



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 211

Produced by the Victorian Control Line Advisory Committee



August 2016 INSIDE THIS ISSUE

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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
Aug 14	Navy Carrier, 27 Goodyear, Goodyear	CLAMF
Sep 11	Speed , Vintage Combat	CLAMF
Oct 1-3	NSW C/L State Champs – F2A Speed, F2C T/R (Inc. supporting events)	Albury
Oct 16	Coreflute Combat, F2B & Classic Stunt	CLAMF
Nov 13	Speed , Warbird Stunt, Vintage Combat	CLAMF
Dec 11	Classic FAI & 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
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
Phone 03 52817350



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2016

DATE	EVENT	CLUB
Aug 14	Classic Stunt. SAT at Ashford Reserve, Milperra.	
Aug 14	Diesel Goodyear, 1/2A DGY, Burford Racing & Diesel Speed.	KMFC
Aug 27-28	Cowra Oily Hand Weekend	Cowra
Aug 27-28	CLAS NSW C/L State Championships. F2D Combat (8mm muffler allowed) 1/2A Combat, 2.5cc Slow Combat, Vintage Combat. C.L.A.S. at Doonside. (Whalan)	
Sep 4	Combined Speed. SSME at Luddenham	
Sep 4	Nostalgia T/R Fly-in. ** See notes below.	KMFC
Sep 18	F2B Aerobatics. SSME at Luddenham	
Oct 1	Ringmaster Event.	KMFC
Oct 1-3	CLAS NSW C/L State Championships F2B Vintage and Classic Stunt. C.L.A.S. at Doonside. (Whalan)	
Oct 1-3	CLAS NSW C/L State Championships 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.

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Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

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Copy or artwork for ads should be sent to the editor, cheques to the treasurer (M. 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"



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The new dates for the **Queensland State Champs for combat** is the 5th and 6th of November 2016 in Ipswich.

Events are F2D Combat, Open Combat, Vintage Combat, 2.5 Slow Combat and 3.5 Slow Combat.

Hope these new dates work for everyone.

Send your articles for publication to Newsletter Editor

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

hbbailey@optusnet.com.au

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Combined Speed at Frankston 10-7-2016.

Despite the bad weather forecast (high winds/rain, etc.) the Sunday morning was O.K. We had a good contest, the wind was not a problem and no rain but after we left it did deteriorate.

The theme seemed to be mostly vintage models, not planned that way but that's how it worked out.

Noel had a new Vintage Proto "Chatterbox" with an Enya .29. These models don't seem to land that well as Vern Marquet also has one and it bounces badly on landing, Noels does the same, although on the second flight it had a bad vibration and shook the wheels off and landed much better on just the u/c legs.

We had 3 "Perky's" so we were able to get an average of the times. I flew my "Perky" to see if I could manage flying as I recently had health issues when a major vertigo attack put me in hospital for a week. It was thought I may have had a small stroke and my balance was very bad, so I was not sure if I could fly, but I managed O.K.

Harry flew the only modern model. His Class 1 "Arrow" 2cc had undergone some recent repairs and had a few range issues [like all of us]?

After seeing Carl Dodge fly his old 1970's "Pink Lady" and TWA .15 at the World Champs for fun, I got mine out and made new piston. It still needs some sorting out as I have not been able to do some test flying. Also tried my Moki S6T which was a late 60's piped RI/RE FAI engine used by the Hungarians.

For Vintage FAI I tried my Moki S3 .15 RI SE, with Super Tigre type porting.

Andrew flew his Fora .15 glow to be fastest "Perky" and Noel tried a ST G20 /.15 glow.

It was good for us to get out and have our speed fix as it is 5 months since our last club speed contest.

Do YOU guys want more per year?????

Once again thanks to Ron Savage and Phil Wake for timing and other helpers for preparing lunch etc.

Robin Hiern

Results of Combined Speed

Pos.	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	H. Bailey	Class 1	OS CZ11 PS	N.E.L	N.E.L	19.90	19.90	180.90	74.90%
2	R. Hiern	60's, 70's FAI	TWA & MOKI S6T	N.E.L	N.E.L	21.39	21.39	168.30	70.13%
3	R. Hiern	Vint/FAI	Moki S3	N.E.L	23.19		23.19	155.24	69.94%
4	N. Wake	Vintage Proto	Enya 29	48.10	55.30		48.10	120.45	63.10%

Perky Speed

Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h
N. Wake	PERKY	Super Tigre G20/15	N.E.L	61.72	46.55	46.55	124.46
R. Hiern	PERKY	Fora .15 D	N.E.L	46.12		46.12	125.62
A. Nugent	PERKY	Fora .15 G	42.34	41.61	41.12	41.12	140.90

AVERAGE SPEED 130.32KPH

CLOSEST TO AVERAGE =

R. Hiern 125.62 KPH

Andrew Nugent starts up his Fora 15 glow engine in his "Perky" model.



Robin with three of his Vintage Speed models.





Noel Wake's new "Chatterbox" model.



Classic stunt was listed on the events for the day but the contest did not happen. Some flights did however take place during the calm conditions during the morning session.



Left: - Harry's recently repaired Golden "Arrow".

Classic FAI T/R Rules discussion.

Gentleman, I wish to follow up on last month's article and rules proposals.

It seems the proposals have caused some discussion up north. This is great, as it shows there is interest in people getting involved in the event.

I believe some of the comments are, "to many rules". With this I would probably have to agree. It was never the intention to bombard everyone with pages of complex rules to follow. In fact when Lance Smith and I started to develop the event our idea was to keep it as simple as possible.

However, time has moved on, and the engines we originally allowed for the event have proved in some cases not up to the job. This has been very disappointing for myself and others who have purchased multiple engines to find some examples difficult to tune or even break some components.

So we could pack our models away and play golf or go back to the drawing board and keep developing the event. I have chosen the latter.

The list of allowable engines continues to grow. I must mention here that it has ALWAYS been in the rules to allow new engines before an event. This would be after discussion with the C/D and fellow competitors. As it says in the rules an engine could be allowed for just that event or with the idea of submitting it for all future events.

The proposal in last month's issue is really just formalising that. It is also categorizing engines into groups depending on their pedigree. The concept is to have for example, an Oliver or Rothwell compete against a Nelson on equal ground given different fuel amounts. Will it be perfect? Possibly not, but I guess time will tell.

A comment by one modeller is that it will make processing more complex. My answer to that is, what processing!! . Complex processing has not been done at local events for years. This includes the Nats and State Champs. We have trusted individual modellers for ages, so there is no need to panic now. My thought would be, to have a list of the competitors and their equipment to make sure they have the relevant fuel supply for that engine. Do a visual check of the tank and check the carbi size if needed. We can all see the difference between a 7cc tank and a 15cc one. If it looks to big then we can measure it.

Another suggestion is to remove the need for a transparent windshield and pilot head as the currant F2C rules have done. This is worth a thought as it will make models easier to build and lessen building time.

Also on the engine list last month the Rossi RV T/R engine was omitted. I wish to rectify that now.

So that's it chaps! If you have any thoughts lets hear about them and I can write them up in this newsletter.

Regards to all.

Andrew Nugent.

Queensland State Champs Racing

Saturday 2th July – 3rd July 2016

Venue - Ipswich

2.5 Simple Rat Results

<u>Team</u>	<u>Heat 1</u>	<u>Final</u>
1 st T. McDermott / M. McDermott	105 Laps	175
2 nd R. Williams / A. Liddle	49	138
3 rd P. Dillon / M. Dillon	34	187 DQ

'27' Goodyear Results

<u>Team</u>	<u>Heat 1</u>	<u>Heat 2</u>	<u>Final</u>
1 st M. McDermott / T. McDermott	5.15.00	DNS	11.04.19
2 nd P. Dillon / M. Dillon	5.47.70	5.47.00	11.04.47
3 rd R. Williams / A. Hanson	6.38.97	5.28.06	12.30.12
4 th R. Bucholz / R. Smith	6.01.72	6.20.00	
5 th R. Williams / A. Liddle	9.01.22	DNF 40	

'21' Bendix Results

<u>Team</u>	<u>Heat 1</u>	<u>Heat 2</u>	<u>Final</u>
1 st T. McDermott / M. McDermott	4.26.22	DNS	9.21.16
2 nd P. Dillon / M. Dillon	4.39.34	DNS	9.37.06
3 rd R. Williams / A. Liddle	4.49.59	5.59.37	10.33.53
4 th R. Bucholz / R. Smith	5.10.72	5.27.90	

Vintage A Team Race Results

1 st T. McDermott / M. McDermott	6.42.36
2 nd R. Bucholz / R. Smith	8.01.28
3 rd P. Dillon / R. Stokes	DNS

Only Final Race was flown

Is that the winners cup Macca?





'21' Bendix

R. Williams / A. Liddle

M. McDermott / T. McDermott

M. Dillon / P. Dillon



R. Williams / A. Hanson

T. McDermott / M. McDermott

M. Dillon / P. Dillon

'27' Goodyear



P. Dillon / M. Dillon

M. McDermott / T. McDermott

R. Williams / A. Liddle

2.5 Simple Rat



AAC Peacemaker / Flite Streak / Ringmaster Stunt Competition

June 4th 2016

This themed stunt event is one of the most popular AAC events and 7 keen entrants enjoyed good conditions or the time of year. It was Holdfast MFC member Bob Tait's first CL aerobatics competition. He completed both rounds without mishap and had a good time in the process. AAC hopes to see Bob at future events.

Bonuses for model designs were: Peacemaker 10 points; FliteStreak and Ringmaster 5 points; all other profile models with motors less than 6.5 cc were eligible but with zero bonus points.

Round 1 was a warm up for most entrants who improved their scores in round 2. Maris Dislers' 10 bonus points for the Peacemaker design pushed him ahead of Alan Roadknight and Peter Anglberger in Round 2. For this event the MAAA Vintage Stunt pattern and scoring system are used. There are no difficulty or 'K' factors so scores tend to be close. The places were determined by the better of the two rounds plus the model design

Results:

Place	Entrant	Round 1	Round 2	Bonus	Final Score	Model	Motor
					(Best of R1,R2 +bonus)		
1	Maris Dislers	133.5	138.5	10	148.5	Peacemaker	AM 25
2	Alan Roadknight	111	138.5	5	143.5	Flite Streak	OS LA 25
3	Pete Anglberger	130.5	141.5	0	141.5	Midi Slow	Taipan S71 2.5
=4	Jeff Prosser	129.5	132.5	5	137.5	Ringmaster	OS FP 25
=4	Greg Roadknight	128.5	132.5	5	137.5	Flite Streak	OS LA 25
6	Mal Dyer	120.5	114	5	125.5	Flite Streak	ED Hunter
7	Bob Tait	76.5	106.5	10	116.5	Peacemaker	Taipan 2.5D

Concours Winner: Jeff Prosser's Ringmaster, nicely finished with clear gloss on polyspan synthetic tissue topped entrants' poll of best looking model.

AAC Grass Rat Race Competition June 4th 2016

Despite significant recent rain the field was fortunately not too muddy and really did not affect take offs and landings to any extent. The 7 teams entered comprised local, Whyalla and Victorian competitors. A good number of spectators enjoyed the action. Grass Rat Race is a much simplified version of team racing, with no restrictions on whipping the model and locally ROG is optional, so some interesting models and flying styles were evident. The heats were all 100 lap two up races (1 compulsory pit stop), bar Heat 3, to minimise the pilots circle being churned into a mud bath.

In Heat 1 Murray Wilson must have thought he was flying combat staying very high for a long time before overtaking. Allan Morris tried to block the questionable tactic and there were a few mid-air near misses early on until the CD warned both teams they would be DQ'ed if their 'exuberance' continued. Both pilots then settled down to fly in a more sensible manner. In the end it was a close race. Both teams had good airspeed but Morris / Stephens motor proved a little slow to start both at the beginning of the race and at the pit stop. Allan Morris flew well and almost made up the lost time to be only 7.5 seconds behind Wilson / Ellins who won with a 5'05" time.

Both teams in Heat 2 had trouble with either starting at the beginning of the race or in restarts at the pit stop. Jeff Fry brought his own design rat racer in perfectly for pitman Peter Anglberger but he found the Parra 2.5 ABC a little reluctant to restart losing valuable seconds reinforcing the adage that good pit stops win races.

Heat 3 was a 3 up race. Jason Anglberger found the shut off of Rod Fitzgerald's Goodyear model a little too sensitive which resulted in a couple of unplanned stops after take offs off resulting lost time that was difficult to make up despite good airspeed. Dislers/ Baker also had motor gremlins leaving Mark Ellins who swapped pit duties to be pilot, with Murray Wilson pitting, to easily win the race.

All teams took the option of flying a second race to try to improve their times and qualify for the 200 lap final.

In heat 4 Jason again accidentally shut off after take off but had completed a lap so had complied with the pit stop requirement. The tank was large enough to ensure the 100 laps were completed and a good time resulted with a place in the final beckoning. Mark Poschkens pancaked his model too hard at the stop due to not having a shut off and the motor ingested some dirt do a re-start was not attempted, so they retired.

Heat 5 was a good clean race with both teams flying and pitting well. Morris / Stephens pit stops were improving but their motor setting had deteriorated a little compared to their earlier heat so a slightly slower time resulted. Dislers / Baker had now sorted out their starting issues and flew a good race. Furious whipping by Maris helped to achieve 5'20" time but this was unfortunately not enough to reach the final.

The last heat saw the fastest time of the day, Wilson / Ellins with slick 4'42". Fry / Anglberger suffered from both a less than ideal needle / compression setting and a slow start at the pit stop, which practice should cure as the model has potential.

The 3 up final was somewhat of an anticlimax. The troublesome J. Anglberger / R. Fitzgerald shutoff resulted in a retirement at 34 laps leaving Wilson / Ellins vs Morris / Stephens in a 'two up' final. The race was quite close as Mark Poschkens, the owner of the model that Wilson / Ellins flew in the heats, 'confiscated' the model he loaned them but offered a slightly slower one to try to make for a more interesting final. Morris / Stephens stepped up to the challenge and flew a near faultless race, but in the end the winning team of 2016 World Champs Silver and Gold F2C medallists Wilson / Ellins finished 26.5 seconds or 9 laps ahead despite the imposed handicap.

Results:

Place	Team	Heat 1	Heat 2	Final (200 laps)	Model	Motor
1	M. Wilson/M. Ellins	5'05.08"	4'41.95"	10'00.27"	OD Rat	Fora?
2	A. Morris/D. Stephens	5'12.57"	5'26.24"	10'26.24"	Mr D	Parra 2.5 ABC
3	J. Anglberger/R. Fitzgerald	6'37.51"	5'08.83"	34 laps ret.	Ol' Blue	Rossi 15 RVD
4	M. Dislers / N. Baker	6'22.09"	5'20.26"	-	OD Zero	Parra 2.5 ABC
5	M. Ellins / M. Wilson	5'20.53"	DNF	-	OD Rat	Fora?
6	J. Fry / P. Anglberger	5'58.73"	6'24.11"	-	OD Rat	Parra 2.5 ABC
7	M. Poschkens / N. Baker	6'37.46	87 laps ret.	-	OD Rat	Enya 15G



Neil Baker gets ready to race.



Maris Dislers and Jeff Fry readying models to race.



Grass Rat finalists.

C.L.A.S. Inc NSW State Control Line Championships



1st,2nd,3rd October,2016



ENTRY FORM

Post Entry Form To: CLAS Inc. State Titles - Mr Paul Turner, 176 Tadmores Rd. Cranebrook 2749

ALL EVENTS TO BE FLOWN AT THE "DOONSDALE FIELD" WHALAN RESERVE

F2B Aerobatics - Expert	
F2B Aerobatics - Advanced & Junior	
F2B Aerobatics - Novice	
Classic Stunt	
Vintage Stunt	

TOTAL NUMBER OF EVENTS.

Entry fee - \$0 per event.

Late entries will incur a fee of \$20 per event.

ENTRANT DETAILS:

NAME F.A.I. NUMBER

ADDRESS

I AM ABLE TO ASSIST IN THE RUNNING OF THE FOLLOWING EVENTS.....

Email

Signed:

Notes:

1. Entries close Friday, 23rd September, 2016. . Phone entries accepted.
2. All events run on prepared grass surface. Minimum of 3 entries per event. Events with fewer than 3 entries at closing date will not be held.

For more Information contact: Paul Turner 176 Tadmores Rd. Cranebrook 2749 (02) 4777 4645

Saturday, 1st October, 2016		Sunday, 2nd October, 2016		Monday, 3rd October, 2016	
Time:	Event:	Time:	Event:	Time:	Event:
9:00 AM	F2B Aerobatics: Round 1.	9:00 AM	F2B Aerobatics: Round 3	9AM	Classic Stunt (2 rounds)
					Static Judging for Vintage Stunt
					Vintage Stunt after Classic. (2 rounds)
1:00 PM	F2B Aerobatics: Round 2	1.00PM	F2B Aerobatics: Round 4		

CONDITIONS of ENTRY:

1. All entrants must be current MAAA members & will be required to sign a risk analysis form. Current Licences must be produced.
2. F2B events as per FAI Rules.
3. Control Lines & their terminations will be subject to a safety check, including a pull test.
4. Model Processing from 9am until 15min. prior to each event. Late entries at the discretion of the CD.
5. Vintage Stunt as per MAAA rules. Documentation required.
6. Classic Stunt as per MAAA Control Line Rules. Classic models must be accompanied by a plan.
7. Juniors. "A competitor is considered to be a Junior throughout the calendar year in which he attains the age of 18" MAAA Rules.
Wrist tethers MUST be used for all events.
Static judging for Vintage stunt will be at 9 am on Monday, 8th June.

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.

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

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Regards, Andrew Nugent.

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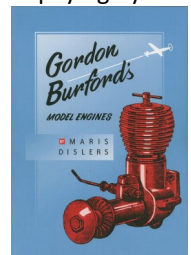
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Note:-

The extra engine tests include those for the Series 67 1.5 BR and Series 70 Schnuerle Experimental diesels previously published in ACLN, and the Taipan 40, per Adrian Duncan's website. I will make the additional Appendix available to owners of the original book edition as a PDF file for free via email.

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