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**THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA**

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**Number 267**

Produced by the Victorian Control Line Advisory Committee



September 2021  
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Hints and Tips.

For Sale and Wanted.

**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**

**VICTORIAN CONTROL LINE  
CONTEST CALENDAR 2021**

DATE	EVENT	CLUB
Sep 12	<b>Combined Speed</b> , Vintage Combat.	CLAMF
Sep 22-29	1st West Wyalong Nationals	Cancelled
Oct 2-4	NSW State Champs. Racing and speed.	Cancelled
Oct 17	Corflute Combat, F2B & Classic Stunt.	CLAMF
Nov 14	<b>Combined Speed</b> , Warbird Stunt and Nobler Stunt.	CLAMF
Dec 12	Vintage A, Classic B, <b>Classic FAI</b> .	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: President:- Reeve Marsh 0405 001 008  
Email:- [knoxmacvic@gmail.com](mailto: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 :- Reeve Marsh 0405 001 008

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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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**COMING  
EVENTS**

**C.L.A.S. CONTEST CALENDAR 2021**

DATE	EVENT	CLUB
Sep 12	Slow and Vintage Combat.	KMFC
Sep 22-29	1st West Wyalong Nationals	Cancelled
Sept 26	Gordon Burford Day.	KMFC
Oct 2-4	NSW STATE CHAMPIONSHIPS. Racing and Speed	Cancelled
Oct 17	F2B Aerobatics.	SAT
Oct 18-19	Classic B Team Racing and Fun Flying.	Rocky Rally
Oct 31	Classic Stunt.	Doonside
Nov 7	Festival of Speed.	KMFC
Nov 14	F2B Aerobatics	SSME
Nov 28	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 5	F2B Aerobatics.	Doonside
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.	
DOONSID-	Baseball diamond, Whalan Reserve.	

**CLASII IPSWICH QUEENSLAND CALANDER 2021**

We thought it would be a good idea to bring the dates forward for the racing weekend as the Nationals have been postponed again and we could go into lock down at any time. Hope this suits most people as I understand there will be no interstate entrees due to border closures.

**New dates are 25th and 26th of September 2021**

Events are:  
**2.5 Simple Rat** (Caption Rat perpetual Trophy and cap)  
**27 Goodyear** ( Brian Bourke Memorial 500 Lap Final)  
**Classic B**  
**Vintage A**  
**Classic FAI** (On Grass)  
**21 Bendix**

Nov 6 27 Goodyear, Classic B  
 Dec 11 Christmas Breakup, Vintage Combat.

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

**Harry Bailey.**  
**3 Bailey Place**  
**Pakenham 3810**  
**Victoria**  
**Email:-**  
[hbbailey@optusnet.com.au](mailto:hbbailey@optusnet.com.au)

Well it looks like I was tilting at windmills and I will be having the Cowra Oily Hand by myself.

**7/8/21 – Oily Hand Postponed.** We have shifted the date for Oily Hand 2021 to 2nd and 3rd April 2022. The format of events and models of the meet will remain the same. It is pretty obvious that hardly anyone will be at liberty to attend with the continuing advances being made by the delta strain. We know that this is the right decision.

See you all then.

Andy

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## Running in the Engine.

OK... For arguments sake lets say your motor is ready to be run in. There are lots of theories in regards to this, and I guess people have their own ideas on the subject.

**A)** For me, I want to set up my engine for minimum running in. I don't want to flog the engine to death running it in.

**B)** Running in is a good time to check your piston expansion! Oh yes it is.

**C)** My idea on this comes from the time I made my own pistons.

After a few decades of playing with motors :-

**A)** I noticed that some engines ran better than others, and some diesel motors cooked very easily, when they should not have.

**B)** Something to watch and measure is the PISTON CROWN THICKNESS, as this has a marked effect on expansion.

One day I wanted to make a seriously light weight piston for my G20/15. I lapped it and fitted it just so nicely. When I ran the motor and it warmed up, the piston was a slop fit in the cylinder. I was a little confused as to what had happened. So I measured the crown thickness on my DIY and then a stock ST piston. The difference was about 15 thou (my DIY was the smaller measurement). So I made a new piston that matched the factory piston in crown thickness. And that piston worked like a dream.

And that's when it dawned on me that the crown thickness was a good way of controlling piston expansion.

The idea :

So my idea / theory is ... I want the piston to not expand so much at running temperature. In other words, as the motor reaches operating temperature the piston is a slightly lose fit in the cylinder. No not a slop fit! The motor still needs to possibly re-start! (Depending on application) Something like a speed motor which only needs to run once and then can cool down, could be set up a little more lose (Less friction / drag).

But for say T/R motors which need to restart. One would possibly set them up to be just ever so slightly tight when cold and as they reach operating temperature to be a almost perfect fit at TDC. The last thing you want is a piston that expands more than the cylinder, a situation I had with several of my G15 Diesel engines that just cooked on 20% castor. The cure for those engines would have been to take a few thou off the crown of the piston till they no longer cooked .

So for the NIB folks running in their engines. Run the engine till there is only tightness at top dead centre. (Motor is cool) Then run up the motor for peak RPM and running temperature, then stop the run and turn the motor over to check the hot fit. If the motor is tight at TDC at running temperature, you may wish to do something about that while still running in the motor .

LOW OIL - Remember me mentioning about setting up an engine for low oil! It comes down to the running fits at temperature. A tight engine with a piston that matches cylinder expansion will not tolerate low oil. You need a slightly loser fit, and you need to control the piston expansion at running temperature. Lower oil means lower tolerance to poor tuning. So you need to compensate by controlling piston expansion. Engines are so tight (Piston / cylinder fits) that the slightest variation in metallurgy can change expansion rates which will effect performance capability. So it does not matter that you have the same engine, what it comes down to is – How well was the engine set up!

And most of that comes down to finding errors and correcting them. And just how many motors are 100% perfect? Almost all the vintage engines I own or have owned required some sort of correction. (Fitting) It would have been nice If I knew this stuff 30 years ago. Live and learn right. I guess I am now done, had my 5c worth. I hope everyone got something from my ramblings.

Matt Korhonen



# Hints and Tips

This is my mad gadget to fix of what to do with a number of F2B models, subject to finding enough walls in the garage and House!

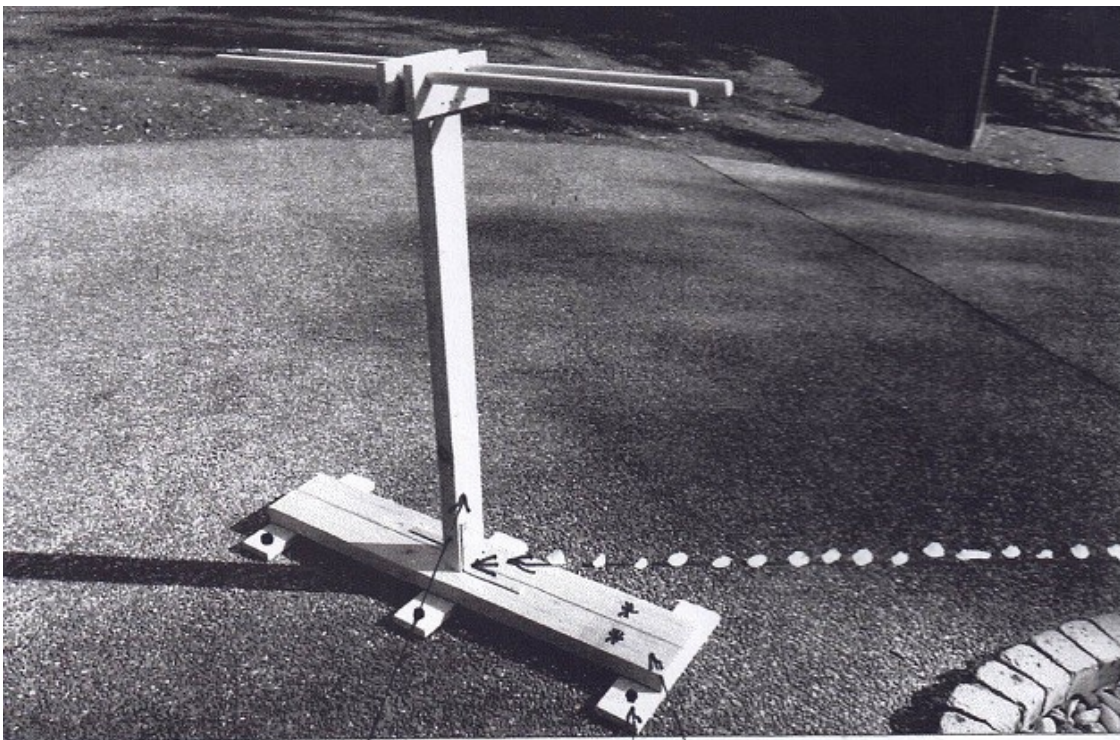
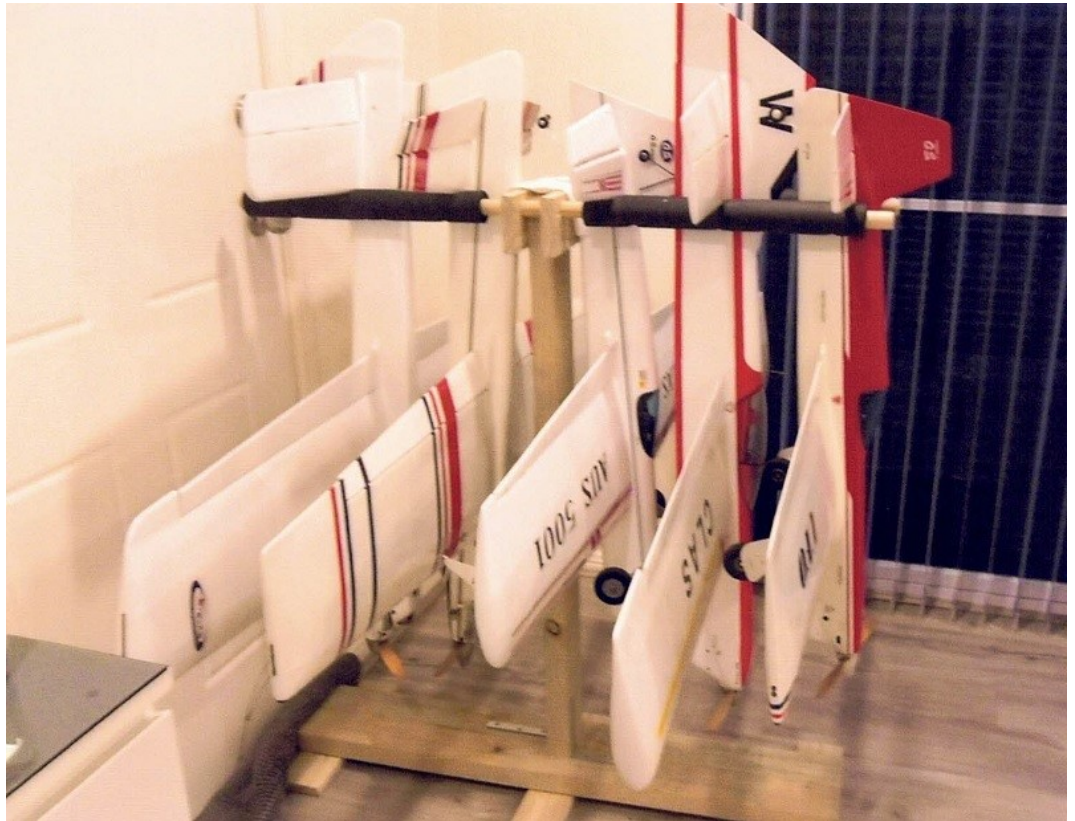
It's a portable compact way to hold up to 6 models safely, and helps to eliminate possible damage.

Could also be made smaller to accommodate Team Race models?

Was cheap to make, had the treated pine pieces in the garage, main expense was the rubber buffers covering the broom handles, all screws were plated to stop corrosion from the treated pine, and although the centre post was quite sturdy, The brackets helped to align the post while pre drilling and screwing the 6x50mm Bugal head screws from underneath, 3 each half, measurements are not critical and can be altered to suit your requirements.

Regards, Warren Williams

Photos show the simple basic construction and how it works!

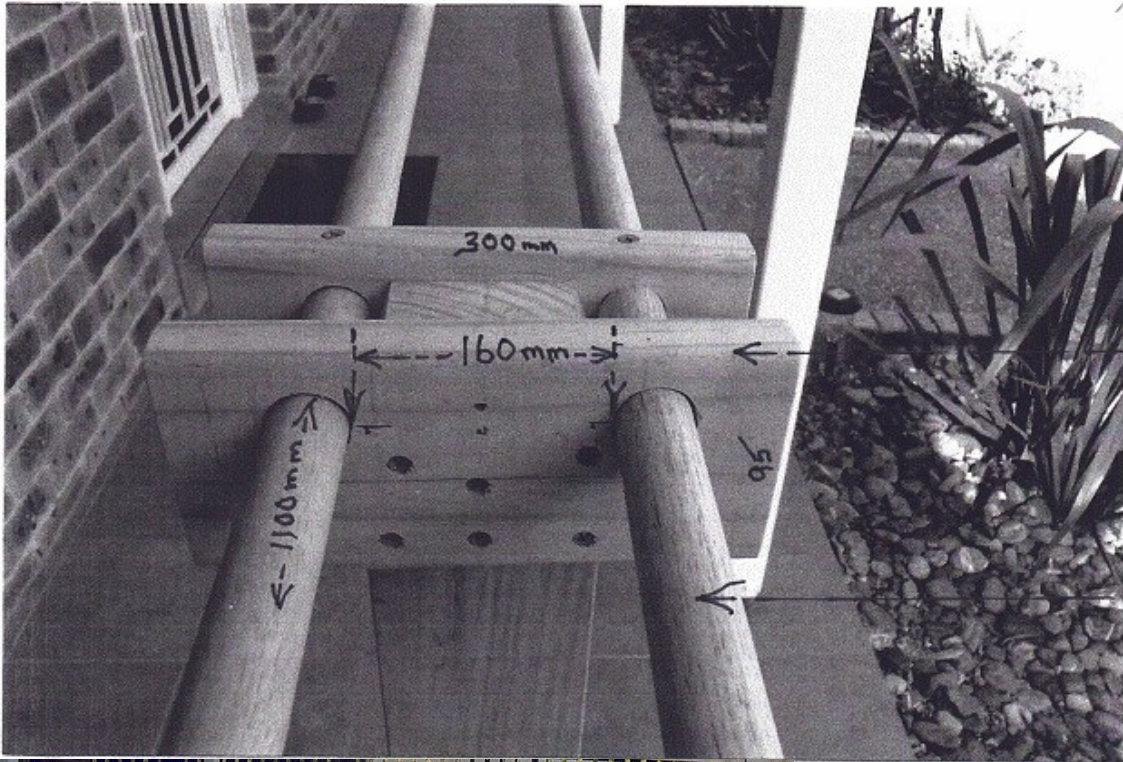


Screwed from Underneath!  
Each Half with 3 Bugal Head 50mm Plated Screws  
1+ Bracket each Side additional Support!

• 3-pieces 300ml 90mm x 22mm  
1100 H 90mm x 45mm

\* 2-Pieces 90mm x 45mm 1100mm L

All Finished Treated Pine Timber w/- Plated Screws

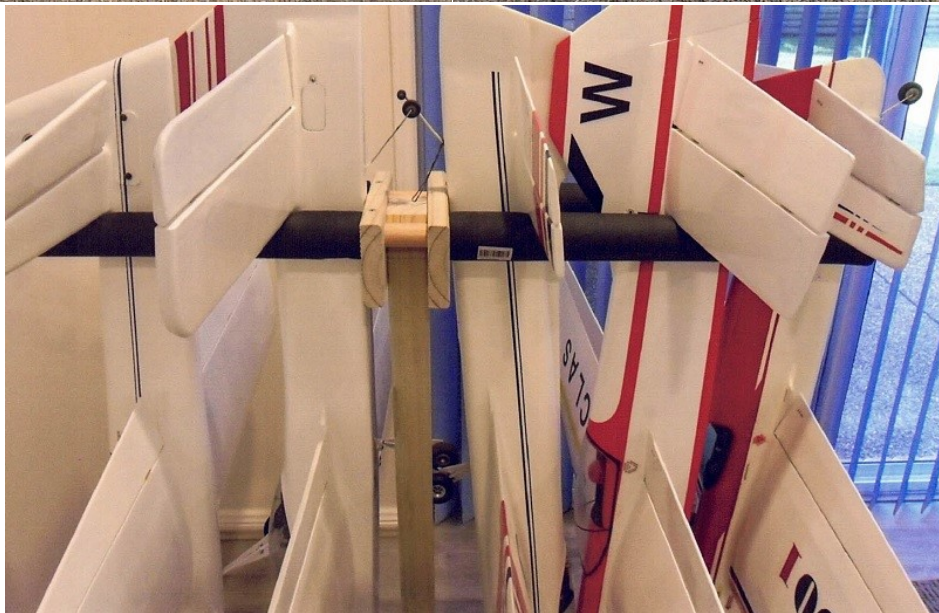


Top Section

2 Pieces  
300 L x 95 H x 22 D

Broom Handle  
1100 mm L x 2

Rubber Sleeves  
x Clark Rubber  
Covered



**OK Classic FAI team race competitors**, it's time to start preparing for ROUND 2 of the International Postal event.

I am running it over a THREE month period from August 1st to October 31st to allow entries from everywhere, especially those countries affected by Covid-19 restrictions.

Once again we will be using the Australian Classic FAI rules.

Would those who are interested in being part of this Global event please indicate their intentions by posting on these pages.

<https://www.facebook.com/groups/151045113550096>

I am hoping for a much larger entry than Round 1 which only attracted entries from Australia and New Zealand. Remember that SOLO entries WILL be allowed, again because of restrictions, but will incur a 10 second time penalty. I look forward to LOTS of entries.

*Marcial Garcia Suarez in Brazil is building this "Espadon" for an ETA 15*



### **Taipan propellers in the following sizes available:**

Flexible white nylon 7x6		\$2.20 each.
Small number of black (Glass Filled)		
	7x4 & 7x6 left @	\$2.50 each
9x6 Black GF		\$3.00 each
10x4 Black GF		\$3.50 each
10x6 Black GF		\$3.50 each

+ letter post or parcel post rates depending on size, weight & quantity ordered.

### **Pure, first pressing Castor Oil:**

**Note:** New price increase below due to a 20% price increase from my supplier effective 1/12/19

2.5 litre	\$35 +3 kg satchel Auspost price
4.0 litre	\$50 +5 kg satchel Auspost price
4.9 litre	\$60 +5 kg satchel Auspost price

Pick up only 5lt castor oil price is \$60

Above prices inclusive of new container cost

**Premixed Diesel fuel in new 500 ml & 1 let steel containers**  
**\$22 & \$35 respectively**

**I cannot post diesel fuel (i.e. dangerous goods) unless you can arrange with your own courier**

PayPal "gift payments" accepted

Bank EFT deposits accepted.

Cash accepted.

PH Ken 0433 797 058 [comb\\_kid@hotmail.com](mailto:comb_kid@hotmail.com)

As some of you already know I have taken over the manufacturing of CL props for Supercool props.

Email me for any enquiries / orders

F2C , GY, Speed , Free Flight & other props available.

Contact Ian Thompson

[iandthompson@msn.com](mailto:iandthompson@msn.com) mobile 0451085325

Be considerate with phone calls. I am in WA & there is a time difference from Eastern States.

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

Cost \$4.50 each plus postage. All lengths 12"

Sizes: 3/8"x3/8"

3/8"x1/2"

1/2"x1/2"

Also, I now have a stock of 3/16" sq. and 1/4"sq rock maple spars.

All spars are precision sanded with 150 grit. \$4 each plus postage.

### **TCA Italian glow plugs in Australia.**

I have for sale a large range of TCA glow plugs.

TCA supply Luca Grossi the current F2A European champion.

There are std type 1/4x32 thread, Nelson style tapered seat with flat coils and the "turbo style" tapered seat.

Italian made TCA Nelson type combat plugs arrived for those that might be interested, \$8 each plus postage.

email: [atheath296@gmail.com](mailto:atheath296@gmail.com)

# ***For Sale***

New in box CMB 21/Dark pan/Ops spinner/ few carbon props, all items new	\$250
New in box Paw 149 DS 3 bicentennial edition	\$125
New in box PAW 249 DS	\$125
New in box PAW 19 BR	\$125
New in box P.M.C IMP .75	\$125

[wayne\\_wilson <whyzedman@hotmail.com>](mailto:wayne_wilson@hotmail.com)

### **MACCA'S MACHINING & MILLING SERVICES**

Tank Valves

Filler Bottle Valves

Shaft Extensions

Engine Plates

Venturis and threaded inserts and general machining.

Phone 07 3288 9263

Mobile 0402 295 370

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

For Sale.

38µ (micron) Mylar laminating film (heat activated adhesive).

Suitable for C/L combat models, great for F/F models.

Even better with tissue doped over it for a 'vintage look'

This is very close to the 'Oz Cover' that was sold by Saturn Hobbies many years ago.

1m x 5m \$20 + postage at cost.

[feraldoghunter@gmail.com](mailto:feraldoghunter@gmail.com)

Danny Ms mob # 0477224751

I can now produce wings and tailplanes that are shaped on a Computer Numerically Controlled (CNC) router and can be any planform and shaped with any section although I have my favourites. The finish and accuracy of these products has to be seen to be believed.

They have laminated leading edge and reinforced front panel on the outboard wing for catching.

Internal control grooves and bellcrank assembly are also part of the package. They are ready for glassing as supplied. A shut-off actuator can be supplied as part of bellcrank assembly if required.

I can also supply spruce for leading/trailing edge etc. cut to any section size.

I can be contacted via Facebook or

Mobile 0404205562

Ray Harvey



Wanted

Crank shaft for Mc Coy 09 diesel.

Aeroflyte 2" rubber wheels not balloon type.

Drive hub for an OS 32/37 SX

Spinner assay for OS 61/65 RSR

[wayne.wilson <whyzedman@hotmail.com>](mailto:wayne.wilson@whyzedman@hotmail.com)



The lockdowns due to Covid restrictions continue to have a major effect on our modelling activities.

Restrictions on our flying in many Australian States has meant that any reports on competitions have completely disappeared and news content for publication in this newsletter has become a rare commodity.

These are the reasons for this month's smaller than usual edition.

Let's hope things improve soon.

### A.C.L.N. ADVERTISING

For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

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