

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 246

Produced by the Victorian Control Line Advisory Committee



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PRODUCTION SPECIFICATIONS

Please 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



Dec 1 CLAG Flying Day

Moe

VICTORIAN CONTROL LINE CONTEST CALENDAR 2018/19

DATE	EVENT	CLUB
Oct 5-7	NSW State Champs. Racing and Speed	Albury
Oct 5	Ringmaster Fly-a-thon	Moe and KMAC
Oct 6	Ringmaster Fly-a-thon	Moe and KMAC
Oct 20	Corflute Combat, F2B & Classic Stunt.	CLAMF
Oct 27	Doug's Vintage Stunt Day	KMAC
Nov 3	CLAG Flying Day	Moe
Nov 10	Combined Speed , Warbird Stunt.	CLAMF
Nov 24	Monty Tyrell Classic Stunt	KMAC
Dec 15	Christmas Breakup	KMAC
Dec 8	Vintage A, Classic B, Classic FAI .	CLAMF

2020

Jan 2-5	2020 Grand Prix. Events TBA	Twin Cities Cub, Albury
Feb 2	CLAG Flying Day	Moe
Feb 23	Hearns Trophy F2B / Yeoman's Novice Stunt	KMAC
Mar 1	CLAG flying day incorporating Electric Control-line!	Moe
Mar 29	State Champs practice day, general flying welcome	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 :- 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: President:- Reeve Marsh 0405 001 008 or

Secretary:- Steve Vallve 04099 35358

Email:- knoxmacvic@gmail.com

Web site :- <https://sites.google.com/view/knox-model-aircraft-club/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 2019

DATE	EVENT	CLUB
Sep 29	Gordon Burford Day	KMFC
Oct 5-7	NSW STATE CHAMPIONSHIPS RACING and SPEED ***	Twin Cities Albury
Oct 13	F2B Aerobatics	SAT Ashford Reserve
Oct 20	Vintage/Classic Stunt Fun Fly	SAT Ashford Reserve
Oct 27	Combined Speed, DGY and other Racing	SSME at Luddenham
Nov 3	Classic Stunt	Doonside at Whalan Reserve
Nov 10	DGY, Speed, Weatherman TR	KMFC
Nov 24	KMFC Christmas Party and Fun Fly	KMFC.
Dec 1	F2B Aerobatics.	Doonside. Whalan Reserve

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.

*** = World Championships team qualifying round.



2019 Clasii Ipswich Calendar

STATE CHAMPS

19 th October	2.5 Slow Combat, Open Combat, 35 Slow Combat
2- 3 November	F2A, F2C, F2F, Open Goodyear, Classic Fai, Speed.

Club Comps

14 th December.	Xmas Break Up. Vintage Combat, 27 Goodyear.
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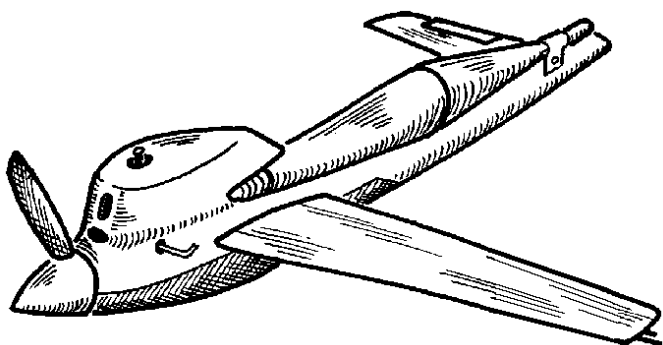
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ARF's – Remembering The First & The Worst.

By Derek Pickard

It's now been nearly two decades since ARF kits came into CL stunt. While the traditionalists initially frowned, such models are now accepted as part of aerobatics. Derek Pickard looks back at the first successful entry and a later one that got it wrong



There's no doubt the famous Nobler has been made even more commonplace by Top Flite's fateful decision nearly two decades ago to make an ARF of the plane. When it became available, all fliers seemed to buy one and rushed onto social media with their opinions on the kit. It appeared everyone in the USA and all over the world had such Nobler powered with everything from screaming 25s to classic old 46 engines. And Top Flite made heaps, even today kits are still widely available.

Flushed with the success of their early radio ARF kits, the USA company continued to build that sector of its business with more and more ARFs – all made in Asia. Looking for a follow-up to the Nobler for CL stunt, Top Flite soon put the Score onto the market. Unfortunately, the all-new design contained a few fundamental errors, word got around and this bigger stunter flopped. And so while other ARF makers soon went from strength to strength, Top Flite dropped its interest in the CL stunt market to concentrate on radio models.

But for now, back to the Nobler. Everyone loves a Nobler.

This ARF came in a big box that allowed the finished wing to be one piece. Dimensionally, everything was correct to the mid-1950s design, even to the extent that it was clearly designed for the then popular Fox 35 engine. Top Flite included a large plastic clunk tank and regrettably potentially weak engine mounts. These were slightly under-sized and unsupported forcing most builders to spend time reinforcing the bearers.

While social media experts insisted all manner of work had to be done to make this Nobler stunt suitable – like replacing the control system – the fact is the kit was overall okay. Sure a couple of fits had to be improved but such small fixes were well within the capabilities of the target market.

The fact is, these ARF then and now are all put together in very low cost Asian countries solely because of the cheap way they can be made and put on the market at affordable prices. Inevitably, problems arise and builders have to take this into account.

And yes we all laughed at the box label which claimed the thing could be assembled in "4 to 6 Hours". Ridiculous.

At the end of the day, the ARF Nobler builds to make a light model that flies very good. A great vintage and classic competitor.

Although the kit instructions advise a heavy LA40 and necessary tail weight, I chose to fit a Brodak 40 engine and that's where the only real problems arise. While some people say these engines are good, others have various complaints. Mine ran-in well to achieve good fits but in the air it had the uncontrollable run-aways. After trying a head shim, it was taken apart to reveal a stupidly large 303 thou venturi and an over-size transfer port facility. And while I could do very little about the latter, paying someone to make a more suitable 275 thou inlet converted the motor into something where it should have been when new.

My 40oz Nobler/Brodak 40 is now right up there with my favourites.

Which brings us back to the Top Flite Score. Clearly, the maker got one of its radio model enthusiasts to design this radio-stunt looking model which does not work well in CL form, but even worse the designer obviously didn't test the thing to find out he'd made fundamental errors. Undeniably, the nose is too short and the tail is too long, the decision to advise the fitting of an LA46 in the instructions is unsuitable and the engine mount bulkhead fix is weak. Lots of real fundamental problems.

Again, like the Nobler, the Score kit had a one-piece wing which for the over 57 inch span made the box the biggest for any stunt kit. Fortunately, the wing is nice and large/thick/strong and gives good lift which is needed considering the inevitable weight of the final model.

Other faults include the weak wheel wire wing location, barely adequate control movement, and the rather silly error of the plastic radio engine mount screws going through to the wrong part of the bulkhead. Additional little problems include the unnecessarily low engine mount position forcing the use of large wheels for sufficient prop clearance. The kit provides only a sheet of thin pliable plastic which has to be cut for hinges. While this material is fine for just a few, by the time 14 hinges are in position the spring loading on the handle control is very noticeable. But some people prefer this to conventional pin hinges. I find it okay and can be used to help find neutral when coming out of a corner in the same way as the caster geometry in a car self-centres exiting a bend. So I see this aspect could be a positive for low skilled fliers (read: no time for practice) like me.

Adding to the rearward position of the C of G is the fact that the tail & rudder are all solid and so relatively heavy.

Above all, the decision to feature an LA46 in the instructions is the biggest error. There's no way such a light engine can possibly put the C of G in anything like the right place so forcing the addition of much extra nose weight. Given this error and the large size of the model, I decided to fit an Evolution 60NX Stunt engine with a light tube muffler. This was done with the use of a better radio-type plastic mount and sufficient strengthening of the way the bulkhead is located into the fuse. I also used a conventional stunt tank.

When finished, the model came in at an unimpressive 67oz and the C of G was too far forward. Whoops bloody whoops. Urgent corrective work included the decision to use a Enya SS50. This reduced the weight to a more acceptable 64oz which for the near 700 squares is okay; and the C of G is now about right.

The mistakes in the Score could have been corrected had the maker done the minimal extra work of giving a couple of prototype examples to experienced enthusiasts to build and fly. That said, the maker deserved the result that this Score was an avoidable business flop. And apart from continued Nobler production, Top Flite then stayed away from CL stunt. Pity.

Thanks to the large thick wing, my Score is now capable of a reasonable F2B pattern. Part of the reason is the efficiency of the little-known Enya SS50. This is a very rare engine in stunt but shouldn't be. The thing is light, powerful, stable and very well made in Japan. In many ways its output characteristic is like the highly rated OS LA46 but 10% bigger with the addition of a twin ball race crank. The porting is of the contemporary three transfer type but nicely mild; even slightly milder than the LA in fact.

Like so many Enyas, the build quality is excellent but this hard steel liner/ringed piston version needs lots of running-in to get that ring to completely seal.

In many ways, the motor can be compared to the famed Moki 51 (FI/SE) in stunt porting layout. But that Hungarian motor is bigger and heavier for no more than similar power. The Moki might be more in demand with the collectors, but the Jap beats it in all that matters.

The only problem with this Enya is its rarity mainly because no top flier used one. If the legendary Bill Draper who proved how well the Enya SS range of 35/40/45 engines flew, had taken the next capacity step upwards to a SS50 then it would be there with the tops in stunt power.

KMFC Vintage and Slow Combat Day held at St Ives Showground 15th September.



Report and pictures from Warren Williams.

Although it was a windy day this did not deter any competitors from flying and all enjoyed a great day.



A rare sight, what the kids miss out on to-day, this family enjoyed the combat so much they were anchored to the fence all morning.

Phil Poole ready to take on any challenge came =second in Slow Combat and fifth in Vintage.



Bob Fisher with his "Eclipse" model after attacking the ground. Note the circled cut-BLOOD on his forefinger. Bob finished =second in Slow Combat and third in Vintage.



Walter Bollinger's "Spitfire" after being shot down and hitting the decking too hard and converting it into a "Corsair". Undaunted, Wally's model collection gives him many more opportunities. He gained 1st place in Vintage Combat and 4th in Slow Combat.



Luke Dale put in a great effort and had a great day. 1st in Slow Combat and second in Vintage.



Results. Slow Combat

- 1st Luke Dale
- =2nd Phil Poole
- =2nd Bob Fisher
- =4th Walter Bollinger
- =4th Karl Mattas

Results. Vintage Combat

- 1st Walter Bollinger
- 2nd Luke Dale
- 3rd Bob Fisher
- 4th Karl Mattas
- 5th Phil Poole



Our regular monthly competition was staged at a rather wet and soggy field. It was soggy enough to get one car bogged in the mud but it was able to be extricated with the help of many pushers.



Combined Speed was held in the morning whilst the weather had stopped raining for a change but by lunchtime the rains returned and the planned Vintage Combat had to be curtailed.

Results of Combined Speed held at Frankston 8-9-2019

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R. Hiern	Proto	Novarossi .28	28.10	28.15		28.10	206.18	101.46%
2	K. Hunting	1/2 A Proto	Fora	27.85			27.85	129.26	92.57%
3	A. Nugent	Class 1	Novarossi 12	18.12	18.07		18.07	199.23	88.66%
4	R. Hiern	Class 1	OS CZ11 PS	18.35			18.35	196.19	87.30%
5	R. Hiern	FAI	Moki S12	13.96			13.96	257.88	86.60%
6	H. Bailey	Class 1	OS CZ11 PS	19.89			19.89	181.00	80.54%
7	H. Bailey	1/2 A Proto	OS FP10	33.00	N.E.L		33.00	109.09	78.12%

2020 Control Line World Championships in Poland.

Further updated tally from the qualifying rounds for the Australian World Championships Team with I think only one more set of event results to come from NSW State Champs for Speed and Racing in October.

Compiled by Reeve Marsh

F2A	Points	F2B	Points	F2C	Points	F2D	Points
M Wilson	1958	M Howell	2000	R Fitzgerald / M Ellins	3090.0	B Bellis	38
R Fitzgerald	1952	J Parisi	1962	M Wilson / M Poschkens	3089.6	M Wilson	38
R Bellis	1952	R Bond	1826	T Letchford / M Sherburn	1855.0	R Phippen	34
I Thompson	1906	M Ellins	1738	R Justic / R Lacey	1011.2	R Bellis	30
B Bellis	1896	F Battam	1714	R Leknys / J Reichardt	912.0	G Nelson	29
M Ellins	1809	P Anglberger	1617			R Owen	24
A Heath	1500	R Towell	1339			I Thompson	14
A Kerr	1430	B Eather	1327			M Potter	12
J Walker	903	B Hoffmann	1282			C Dillon	10
H Bailey	868	T Bonello	1271			L Baird	8
J Jacobsen	856	B Frederickson	1260			R Smith	8
R Justic	470	P White	897			M Poschkens	6
A Nugent	401	J Prosser	423			W Bollinger	6
K Hunting	365	S Bakac	408			T McDermott	6
		P Kenny	386			T Letchford	5
		J Goodge	342			R Dillon	4
		S Masterton	235			M Ellins	3
						M Stewart	3
						E Nutter	3
						M Stewart	3
						M McDermott	3
						L Spaltman	2



KMFC's Gordon Burford Day took on added significance on September 29 this year when it was the stage for the induction of the popular Reg Towell into the MAAA's Hall of Fame. At least 70 people turned up to applaud this honour.

What can you say about Reg?: A lifetime setting high standards in almost all forms of aeromodelling; everybody's friend; born with a smile on his face; always helpful; the list goes on. KMFC congratulates you Reg.

Pictured below are Reg and Lynn Towell accepting the award from Bruce Hoffman, MAAA Vice President.



Picture by John Nolan.

Safety matters.

The control line wires that we use are a critical part of our equipment and over the years there have been many discussions regarding their use. We all know that they can and do break sometimes and the reasons for this happening on occasions are numerous. I would hope that all of us take notice of the MAAA advice that we do a safety check on our flying equipment before each flight.

A recent posting on the British "Barton Control Line Forum" highlights this aspect of our hobby.

Posted: Mon Sep 23, 2019 9:52 pm • Post subject: Vintage teamrace at Barton, Sunday, 29/9/10.

Now the nitty-gritty. Most of you will have heard of the recent incident at Barton which resulted in a second suspension of flying at the club within months. Permission to resume was given yesterday, on one condition, STAINLESS STEEL LINES AND LEADOUTS ARE BANNED ON ALL MODELS, AND THIS INCLUDES ALL CLASSES AND SPORT FLYING. LINES MUST IN FUTURE BE OF HIGH TENSILE STEEL. Make no mistake, a repeat of what happened will in all probability result in loss of the site, so please take great care with the making up of lines, particularly terminations, and ensure they are in good condition. We will try to publish a good practice guide in respect of making terminations in the near future.

The ruling in the main affects Barton B team race since, so far as the Committee is aware, 18 thou high tensile lines are not available in the appropriate length, so a decision has been taken to forthwith change the line specification for that class to a minimum thickness 15 thou high tensile multistrand wire. At the same time the Classic 15 wire will be changed to the same specification (i.e. 15thou) and the Class Rules for Barton B and Classic 15, as published on this site, will be changed in due course.

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Richard Ong has 4 or 5 F2C sets for sale. Zalp and Yugov if anyone is interested.

You can contact him either on Facebook or through me if you are interested.

Norm Kirtton normk@iinet.net.au

Speed pans for sale. 2cc size (\$25) and 21 size. (\$30)

Also small amount of Nelson type T/R pans. (\$25)

All pans in the "as cast" state. Not finished.

Andrew Nugent. andrew.n5@bigpond.com

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I can be contacted via Facebook or

Mobile 0404205562

Ray Harvey

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F2D black handles	\$28.50
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1" thick Mylar Tape	\$5.00 each

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Contact:- Greg Nelson 0435757710.

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Contact Wayne Wilson whyzedman@hotmail.com

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