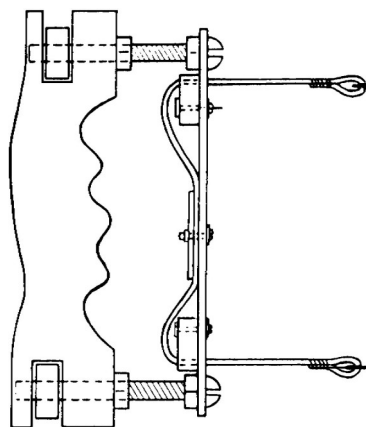


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THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 285

Produced by the Victorian Control Line Advisory Committee



May 2023

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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



VICTORIAN CONTROL LINE CONTEST CALENDAR 2023

DATE	EVENT	CLUB
May 6-7	Munro Oily Hand Weekend	Munro Field
May 21	Carrier Deck, Combined Speed	CLAMF
May 28	George Aldrich Carnival (Noblers, Peacemakers, Flight Streaks etc.)	KMAC
Jun 11	Classic FAI , Vintage A, ½ A Combat.	CLAMF
Jul 9	Classic Stunt, Combined Speed .	CLAMF
Aug 13	Carrier Deck, 27 Goodyear.	CLAMF
Sep 10	Combined Speed , Vintage Combat.	CLAMF
Oct 8	F2B & Classic Stunt,	CLAMF
Nov 12	Warbird Stunt and Nobler Stunt, Combined Speed ,	CLAMF
Dec 10	Vintage A, Classic B, Classic FAI .	CLAMF

Events will be flown in order of printing. Events in **Bold type** will be flown over hard surface.

CLAMF Frankston Flying Field, 103R 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
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 :- Reeve Marsh 0405 001 008

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

**Harry Bailey.
3 Bailey Place
Pakenham 3810
Victoria**

**Email:-
hbailey@optusnet.com.au**



COMING
EVENTS



C.L.A.S. CONTEST CALENDAR 2023

DATE	EVENT	CLUB
May 7	Classic Stunt.	SSME
May 20-21	Veterans' Gathering.	MDMAS
Jun 3-5	WA State Championships.	Whiteman Park
Jun 10-12	NSW State Championships. Aerobatics and Combat.	Whalan Reserve
Jul 2	KMFC AGM.	KMFC
Jul 23	F2B Aerobatics.	KMFC
Jul 30	F2B Aerobatics.	Doonside
Aug 6	Peacemaker Day.	KMFC
Aug 13	Classic Stunt.	SAT
Aug 26-27	Oily Hand Diesel Weekend.	Cowra
Sep 3	F2B Aerobatics.	SAT
Sep 10	Slow Combat & Vintage Combat.	SSME
Sep 16-17	Rocky Rally Classic B Team Racing and Fun Fly.	Rockhampton
Sep 17	Gordon Burford Day.	KMFC
Oct 30-Sep-2	NSW State Championships.	CLAS Albury
Oct 15	F2B Aerobatics.	SSME
Oct 29	Classic Stunt.	Doonside
Nov 5	Event TBC.	KMFC
Nov 12	F2B Aerobatics	SSME
Nov 26	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 3	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.	
DOONSIDE-	Baseball diamond, Whalan Reserve.	

2023 Clasii Ipswich

Contest Calendar



10 th – 12 th June 2023	NSW Combat State Championships
22 nd July 2023	Classic FAI
26th-27th August 2023	<i>QLD State Racing Champs, CLASII Ipswich</i> 2.5 Rat, 27 Goodyear, Classic B, Vintage B, Vintage A, Classic FAI, 21 Bendix, Open Bendix

2023 Western Australia

CONTEST CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>VENUE</u>
6 May	Phantom Event	LUMEN CHRISTI
7 May	Combined Speed	WAMASC
13 May	Tarmac F2B	LUMEN CHRISTI
20 May	Vintage Combat	WAMASC
27 May	Tarmac Day	LUMEN CHRISTI
2 Jun	State F2 Champs practice day	WAMASC
3 Jun	State F2C team-race & Classic-FAI team-race	WAMASC
4 June	State F2C team-race & F2D combat	WAMASC
5 Jun	State F2A speed	WAMASC
17 Jun	State Vintage Stunt	LUMEN CHRISTI
23 Jun	Indoor Night	LUMEN CHRISTI
25 Jun	Combat Fun Day - All Classes	WAMASC
8 Jul	State F2B	LUMEN CHRISTI
9 Jul	Combined Speed	WAMASC
22 Jul	1/2A Combat	WAMASC
11 Aug	Indoor	LUMEN CHRISTI
10 Sep	Postal Classic FAI - Round 3	WAMASC
16 Sep	State 1/2A Combat	WAMASC
14 Oct	State Vintage Combat	WAMASC
29 Oct	Combined Speed	WAMASC

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BSB : 063-249 A/C No : 1004
5655

Muswellbrook District Model Aero Sports Inc.

THE VETERANS GATHERING, May 20/21 2023.

Mitchell-Hill Field, 8640 New England Highway Muswellbrook NSW

Come and join us for this long standing and popular event no matter how long or short a time you have been involved in the sport, or how young or old you are. Any type of flying machines are all welcome.

Control line, Free Flight, Radio Control and whatever!

Unpowered camping available at the field for a donation of \$5 per site per night. Toilets and cold water available, (sorry no showers).

Outdoor fires are NOT permitted on the field (they contravene our lease agreement and we would lose our flying field)

Entry for the entire weekend is by donation of \$5 per flyer.



Victorian State Championships 2023.

“SPEED AT THE 2023 VICTORIAN STATE CHAMPS”.

Weather caused a few problems for speed over the Easter weekend, with rain and wind.

First up on Friday was FAI Speed round one and two, with 9 competitors, some very fast times were recorded by Rob Fitzgerald and Andrew Heath, in the 297 kph range both within 0.01 kph.

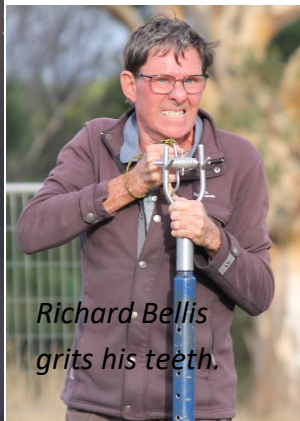
I went down to drive the Transitrace electronic timer we use now. It is a brilliant system saves strain on timekeeper, Ron Savage still does a stopwatch timing as backup and helps set up unit.

Most use the Profi motors from Ukraine only other ones were Ric Justic’s Fora and Ken Hunting’s Irvine.

Next day was intended to be round 3 & 4 but was called off due to the weather, but the Combined Speed guys got out and flew combined speed. Andrew Heath decided that the F2A time he had recorded was probably as good as it was likely to get and decided to head off back home to NSW.

Timed Flight Completed		Laps	
		8-16	
Landed			
Lap	Speed	Lap	Speed
1	123.05	4	11 299.87
2	198.81	5	12 299.96
3	266.88	6	13 300.40
4	290.73	7	14 300.53
5	294.17	8	15 300.21
6	294.77	9	16 300.55
7	298.91	17	301.02
1	8 298.24	18	296.00
2	9 299.10	19	208.06
3	10 299.81		

On the Monday they decided to continue with FAI speed, Rob managed to do 299.8



Richard Bellis grits his teeth.

with a few 301 kph through the run, this is the advantage of the transitrace competitor can look at the screen and see all the data. Murray managed to get a time in, next was Richard Bellis, who had 4 good flights overall. Harry flew his rebuilt model OK just needs pylon practice, not easy when we get on a bit, keep at it.



Robert Fitzgerald with his assistant Mark Poschkens.

Going back now to Combined from the day before, Murray managed to fly 2 classes to get first and second, first up he flew his Class 5 [.21]

Novarossi then later he flew his OS 60 monoline model in the rain, I flew my Class 5 to see if I could do it as I have not flown for 6 months, had no trouble, just motor a little slow. John Jacobsen from QLD came down



John Jacobsen



Murray and Robin with their top placed models.

with his carbon models for him and Bruce DeChastel which Bruce flew, mostly flew Proto models with LRP 28 motors on pipe, Bruce ended up just beating John, they also tried a Class 2 Nelson .29 but could not manage to record a time.

Bruce also flew his Profi .21 bar stock motor in Class 5, it went OK but they are

not as good as Novarossi, I had one.

A new speed flyer Tim Cooper flew in 2 classes and did very well in ½ A Proto using my modified OS 10 FP which went well, he also flew in Simple Speed with Magnum 15. For his first flight in the pylon he was a bit behind, but on 3rd flight went great no problems and faster, I have been helping him as he is keen.

Next club comp I will lend him a Class 1 Enya model to get used to a dolly.

Harry flew his new (rebuilt) Arrow Class 1 OS CZ11PS, same pan unit just new top. Ross Middleton had brought his OPS 60 model from Newcastle but decided not to fly it because of the prevailing weather conditions.

Despite the weather etc. no models were damaged in both events, not even a damaged prop.

Next CLAMF club speed comp is May 21 so please all come and fly.

Report and results from Robin Hiern.

Combined Speed results.

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	M. Wilson	Class 5	Novarossi 21	14.93	15.07		14.93	241.13	99.73%
2	M. Wilson	Class 3	OS 60 VR	10.85			10.85	266.99	99.49%
3	R. Hiern	Class 5	Novarossi 21	15.39	15.16	15.24	15.16	237.47	98.22%
4	T. Cooper	S/Speed	Magnum .15	26.89	28.60	23.43	23.43	153.65	93.90%
5	J. Jacobsen	Proto	LRP .28	28.67	27.91	28.08	27.91	207.58	92.30%
6	B. DeChastel	Class 5	Profi .21			17.51	17.51	205.66	85.06%
7	T. Cooper	1/2 A Proto	OS 10FP	28.32	27.70	29.50	27.70	129.96	84.69%
8	H. Bailey	Class 1	OS CZ11 PS	19.86			19.86	181.27	78.35%
9	J. Jacobsen	Class 2	Nelson .29						0.00%

F2A Speed results.

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Flight 4	Fastest	Km/h	%
1	R. Fitzgerald	FAI	Profi	12.11	12.47		12.01	12.01	299.85	99.84%
2	A. Heath	FAI	Profi	12.59	12.11			12.11	297.27	98.98%
3	M. Wilson	FAI	Profi			12.55		12.55	286.85	95.51%
4	R. Bellis	FAI	Profi	13.15	12.79	12.83	12.64	12.64	284.88	94.86%
5	M. Ellins	FAI	Profi	12.74		12.65	12.89	12.65	284.54	94.74%
6	B. Bellis	FAI	Profi		12.85	13.09		12.85	280.16	93.28%
7	R. Justic	FAI	Fora	14.17		12.92		12.92	278.66	92.79%
8	H. Bailey	FAI	Profi		15.47		14.99	14.99	240.24	79.99%
9	K. Hunting	FAI	Irvine 15R	19.22			18.75	18.75	192.04	63.94%

Four cautious teams waited for the surface to dry out before getting models ready to fly a couple of rounds of **F2C team race** on Good Friday but on Saturday three teams had entered the circle to race but wind speed gusts had increased to a velocity that made the risks of breakages not worth chancing racing. As a result only two rounds of World Championships qualifying were flown.

F2C Results

Place	Team	Round 1	Round 2
1.	M. Wilson/M. Poschkens	<u>3:14.0</u>	3:15.8
2.	R. Justic/P. Stein	<u>3:25.4</u>	3:37.9
3.	M. Letchford/M. Sherburn	3:58.4	<u>3:52.4</u>
4.	C. Ray/N. Baker	4:55.4	<u>4:13.4</u>



M. Wilson, R. Justic, T. Letchford.

Eight **Classic FAI team race** teams brought out some lovely looking models to fly some of this popular racing event. The numbers were reduced down to seven when Tim Cooper damaged his model during practice. A variety of engines were used for some close racing and slick pit-work was required by all teams to record their best possible times. Wilson/Poschkens were happy to sit on their round one time and opted not to fly a second.

Paul Cameron tripped over his own feet at the first pit stop and the model ran into the circle but did not sustain any damage. Hunting/Bailey had a quick model and were having a good second race but on the 90th lap the engine tune went off, the model slowed and fi-

nally stopped on lap 95. Other than that all teams safely completed two rounds. Colin Ray flew in this class for his first time and fully enjoyed the experience and is keen to fly more of it.

Murray and Mark had a smooth race with the Parra performing well and were followed home by Paul and Fitzy using Pauls Taipan Special and not far behind were Andrew and Mark using the KMD.

Classic FAI Results.

Place	Team	Round 1	Round 2	Final	Engine
1.	M. Wilson/M. Poschkens	<u>4:22.04</u>	DNS	8:41.22	Parra
2.	P. Cameron/R. Fitzgerald	DNF68	<u>4:33.52</u>	9:02.58	Taipan Special
3.	A. Nugent/M. Ellins	4:45..97	<u>4:24.13</u>	9:11.10	Fora & KMD
4.	R. Justic/R. Owen	5:17.54	<u>4:43.97</u>		Nelson
5.	C. Ray/N. Baker	<u>4:50.14</u>	4:55.56		Nelson
6.	K. Hunting/H. Bailey	<u>4:54.10</u>	DNF 95		Nelson
7.	N. Baddock/K. Baddock	6:24.76	<u>5:18.52</u>		Parra
8.	T. Cooper/M. Sherburn	-	-		KMD



The wind on Sunday at Knox almost put a halt to any Stunt flying but Murray Howell and Frank Battam were keen to get at least one flight considering the distance they had travelled to attend the contest. One round of F2B was flown but after that any further flights would have been considered foolhardy.

F2B Aerobatics Results.

Pl	Entrant	Round 1 points
1.	Murray Howell.	1050 (Shark Ellipse II with an AXI 2826-13 and Igor Berger electronics)
2.	Mark Ellins.	996 (Shark Ellipse II with a Retro Discovery 68.
3.	Frank Battam.	862 (Shark Evolution with an AXI 2821 and Igor Berger electronics.

The coldest Easter Sunday for 90 years in Melbourne combined with the wind was not enough to deter the **Vintage Combat** contestants from doing what they enjoy. It was also a bit soggy underfoot but after round one and after the Stunt also concluded, we shifted over to the better prepared and drier surface for the remaining combat competitions.

In the first bout a mid air collision between Leon Baird and Harry Bailey destroyed Leon's model. Leon only had one other (hastily repaired and untried) model left to use and was considering withdrawing until Ken Maier kindly offered Leon one of his models to use. Leon used that one model to win the contest.



"Hi Harry,

I am not sure if you realize it, but after you 'centre punched' my model in Vintage Combat, I then proceeded to 'centre punch' three other competitors models as I progressed through the rounds? Namely, the models of Robert Owen, Tony Caselli and then Bruce Bellis in the final - all using Ken Maier's model, which despite the abuse I caused it to endure, suffered only torn covering, and I didn't even break the prop too. hehe. Quite humorous when you think about it, right? Leon"

Vintage Combat Results.

Place	Entrant	Rd 1	Repechage	Rd 2	Rd 3	Rd 4
1.	Leon Baird	L	W	W	W	
2.	Bruce Bellis	L	W	W	W	
3.	Murray Wilson	W		W	L	W
4.	Tony Caselli	W		W	W	L
5.	Ross Middleton	W		W	L	L
=6	Harry Bailey	W		L		
=6	Ken Maier	W		L		
=6	Richard Bellis	W		L		
=9	Michael Comiskey	L	L			
=9	Trent McDermott	L	L			
=9	Robert Owen	L	L			
10	Richard Justic	L				

Thanks go to John Walker for being the contest director.

Interstate rivalry was in evidence during the **F2D** contest with three entrants from WA one from Queensland, two from NSW one from South Australia and one from Victoria. The contest took place at the KMAC field but during the later stages of the event dark clouds loomed and then a downpour of rain prompted a hasty pack up of equipment and

with four contestants left in the contest the remaining rounds were flown at the CLAMF field as the first event on Monday morning.

John Walker was the CD for the event and did what he could to give each competitor the opportunity to fly against somebody not from the same State. Thanks also to Mark Sherburn and Murray Howell for doing the cut judging

Trent McDermott had some problems in his first bout with shut offs activating prematurely and could only manage to attain 18 points in airtime in his first bout against Murray Wilson. Trevor Letchford was the only competitor that did not record a win in the contest.

In the final placings round, it was a great bout between Murray Wilson and Bruce Bellis with Murray being the victor with a margin of five cuts and 940 points to Bruce's two cut and 648 points.

The fly off for third and fourth placings was between Trent McDermott and Robert Owen. This was another great bout and both flyers had equal airtime but Robert Owen had three cuts to Trent's two.

F2D Results

Place	Entrant	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6
1.	Murray Wilson	W	L	W	W	W	
2.	Bruce Bellis	W	W	W	L	W	L
3.	Robert Owen	W	L	W	L	W	
4.	Trent McDermott	L	W	W	L	L	
=5	Michael Comiskey	L	W	L			
=5	Leon Baird	L	W	L			
=5	Richard Bellis	W	L	L			
8.	Trevor Letchford	L	L				



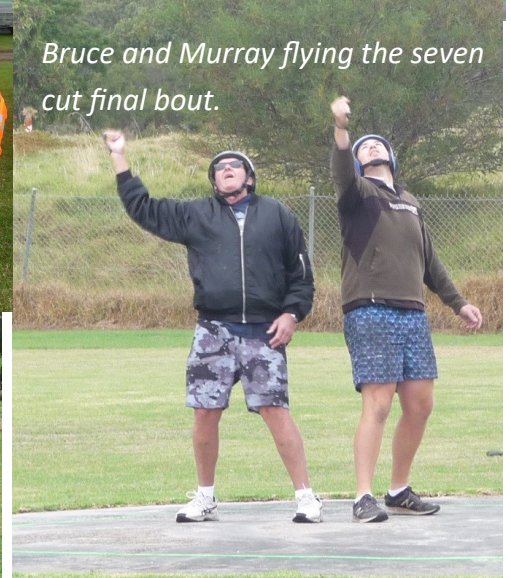
T. McDermott v T. Caselli



R. Bellis v R. Middleton



Robert Owen and Trent McDermott fly off for F2D 3rd and 4th.



Bruce and Murray flying the seven cut final bout.



Cut Judges.



F2D pit area at the KMAC field.

27 Diesel Goodyear continues to be a popular event and eight teams took part. There was a bit of mixing and matching of team members. Colin Ray and Trent McDermott did not have a model but were added to the mix when they were loaned a model by Murray Wilson. A varied selection of diesel engines were used and the father/son team of Keith and Nathan Baddock used an OS 15 glow. The team of Ron Lacey and Murray Wilson flew in the first three up heat using a Ridley Oliver and set the high standard time of 5:01.87 and decided not to fly a second round. Robert Owen was using an old Stells type combat engine and set the next fastest time followed by Bailey/Hunting using a MVVS.

In the second round Hunting/Bailey elected to use a different model with more speed potential. Lap times of 27.2 –27.5 seconds for ten laps were very close to the speed limit and at one stage they were caught doing 26.97 seconds and were the only team penalised on the day resulting in an extra pit stop and a slow race time.

27 Diesel Goodyear Results

Place	Team	Rd 1	Rd 2	Final
1.	R. Lacey/M. Wilson	<u>5:01.87</u>	DNS	10:18.57
2.	C. Ray/T. Letchford /R. Owen	5:18.28	<u>5:14.89</u>	10:27.00
3.	H. Bailey/K. Hunting	<u>5:16.50</u>	6:01.62	11:33.16
4.	P. Stein/R. Justic	5:40.79	<u>5:22.50</u>	
5.	C. Ray/T. McDermott	5:45.56	<u>5:22.50</u>	
6.	T. Cooper/R. Fitzgerald	6:06.84	<u>5:53.89</u>	
7.	N. Baddock/K. Baddock	<u>5:58.64</u>	6:07.76	
8.	T. McDermott/R. Justic	6:17.01	<u>6:03.98</u>	

Left:- Ken Hunting
26.97 seconds.
To fast!



By the afternoon on Easter Monday time was running out and because of the weather hold ups, there were three events that had not

been flown, Vintage A T/R, Goodyear T/R and Half A Combat. Of those of us remaining at the field a vote was taken to use the time remaining to run **Half A Combat**.

Six entrants had models, everybody flew two rounds and then decided to call it a day.



Half A Combat Results.

Murray Wilson takes on Bruce Bellis in Half A Combat.

<u>Entrant</u>	<u>Rd 1</u>	<u>Rd 2</u>
Bruce Bellis	W	W
Robert Owen	W	W
Murray Wilson	W	W
Richard Bellis	L	L
Leon Baird	L	L
Harry Bailey	L	L

Summary.

Considering the bad weather forecast for the weekend we did amazingly well under the circumstances to complete as much as the programme as we did. Sunday was the worst day and trying to keep warm was a challenge especially for those that had travelled from warmer parts of the country.

Thanks go to everyone that competed in a friendly way and assisted in keeping the events moving along in a timely manner. Timekeepers and judges also deserve our appreciation.

Catering was provided at the CLAMF field by our lovely ladies and the KNOX club had sausages and hot drinks available to keep us sustained.

The evening meal on Sunday evening at the Keysborough Hotel bistro was attended by 30 persons.

We had a bit of a problem with combat streamers getting wet and falling apart during the combat contests. Since then, Tony Caselli has purchased some Italian heavy weight crepe paper (tissue) streamer material to try. There are 2 types of crepe paper material ordered, 90gsm & 180gsm (in 50cm W x 2.5 mt L rolls) both of which are of a heavier / stronger crepe material than is currently available from general party supplies, newsagents or \$2 shops.

Hopefully we can solve the problem of the combat streamers falling apart in the air.

Pictures were mainly provided by the Editor and Neil Baker.





Mark Poschkens catches the model during a F2C pit stop.



Mark Ellins was pitman for Andrew Nugent in Classic FAI.



Robert Fitzgerald's F2A speed after the competition ended.



A story behind the picture.

Some time ago a group of eastern states modellers were over in Perth for a competition and happened to go into a bottle shop to purchase some supplies. Whilst browsing they came across a bottle of Shiraz with a picture on the label that they considered to have a likeness to Nobby Baker. They purchased a bottle to save for a special occasion.

Fast forward to the Vic State Championships 2023. Nobby missed catching a model during a pit stop whilst pitting in F2C so that evening he was presented with the bottle of wine.

The name on the label is *"Slippery Fingers"*

MAAA CL NSIG News.

The Control Line NSIG (national special interest group) is registered with the MAAA and represents members involved with Control Line at a national level. Its responsibility is to manage and report all CL issues to the MAAA, including maintaining the MAAA CL rules, Australian CL records and International F2 team selection.



MAAA Rules Book changes - Ratified by MAAA

Open Combat and Australian fast 2.5cc Combat now require engine shutoffs as per F2D rules effective immediately.

Vintage A team race engines list now includes any non schnuerle ported PAW, Parra T3 Oliver Mk3 replica and TechnoHobby K12 Oliver Mk4 replica.

Vintage Stunt now has 5 bonus points for both engines and models with Australian origins.

Refer MAAA website for exact rules wording.

Your State Representatives are:

Qld Joe Parisi

NSW Andrew Heath

Vic Murray Wilson

SA Maris Dislers

WA Ian Thompson

If you require any dealings with the MAAA then you should do this through your state CL NSIG representative.

Regards,

Rob Fitzgerald

CL NSIG Chair

EASTER SUNDAY SALE FUND RAISER

Thanks to all those who bought from Derek Pickard's "Bargain Box" on Easter Sunday. It was deceased member Carl Nichol's estate as donated by his family. The sale raised \$640 which have gone into KMAC club funds.

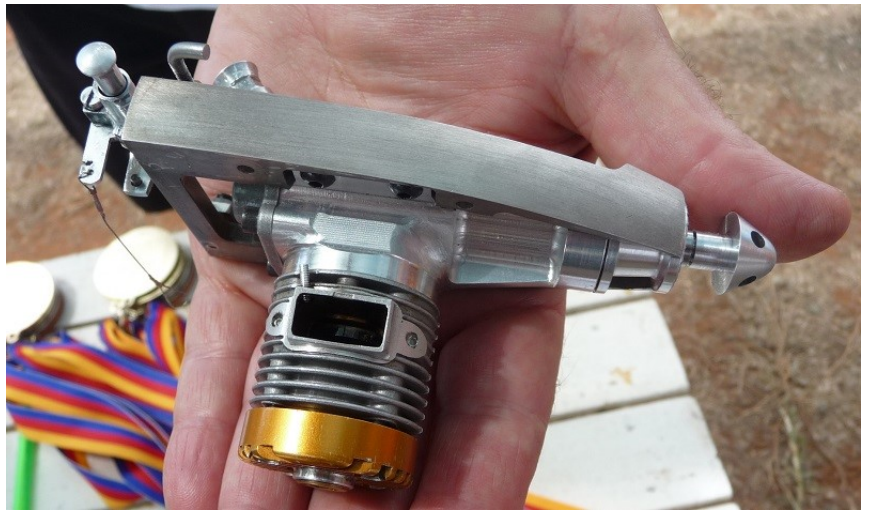
Taipan Special Engine by Paul Cameron.

During the period of lockdown due to the Covid pandemic, Paul Cameron from South Australia took on a project that most of us would not even consider or be capable of completing. Paul's desire was to have an engine of Australian heritage to use in Classic FAI team race and the basis of that engine was to be the Taipan 2.5 cc gold head.

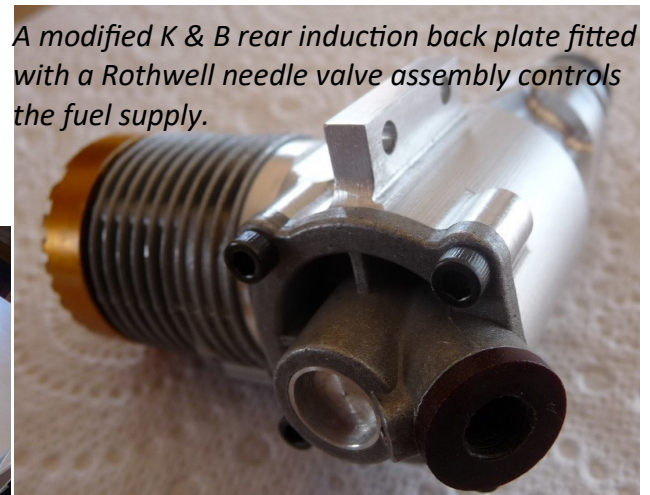
Paul's original plan was to use the original Taipan crankcase, fins and cylinder head but the crankcase part of the project did not come to a satisfactory conclusion so a decision was made to machine a crankcase from bar stock material. Considering that Paul is not a trained machinist, that undertaking on its own is no small task but using conventional milling and turning machines without the aid of digital readouts made the task all the more challenging. All the fixtures needed to facilitate the machining processes were also manufactured by Paul.

The crankshaft was machined from EN32 material and heat treated in Western Sydney. The final cylindrical grinding was completed in Paul's workshop.

Taipan cylinders had the same size characteristics as the Rossi 15 and replacement piston and liners for the Rossi are available from the Ukraine so that is what has been used. A home made connecting rod has been fitted.



A modified K & B rear induction back plate fitted with a Rothwell needle valve assembly controls the fuel supply.



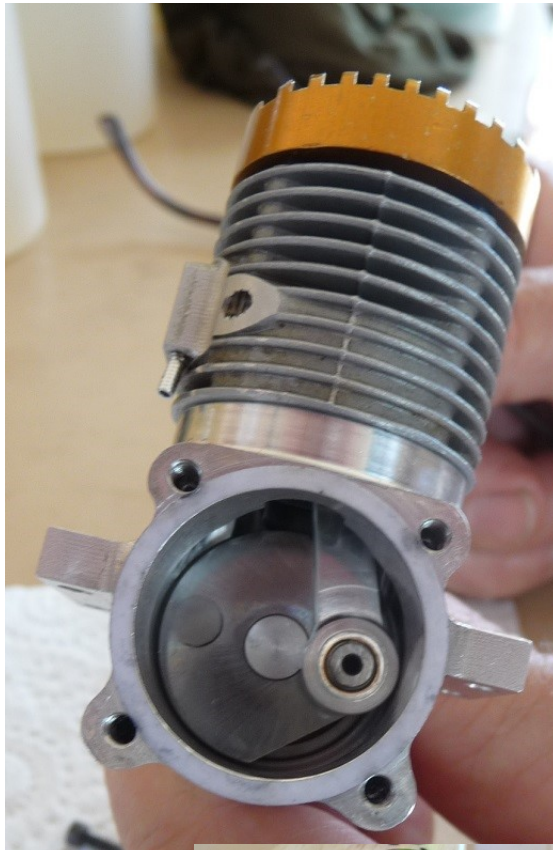
The original Gold Head has been modified with a push-pull contra piston assembly. Needless to say that all the other necessary components to complete the engine to working condition came from the same workshop.



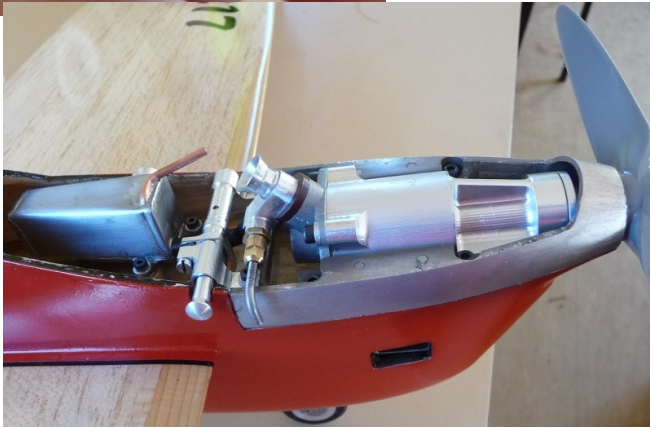
The engine was used in its first competition at the SA State Championships in March. Its performance was as good as the other engines being used in Classic FAI and combined with the lovely model that was made to house the engine and some good pitman work from Robert Fitzgerald it was very competitive with a heat time of 4:54.0 and final race time of 9:58.11. At this month's Vic State Champs its times were 4:33.52 for the heat and 9:02.58 for the final race.

After racing had finished in S A the engine was disassembled so that it could be inspected and Paul was very open to answer any questions that were asked about its manufacture. Everyone agreed that the workmanship quality was excellent as can be seen by the photographs that were taken at the time.





Engine in the model with home made shutoff and tank.



Picture of the stripped down engine that was taken after the racing had finished in South Australia.



Piston and liner were purchased from the Ukraine.





**Vic Vintage Oily Hand Weekend
May 6th-7th 2023**

Radio Control ~ Free Flight ~ Control Line

THERE ARE THREE CONVENTIONS AT OILY HAND DAYS THAT MUST BE OBSERVED REGARDING THE MODELS THAT CAN BE FLOWN.

1. R/C models must be diesel (any capacity) or small glow
2. C/L models are to be diesel or open exhaust glow.
3. F/F models can be diesel, small glow, rubber power, CO2 or towline glider.

Invitation open to all MAAA Members \$10.00 Entry includes entry. In to Raffle (Diesel engine Elfin 149) Raffle Tickets are available \$5.00ea.

Camping fee \$10.00 a night BBQ Lunch and Breakfast sold at Field.



Munro Flying Field is a Privately owned venue purposely designed for Pylon Racing. it consists of a 180mt X 30mt very well groomed grass strip and a 100mt X 60mt open taxiway that's just as well groomed. It has great amenities (Shower & Toilet) and under cover area fit for a king and plenty of camping area. The Town of Stratford is only 20km away with accommodation, Grocery Store, Pub and Bottle shop. Field will be open Friday for all to come and enjoy a long Weekend of Vintage Flight, Sharkface Pylon racing and good old aeromodelling camaraderie.

**Field Address 900 Reservoir rd Perry Bridge (Munro) Vic
Contact Barry Murphy mobile 0412 600 033**



For Sale

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.
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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: ah Heath296@gmail.com

Andrews Pans.

Hi All,

I've been asked over recent months about the availability of pans and what types I have.

I had a dig in my pan box and was quite surprised to see about 8 different types. It's grown over the years! The quality has improved also. I'm on my 3rd foundry now, it was a problem getting a company who wanted to take it on. Material is casting alloy CC601.

Price is still the same at \$25 for "as Cast" pans. I'm not preparing them in a finished state because of problems with my arms at the moment.

I'm not keeping a lot of stock, but will get some cast if asked. It usually takes about 3 weeks. I will always get a couple extra done.

Also, I've just finished a new master. It's copy of Steve Rothwell's engine plate. Simple little thing, but it will save cutting the plate out of tough aluminium

After last month's update and photos of the available pans, I wanted to clarify some of the prices .

29 speed pan..... \$30

2cc speed pan....\$25

T/R pans.....\$25

Rothwell style plate..... \$12

All the pans are unfinished . Although I usually clean off most of the flashing ,

Andrew Nugent.

andrew.n5@bigpond.com

A few engines for sale.

Enya 049 reed valve F/F new in box	\$125
OS 15 111 C/L new in box	\$100
OS 15 C/L new in box	\$100
HGK 15 F/F new in box, no NVA	\$125
Cipolla 1.5 D looks new in box	\$90
MP Jet 06 D TBR used excellent in box	\$100
Super Tigre 29 FI F/F very good used in box	\$90
Owen 2.5 T new in box	\$ 475

Contact Wayne Wilson @ whyzedman@hotmail.com

Enya SS 15 DBBS NIB \$250

EVO36 Stunt as new in box \$150 ONO

David Murrell ddtmis@gmail.com

0416236456 Coffs Harbour

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

Email me for enquiries / orders

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

Contact Ian Thompson

iantthompson@msn.com mobile 0451085325

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

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



Wanted

Taipan MK V diesel any condition also any parts.

Contact Wayne Wilson whyzedman@hotmail.com

Wanted- CS Oliver 2.5 Diesel in good working condition.

Note! Will be used in a team race model, not a "Collectors Piece".

Tim Cooper 0468 800 304

TPCooper@QinetiQ.com.au

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