



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 247

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 sub-
mitted by disk or email. This makes formatting
much easier on the editor.



COMING EVENTS



VICTORIAN CONTROL LINE

CONTEST CALENDAR 2018/19

DATE	EVENT	CLUB
Nov 3	CLAG Flying Day	Moe
Nov 10	Combined Speed , Warbird Stunt.	CLAMF
Nov 24	Monty Tyrell Classic Stunt & Doug's Vintage Stunt Day.	KMAC
Dec 1	CLAG Flying Day	Moe
Dec 15	Christmas Breakup	KMAC
Dec 8	Vintage A, Classic B, Classic FAI .	CLAMF

2020

Jan 2-5	2020 Grand Prix. F2A & Combined Speed, Goodyear T/R, Classic B T/R, Vintage A T/R, Classic FAI T/R, 27 Goodyear, Junior Rat Race, Classic Stunt, Vintage Combat, F2D Combat. 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
29th April to the 9th May.	MAAA Nationals	West Wyalong

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
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.

DOONSDIE- Baseball diamond, Whalan Reserve.



2019 Clasii Ipswich Calendar

STATE CHAMPS

Burchill Street, Loganholme 4129

2- 3 November F2A, F2C, F2F, Open Goodyear,
Classic FAI T/R, Speed.

Club Comps

14th December. Xmas Break Up. Vintage Combat,
27 Goodyear.

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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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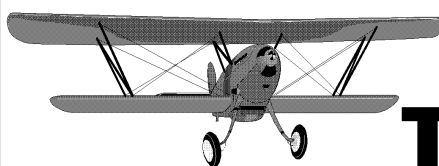
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KMAC
KNOX MODEL AIRCRAFT CLUB INC



AROUND THE CLUBS



"Doug's Vintage Stunt Day" planned for October 27th produced quite a few aspiring pilots with their models but the strong winds prevented the competition taking place.

The event has been rescheduled to take place along with the Monty Tyrell Classic Stunt on November 24th.

Send your articles for publication to Newsletter Editor

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

hbbaily@optusnet.com.au



NSW State Championships for Team Racing and Speed.

Held at the Twin Cities Club in Albury 5th –7th October



The final round of the Australian World Championship team qualifiers was held as part of the New South Wales State Championships in Albury.

By the time I arrived at the flying field at around 11:30 on Saturday, three rounds of **F2C team race** had already been completed. The weather forecast for Sunday was not looking promising as high wind speeds were expected. For this reason an extra round of F2C had been added to the planned schedule just in case Sundays weather prevented competing. As it eventuated the Sunday was not as bad as expected and all planned contest were able to be flown and completed.

The fourth heat and a final were flown as the first event on Sunday morning. With F2C team race, only the heat times are taken into consideration for those that wish to get on the World Championship team.

F2C Team Race

Pos	Team	Heat 1	Heat 2	Heat 3	Heat 4	Final
1.	R. Fitzgerald/M. Ellins	3:14.78	3:26.63	DNS	3:15.97	6:40.52
2.	R. Justic/R. Lacey	3:20.31	DNF 70L	3:28.09	3:30.03	7:21.98
3.	M. Wilson/M. Poschkens	DNF 64L	3:17.69	3:15.53	DNF 65L	DQ 84L
4.	G. Christie/B. Gibson (NZ)	3:23.03	3:32.28	3:24.97	3:22.44	
5.	T. Letchford/M. Sherburn	3:41.04	3:27.00	DNF 72L	3:23.31	



Bryce Gibson and Graham Christie came over from New Zealand to take part.



Wilson/Poschkens managed two good heat times but also had two heat DNF's and a DQ in the final race.



Justic, Wilson and Christie.



Mark Sherburn came over from W.A. and flew with Trevor Letchford.



Letchford/Sherburn had a new Bonderenko model to test.

SPEED AT NEW SOUTH WALES STATE CHAMPS.

Speed and racing were held at the excellent concrete circle at Albury, in good weather conditions, light wind and warm.

Three rounds of FAI were held on Saturday and one on Sunday and Combined Speed on Monday.

Eleven entrants turned up, but a few did not manage to record a time. The Profi was the dominant engine with one each of an MOKI S12 [1986] Kens Irvine 15 R, Richard's Zalp plus my old 1972 Rossi 15.

Andrew Heath was the winner with 4 consistent times, followed by Murray Wilson with only one timed flight, then Mark Ellins in third place.

Harry Bailey managed to record 3 good times but needs more pylon practice to keep up with model, not easy as I can no longer rotate at competitive speeds, hence I was using my OLD Rossi model for 2 rounds, then going to my MOKI S12 model which has been going well recording 13.96 but this time it had leaking pipe O rings so was off the pace.

I flew Kens Hunting's Irvine model but had a few losing Prop issues, the 2 flights were way off what it is capable of just needs some testing done at the field on a non-competition weekend.

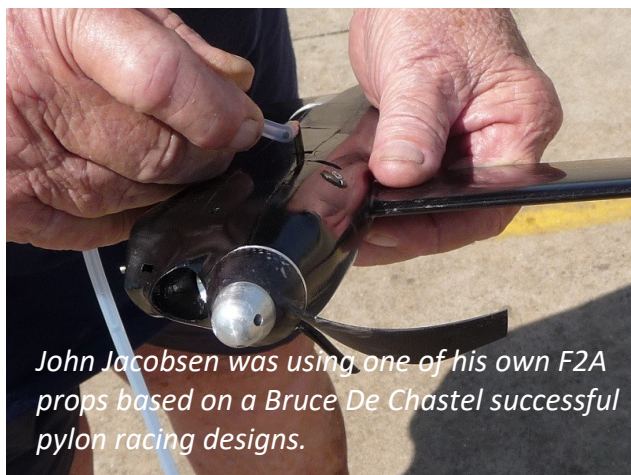
Due to the finicky nature of FAI 3 guys did not record a time.

Most of the F2A flying group.



There seem to be quality control issues in the Profi's lately, one is the counterweights coming loose and grinding away at the conrod, they are also making the liners out of a type of Brass?? Instead of the great copper beryllium which does not bellmouth like brass as in Ivine's /Rossi's etc.

My first Profi 1996 has worn out 4 pistons and liner is



John Jacobsen was using one of his own F2A props based on a Bruce De Chastel successful pylon racing designs.



F2A top three.

3rd Mark Ellins

1st Andrew Heath

2nd Murray Wilson

still round and TAPERED, I just re-lapped slightly to polish up then made pistons for it.

Unfortunately there is really only Profi's to buy for F2A.

F2A Speed Results

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Flight 4	Fastest	Km/h	%
1	A. Heath	FAI	Profi	12.88	12.56	12.67	12.65	12.56	286.62	96.26%
2	M. Wilson	FAI	Profi	12.60				12.60	285.71	95.95%
3	M. Ellins	FAI	Profi	13.07		12.85	14.72	12.85	280.16	94.09%
4	A. Kerr	FAI	Profi	13.09	13.10	12.89		12.89	279.29	93.79%
5	R. Fitzgerald	FAI	Profi	14.53	13.05			13.05	275.86	92.64%
6	H. Bailey	FAI	Profi	13.56	13.54		13.66	13.54	265.88	89.29%
7	R. Hiern	FAI	Rossi & Moki S12	15.83	15.57		15.12	15.12	238.10	79.96%
8	K. Hunting	FAI	Irvine 15R	19.93	20.01			19.93	180.63	60.66%
9	J. Jacobson	FAI	Profi	Att						0.00%
9	R. Justic	FAI	Profi							0.00%
9	J. Walker	FAI	Profi							0.00%

COMBINED SPEED.

A variety of classes flown with 3 in Class 5 [3.5] with Murray test flying his Nova Rossi .21 "KANSAS TWISTER" model the day before with a competitive time, shows what a well setup model and motor can do, I also flew my "Kansas Twister" model. Another class 5 was Ron Blomberry who hasn't flown much lately.

John Jacobsen put in a good flight in the Proto class at 100.15% of his record but cannot claim a new record as pilot needs to be in the pylon within one lap, or 3 laps to record an official flight.

My Proto wing has finally got competitive but a surge on take-off slowed it down.

Next 2 flights I went too rich. Ken Hunting had a very good flight with his OSCZ11PS, but managed only one flight, more practice could sort out some problems.

Flying another OSCZ11PS model was Harry Bailey who also flew the old reliable Nova Rossi .21 Class 2 team race model in Proto.

We had 2 entries in Class 2 [.29] of which, John Jacobsen with a home built full carbon fibre piped model went well.

THEN Ric Justic finally got his AC .29 going and did it go!! The first time it came on pipe it was way under record but Ric had trouble

getting in pylon, after he recovered physically, he tried again. This time he did get it in the pylon for 116% of the record, the flight was very impressive.

We now need to update a few Aussie records, problem is that MAAA don't get round to doing them. We have sent in at least 3 record claims nearly a year ago and had no response. It makes it hard to run contests without official records to compare results with. The only records ratified since the 10% rule came in are 3 that were set in November 2017 only months after new rules came into effect. So what do we do? I suggest once a model has passed FAI observer processing, we ourselves keep a record of the records.

I will collate the list of records and update it as model is passed processing. I have been the unofficial keeper of these records for decades and I am an FAI observer.

We still need to set a Class 4 [.60] record then we have a complete set.



3rd Robin Hiern

1st Richard Justic

2nd John Jacobsen.

At the next speed comp in Victoria in November Murry Wilson is going to fly one of Noel Wakes old OS60VR models, he did try a few weeks ago but the model tripped out of the dolly on the spongy grass.

Next Vic speed comp is on Nov 10th at Frankston, all are welcome to attend.

Report submitted by Robin speed.

Combined Speed Results.

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R. Justic	Class 2	AC .29			9.38	9.38	308.83	116.90%
2	J. Jacobsen	Proto	LRP.30 ?	26.75		26.81	26.75	216.58	100.15%
3	J. Jacobsen	Class 2		11.20	11.08		11.08	261.45	98.96%
4	R. Hiern	Class 5	Novarossi 21	15.25	15.21	16.99	15.21	236.69	97.90%
5	R. Blombery	Class 5	Novarossi 21	15.30	15.36	15.37	15.30	235.29	97.32%
6	R. Hiern	Proto	Novarossi .28	27.54			27.54	210.37	97.28%
7	M. Wilson	Class 5	Novarossi 21	15.77	16.42	15.50	15.50	232.26	96.06%
8	H. Bailey	Proto	Novarossi 21	31.91	32.20		31.91	181.56	83.95%
9	K. Hunting	Class 1	OS CZ11 PS		19.83		19.83	181.54	80.79%
10	H. Bailey	Class 1	OS CZ11 PS	21.09	20.56	20.85	20.56	175.10	77.92%



Top left:- John Jacobsen's immaculate carbon fibre Class 2 & Proto models.



Top right:- Murray Wilson's "Kansas Twister"

Bottom right:- Ron Blombery's Nova Rossi .21 powered Class 5 model.



Pictured to the left is Richard Justic with his Class 2 mono-line model. AC29 motor + pipe. 10% supplied fuel and a Ian Thompson moulded supercool old style F3D prop, which makes it a Super-Thommo prop. Richard (Dick) Shannon from USA made the carbon wing.

The 308.83 Km/h speed broke the existing Class 2 record by 116.9%.

Richard is to write a report on the model to be published in a later edition of this newsletter.

Classic FAI Team Race Results

Place	Team	Heat 1	Final
1.	P. Cameron/R. Fitzgerald	4:25.07	8:52.90
2.	K. Hunting/H. Bailey	4:21.16	8:54.53
3.	M. Wilson/N. Baker	4:17.72	10:20.53
4.	R. Justic/G. Nelson	4:37.66	DNS

Ric Justic & Greg Nelson flew in one heat of Classic FAI using a Fora in an ex John Hallowell model but decided to withdraw. This left three closely matched teams to contest the final race. Racing was very close for all teams until Nobby Baker fluffed a pit stop and took some time to get airborne again. Cameron/Fitzgerald (R250) and Hunting/Bailey (Nelson) were identical airspeed and pit stops were also very quick. At the end of the race it was 1.63 seconds that was the difference in times in favour of the Cameron/Fitzgerald team.

Only three teams were available to race the last event of the meeting. **Vintage A team race** was flown on the grass circle. It was an all R250 race. Justic Nelson were campaigning a "Pluto" and the other two teams both had "Olympians"

Wilson/Baker had the best consistent engine run with good pit stops. Greg had to make some engine running adjustments and Harry and Ken had a partial fuel blockage that gave them 60 laps for one tank. No pictures were taken as both the cameras of Harry and Nobby were not used due to both operators being involved with the racing.

Vintage A Team Race Results

Place	Team	Final
1.	M. Wilson/N. Baker	7:05
2.	H. Bailey/K. Hunting	7:28
3.	R. Justic/G. Nelson	7:37

Right:- 27 Goodyear winners.

Ron Lacey and Murray Wilson.

27 Diesel Goodyear Team Race commenced with four teams but the MVVS engine that Richard Justic was using was being troublesome and things got worse when it refused to run so he withdrew.



Greg Nelson got John Walker to pit for him but his two attempted take offs resulted in run-ins so Greg got Andrew Heath to take over the handle duties for him. Harry and Ken were using a CS Oliver but it lacked the urge to get close to the required 27 for ten speed and also suffered some range problems. Murray Wilson and Ron Lacey had no such problems and cruised to an easy win and Heath/Walker took second place. The result sheet and the written times went missing but some of us would probably prefer that they were not published anyway.

To sum up, it was a pleasant weekend. The overall CD (Andrew Heath) kept the events moving along and all events were finished within the allotted time scale. The field was well prepared by the control line enthusiast members at the Twin Cities Club. There was a R/C pattern flying competition also taking place on the Saturday and Sunday and the club provided catering facilities for the whole weekend.

Aside of the official racing and speed events there were quite a few combat models flown over the three days and a bragging rights Vintage combat contest dis-assembled a few models.

Thanks to Robin for the Speed reports, the rest came from me (the Editor).

Pictures by the Editor and Neil Baker.

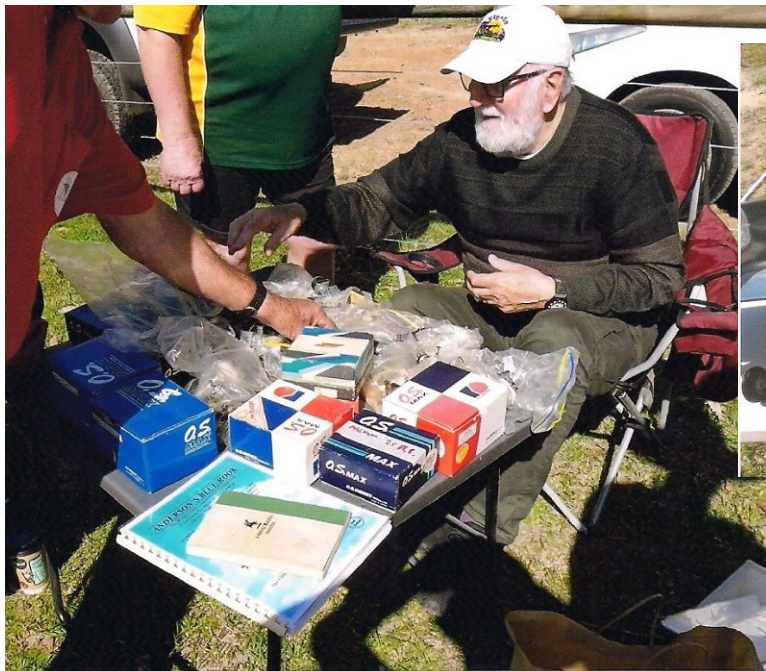


KMFC Gordon Burford Day held at St Ives Showground on Sunday 29th September.

Unlike last year where because of bad weather, the event was cancelled, this day was fantastic (no rain, no wind) and a huge attendance resulted with 3 circles in use most of the day.



Pit area.



Ian Smith with some of the bargain engines for sale, (plus more) Note; many thanks to Ian's wife Coleen and Bonnie Percival for the food to feed the hungry and Pat Haster for barbecue duties.



Michael Towell — Winner of the Concours d'Elegance



Models lined up for Concours judging

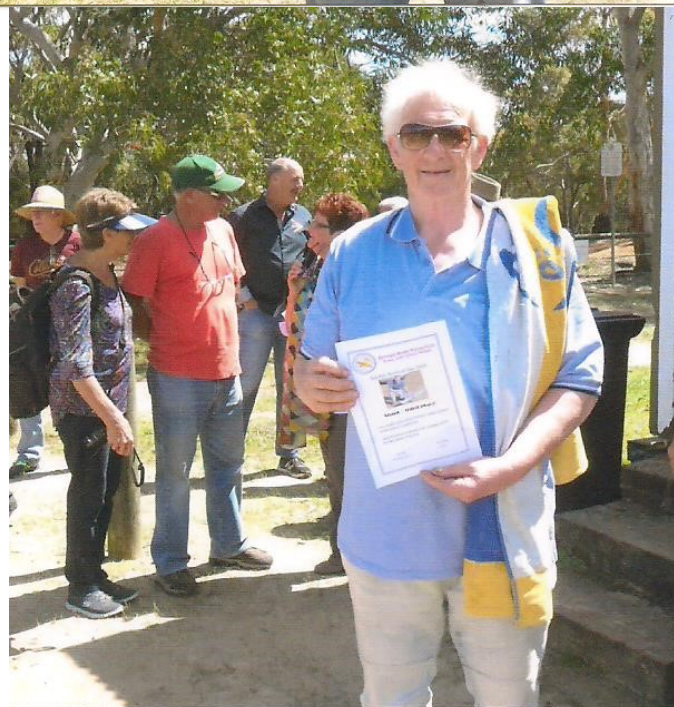


Above:- Only Dennis Percival can turn up with 6 models all with different Burford engines.

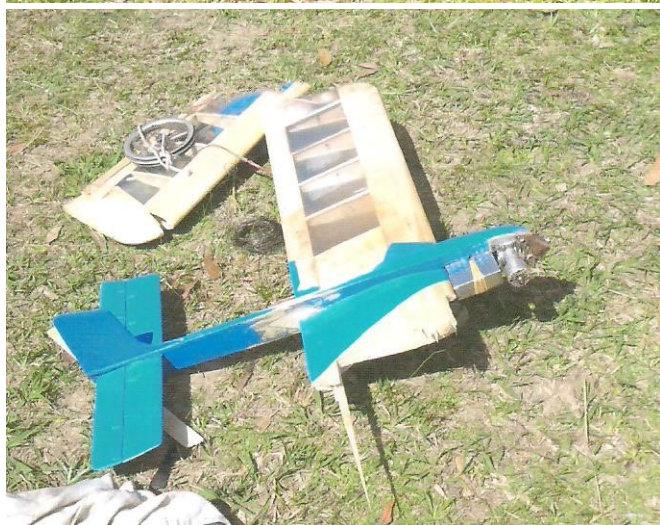
Right:- Winner of the Team race Bob Fisher pitted by Jeff Mc Nair



Steve Rothwell pit-man for John Nolan placed 2nd in Team race.



Above:- Winner of Aerobatics and a Junior Champ in years gone by Garry Lynch.



Left:- Bob Fisher does it again when the up line broke on his Eclipse.

It was a great day and even our car parking was full.

Pictures and words from Warren Williams.



I was in the process of making up some lines for Class V speed and have found an error in the MAAA rule book.

Line length is given as 17.69m but also says that equals 58ft 5in.

17.69m is actually = 58ft .037in

My guess is that a decimal point has gone missing from in front of the 5 which would make it 58ft and 1/2in. We need to make sure the correction is made at the next rule change.



The word circulating at the NSW State Champs in Albury was that the 2020 MAAA Nationals will again be at West Wyalong in April.

The Editor has been on the MAAA "Facebook" page and asked about the 2020 Nationals dates via messenger. The reply came back with the West Wyalong dates 29th April to the 9th May.

Tyson Dodd (MAAA Secretary) is coordinating the events and is being assisted by the Special Interest groups for the specific disciplines. Tyson is currently on leave in the USA and returns on the 4th November and daresay, after this further information will be circulated.



The October contest at the CLAMF club was a very casual laid back affair with the scheduled events of F2B and Classic Stunt plus Coreflute combat approached with regard to the not so favourable windy weather.



Some of the Stunter models were brought out of the cars but there was no rush to get a contest underway as the flying conditions were marginal. Every time it seemed that the wind was dropping off there would be a gust that was enough to give anyone second thoughts though eventually the six models and their pilots were persuaded to have a few flights.

Ron Lacey was given the task of unofficial Judge and without the use of score sheets formed a personal opinion of who flew the best flights of the Classic Stunt pattern. Harry Bailey had flown a couple of flights of his "Dolphin/Double Star 40" before Ron did his assessments so based on the lack of eye witness judgement he gained 6th place.

Murray Wilson flew some very nice flights with his electric motor powered Warbird and was granted 1st place.

Mark Ellins and Paul Stein both flew "Noblers" and were judged to be equal second. Mark might have fared better if he had stuck to the Classic pattern instead of chucking in a few ad-lib F2B manoeuvres.

Andrew Nugent's new "Caprice" looked the part and was granted fourth.

Robin Hiern campaigned an Aeroflyte "Thunderstreak" and was judged to be 5th place.

Thanks for judging Ron, but don't give up your day job!



More light entertainment followed the Aerobatic capers.

Mark Ellins has gone into training of the use of a monoline handle so Robin Hiern converted a "Two Up" trainer model for monoline operation and supplied the handle and line for Mark to gain some experience. Mark took to the centre of the concrete circle with the handle and made ready to commence. Engine was started and the model released and became airborne. A couple of laps into the flight Mark demonstrated how to do a touch and go landing, then to demonstrate it was not a fluke he did another one. The "Too Up" refused to fly in a level attitude and the next time the model approached the concrete, Mark gave an almighty "UP" movement (two line style) and managed to bend the monoline handle twisted wire with a 20 degree angle, thus resulting in the lack of movement of the control bobbin. With no control input, the model hit the concrete yet again but this time was to be it's last and so ended the training session.



"Monoline handles don't work when you do this" Said Mark.

But wait. Coreflute Capers was soon to commence.

Due to the inclement weather forecast, some of the regular competitors did not turn up but Murray Wilson had brought along a box of these cheap and cheerful combat models. Murray and Mark Ellins had been putting one of the Enya powered models through some flights and even though the wind was challenging they made it look easy. Mark was showing how even square horizontal eights could be achieved when flown by capable pilots.



"O.K. who wants to go next was the cry" and the real fun then began! The onlooking casual observers were coerced into taking the Coreflute flying challenge. Most managed favourably until they were tempted into trying up -wind manoeuvres which generally resulted with impact with the soft ground. Due to the design nature of the models no damage occurred so the next willing conscript got to have a go.



Ken Hunting provided us with the best example of how not to end a Coreflute flight.

TCMAC & CLAMF Aerosports present....

*2020 Control Line Air Racing,
Speed, Stunt & Combat "**Grand Prix**"*

January 2nd – 5th 2020 over 4 days

Plus Swap Meet and Social Activities...

Day	Venue	0900 - 1200	1300 - 1700
Thursday 02/01/20	TCMAC	F2A & Combined Speed	Goodyear T/R Classic B T/R
Friday 03/01/20	TCMAC	Vintage A T/R	Classic FAI T/R
Saturday 04/01/20	TCMAC	27 Goodyear Junior Rat Race	Classic Stunt
Sunday 05/01/20	TCMAC	Vintage Combat	F2D Combat

FEDERATION AERONAUTIQUE INTERNATIONALE

TCMAC & CLAMF

Twin Cities Model Aero Club - Albury

Entry \$10 per person / event \$40 maximum fly all events

A.C.L.N. ADVERTISING

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Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G 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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For Sale

I have a collection of Australian Control Line Newsletter going back to issue 142.

I'm about to dispose of them all except the current year. Perhaps someone in the CL world would like them ?

cheers

Sean - vffs sec

Sean O'Connor <sean-oc@netspace.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

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

Viko F2E RTF models X 6	\$100.00 each
F2D RTF lines	\$12.50
F2D engine mounts with bolts	\$28.50 pair
Line reels 153mm Dia	\$10.00
Thunder Tiger 20 glow. NIB	\$50.00
Enya CX11 (6 runs)	\$150.00
F2D black handles	\$28.50
Bladders F2D	\$5.00
Straight engine mounts F2E & 1/2 A	\$25.00
F2D shut-offs. (Alloy)	\$42.00
Fora tool x1	\$28.50
Taipan propellers	\$4.50 each
Combat Streamers	\$1.80 each
2" Taipan Racing Wheels	\$10.00 each
1" thick Mylar Tape	\$5.00 each

Postage not included in above pricings.

Contact:- Greg Nelson 0435757710.

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 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 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: aeath296@gmail.com

Taipan propellers in the following sizes available:

Flexible white nylon 7x6 \$2.20 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 & quantity ordered.

Pure, first pressing Castor Oil:

2.5 litre \$28 +3 kg satchel Auspost price

4.8 litre \$50 +5 kg satchel Auspost price

Pick up only 5lt castor oil price is \$50

Above prices inclusive of new container cost

Premixed Diesel fuel in new 500 ml /1 lt steel containers \$20 & \$35 respectively

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

PayPal "gift payments" accepted

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