |              |



## Classic FAI Team Race.

The team of Ingemar Larsson from Sweden and Sion Burns from Spain had a great final race with a sweet sounding Parra T3 engine in their "Timepiece" model to take first place in a very enjoyable contest.

| <b>Classic FAI Results</b> | <b>Rd 1</b> | <b>Rd 2</b> | <b>Final</b> | <b>Engine</b> |
|----------------------------|-------------|-------------|--------------|---------------|
| 1. Larsson/Burns           | 04:22.9     | 04:16.2     | 08:32.8      | Parra T3      |
| 2. Wilson/Baker            | 04:16.0     | 05:59.5     | 09:03.2      | Parra AAC     |
| 3. Bolton/Brown            | 04:35.5     | 04:40.8     | 09:19.1      | Fora          |
| 4. Bailey/Ellins           | DQ          | 04:38.1     |              | Parra AAC     |
| 5. Bellis/Leknys           | 05:17.2     | 04:53.7     |              |               |
| 6. Robinson/Robinson       | 04:56.4     | 05:11.4     |              |               |
| 7. Nugent/Nugent           | 04:57.3     | 05:19.8     |              | Parra AAC     |



*The seven Classic FAI teams.*





| 27 Goodyear Results  |         | Final    |
|----------------------|---------|----------|
| 1. Robinson/Robinson | NZL     | 10:30.47 |
| 2. Owen/Owen         | AUS     | 10:32.07 |
| 3. Bailey/Pinkerton  | AUS/GBR | 10:32.34 |

Racing results don't get any closer than this. At the end of 200 laps, only 1.87 seconds separated first from third place.

Unfortunately, the Vintage Combat contest results were not made available at the time of the newsletter going to print.

Sion Burns is seen here discussing the Australian version of the rules interpretation with Maris Dislers.



The **Combined Speed** contest would have been a 100% Jet contest if it was not for the lone entry of a Class 2 speed model by John Jacobson. John had Harry Bailey as his proxy flier. Johns first two rounds failed to record times as not enough laps were flown with the handle in the pylon but on the third flight a time of 15.72 was recorded and as a consequence, John could at least set off on his drive back to Queensland with a time recorded against his name.

I have never seen a gathering of pulse jets with the quantity that were on show at Whiteman Park. I did a quick count up and saw at least thirteen models ready to fly. The New Zealanders were there in force and Patrick Hempel from the USA had Stock Jets and Fast Jets that had been unpacked from a neat model box.

In my earliest recollections of flying pulse jets as junior a can recall a team of us using a stirrup pump and a magneto driven by a hand wound grinding machine to try to get a jet to fire up if we were lucky. Todays modern jetsters make the starting process look so easy with the use of air compressors and modern spark trembler gadgetry. One of the pilots had a self launching stooge set up that he operated by himself whilst holding the control handle in the centre of the circle. I saw him produce many starts that were equivalent to first flickers in the team race circles.

The unmistakable pulse jet rumble could be heard throughout the day (excepting for the lunch break).

Watching Fast Jet flights on monoline at speeds of 306 Km/h is not something I will forget in a hurry!

Editor.



|                | RND<br>1 | RND<br>2 | RND<br>3 | RND<br>4 | TOTAL | PLACE           |
|----------------|----------|----------|----------|----------|-------|-----------------|
| A Robinson SS  | 11.90    | 11.77    | 11.91    |          |       | 3 <sup>rd</sup> |
| D Robinson SS  | 11.90    | 11.98    | 11.73    |          |       | 2 <sup>nd</sup> |
| P Hempel SS    | 12.26    | 11.87    | 12.05    |          |       | 4 <sup>th</sup> |
| B Robinson SS  | 11.83    | 11.90    | 11.64    |          |       | 1 <sup>st</sup> |
| T Zanetti SS   | N/A      | 12.60    | N/A      |          |       | 6 <sup>th</sup> |
| C Lomas SS     | 13.10    | 13.03    | 13.44    |          |       | 7 <sup>th</sup> |
| J Thompson SS  | 13.47    | 12.31    | 12.22    |          |       | 5 <sup>th</sup> |
| D Jacobson C/S | N/A      | N/A      | 15.72    |          |       |                 |
| A Robinson FS  | 9.53     | 9.61     | 9.45     |          |       | 1               |
| P Hempel FS    | 9.50     | 9.46     | 9.48     |          |       | 2               |
| B Robinson     |          | 9.85     | 9.75     |          |       | 3               |

#### Aussie Stock Jet Two .021 by 60 foot lines

|                     |           |            |
|---------------------|-----------|------------|
| 1. Brendan Robinson | 154.68mph | 248.93km/h |
| 2. Don Robinson     | 153.49mph | 247.02km/h |
| 3. Andrew Robinson  | 152.97mph | 246.18km/h |
| 4. Patrick Hempel   | 151.68mph | 244.11km/h |
| 5. Ian Thompson     | 147.34mph | 237.12km/h |
| 6. Todd Zanetti     | 142.89mph | 229.96km/h |
| 7. Chris Lomas      | 138.18mph | 222.38km/h |

#### Aussie Fast Jet One .031 by 70 foot line

|                     |           |            |
|---------------------|-----------|------------|
| 1. Andrew Robinson  | 190.52mph | 306.61km/h |
| 2. Patrick Hempel   | 190.32mph | 306.29km/h |
| 3. Brendan Robinson | 184.66mph | 297.18km/h |



Patrick Hempel and his Jets.

Above:- Some of the combined speed models in the pits area.





# For Sale

## ANDREW'S PANS.

Nelson style T/R pans. Also a new T/R pan for sale. 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.



*Nelson style pan.*

Also available to order, prop nuts and shaft extensions, carbies for most engines, and vintage T/R type tank and bottle valves.

Available now are the following full size plans, : Turtle, FART, Sapavolov, Timepiece, Picus, Dimple Dumpling, Past, Arrow, K31.

**NEW Plan.** "Tigre Mirage" Classic FAI T/R. powered by S/T RV as flown by Dave Kelly in the States

All \$4 which includes postage in Australia.

Regards, Andrew Nugent.

[andrew.n5@bigpond.com](mailto:andrew.n5@bigpond.com)

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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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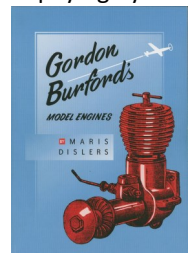
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