



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 260

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



KMAC will not have an event calendar as such this year. The club will still operate to the pattern of "last Sunday" in the month being the regular club day, but it will not have any formal contest/events scheduled. The Calendar below is of course dependant on whatever Covid health warnings may be implemented during the year.

VICTORIAN CONTROL LINE CONTEST CALENDAR 2021

| DATE | EVENT | CLUB |
|-----------|---|------------|
| Feb 14 | Sport flying day, Carrier Deck. | CLAMF |
| Mar 6 - 8 | S.A. State Champs. | Monarto |
| Mar 11 | Combined Speed , Combined Stunt | CLAMF |
| April 2-5 | VMAA State Championships. | CLAMF/KMAC |
| May 9 | Combined Speed , Coreflute Combat. | CLAMF |
| June 13 | Classic FAI , Vintage A, ½ A Combat. | CLAMF |
| Jul 11 | Combined Speed , Classic Stunt. | CLAMF |
| Aug 8 | Carrier Deck, 27 Goodyear. | CLAMF |
| Aug 9-14 | FAI F2 World Championships. | Poland |
| Sep 12 | Combined Speed , Vintage Combat. | CLAMF |
| Oct 2-4 | NSW State Champs. Racing and speed. | Albury |
| Oct 17 | Corflute Combat, F2B & Classic Stunt. | CLAMF |
| Nov 4 | Combined Speed , Warbird Stunt and Nobler Stunt. | CLAMF |
| Dec 12 | 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, 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



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2021

| DATE | EVENT | CLUB |
|------------|---|-------------|
| Feb 7 | F2B Aerobatics | SAT |
| Feb 14 | Combat. Slow and Vintage | KMFC |
| Feb 21 | Central Coast Challenge. Festival of Speed. | KMFC |
| Mar 21 | F2B Aerobatics. | KMFC |
| Apr 11 | Vintage/Classic Fly In. | Doonside |
| Apr 11 | Brendan Farrell Day | KMFC |
| May 2 | Classic Stunt. | SSME |
| May 23 | F2B Aerobatics. | SSME |
| Jun 12-14 | NSW STATE CHAMPIONSHIPS. | |
| | Aerobatics and Combat . | CLAS |
| Jul 4 | KMFC AGM. | KMFC |
| Jul 4-14? | MAAA West Wyalong Nationals. | |
| | Control Line and Free Flight. Details TBA | |
| Jul 25 | F2B Aerobatics. | KMFC |
| Aug 8 | Peacemaker Day. | KMFC |
| Aug 15 | Classic Stunt. | SAT |
| Aug 29 | F2B Aerobatics. | Doonside |
| Sep 12 | Slow and Vintage Combat. | KMFC |
| Sept 18-19 | Classic B Team Racing and Fun Flying. | Rocky Rally |
| Sept 26 | Gordon Burford Day. | KMFC |
| Oct 2-4 | NSW STATE CHAMPIONSHIPS. | |
| | Racing and Speed CLAS NSW at Twin Cities Albury | |
| Oct 17 | F2B Aerobatics. | SAT |
| 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.

DOONSDIE- Baseball diamond, Whalan Reserve.

CLASII IPSWICH QUEENSLAND CALANDER 2021

| | |
|-----------|--|
| Jan 30 | Vintage A, Combat Practice. |
| Feb 13 | 27 Goodyear, 21 Bendix, Combat Practice. |
| Apr 10 | 2.5 Rat, Classic B, Combat Practice. |
| May 1-2 | Qld State Champs, All Combat weekend |
| | F2D Combat, Open Combat, Vintage Combat, 2.5 Slow Combat. |
| Sep 25-26 | QLD State Champs, All grass Racing Weekend |
| | 2.5 Simple Rat, Vintage A, Classic B, 27 Goodyear, Classic FAI, 21 Bendix. |
| Nov 6 | 27 Goodyear, Classic B |
| Dec 11 | Christmas Breakup, Vintage Combat. |

I can't say how much I look forward to the latest issue of Australian Control Line News arriving in the post.

I really enjoy keeping up with all the control line activities in Australia.

Such a great publication - keep it up.

Not sure if you will be interested, but I have attached a quick piece about my two latest builds. Both are fairly basic sport type models & were built to take part in fun events organised by SAM 35.

This year has been very strange & over here in the UK we have been (& are still being) hit very badly by the Covid 19 pandemic. So model flying has been severely restricted. The BMFA has just advised that we can get together again outdoors for model flying, but this has to follow the strict social distancing & hygiene protocols required at this time.

Hopefully, as the first vaccinations in the UK started yesterday, things may return to some form of more "near normal" later next year.

Kind regards

Mark Harper

*Member of the **BMFA & Essex Flying Group***

A Couple of Models from the Other Side of the Pond – By Mark Harper

I have been subscribing to ACLN for many years & thoroughly enjoy keeping up to date with control line activities in Australia.

Over here in England, we are just emerging from the second national lockdown that has been required in another attempt to reduce the deadly effects that Covid 19 is having on our country.

This has meant that opportunities for control line flying have been severely restricted this year.

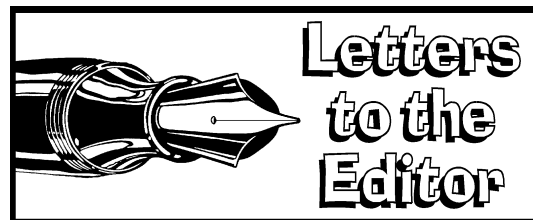
As I enjoy reading the articles by your contributors, especially the ones about new models being built by some very skilled modellers, I thought I'd send in a couple of photos of two models I have completed this year. These are more sport class models, rather than serious competition models, but they should be fun to fly.

The first is a Weatherman "Clubman" model. This is an entry level profile version of the classic Weatherman model, aimed at introducing modellers to vintage speed, without any high-tech requirements. The engine is the standard ASP 15 glow with silencer, that was stipulated in the original rules for this class.



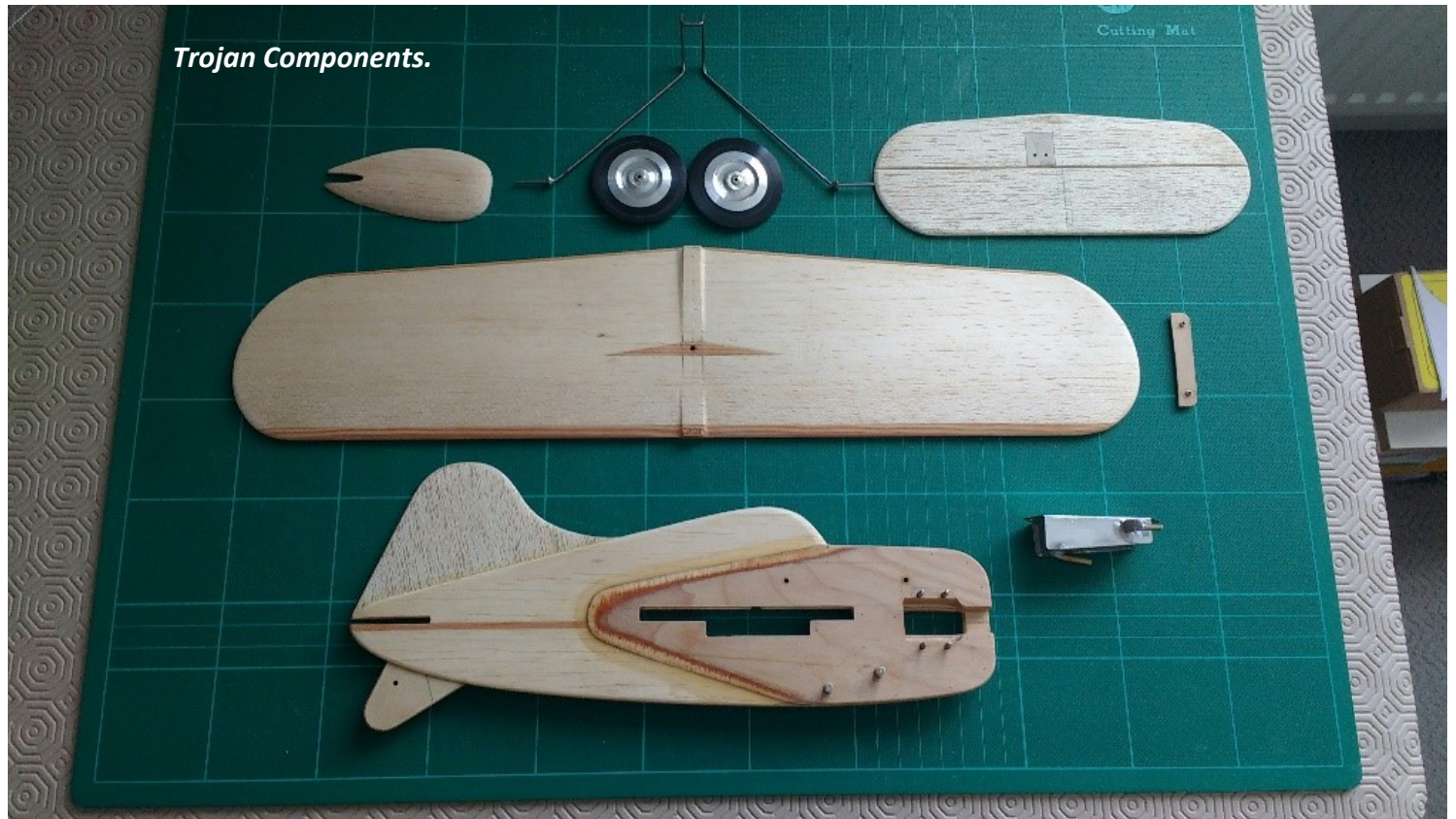
Weatherman "Clubman"

The second model is my version of the Jasco "Trojan", which has been built for the SAM 35 fun team racing/speed events. The engine is a PAW 06 (1.0cc) single ball race diesel, which is stipulated for this event.





Trojan Racer



Trojan Components.

**Send your articles for publication to
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Hi Harry, some thoughts to share with others.

Dope Blushing.

Some few months back I noted that Danny M had an experience with acetate dope blushing. Subsequently I have had the most absurd events of dope blushing, something I had never seen before at this level.

The tissue had thick white streaks due to the blushing, quite unacceptable. Normally a quick overpaint with acetone would fix this, but not this time. I literally spend months trying to get rid of streaks. I even spilt some dope on the brickwork of my pergola, which then looked for all the world as though I had painted the bricks white!

Some folks suggested that atmospheric humidity was the cause. As it happens, I own a whirling arm psychrometer, which has two thermometers, one a dry bulb, the other with a wet fabric sock pulled over the mercury section. Whirling these around cools the wet bulb by evaporation, making a lower reading than the dry bulb. The difference in the readings is proportional to the relative humidity.

I trust this method much more than the so-called electronic humidity measuring devices. At the time of painting on the nitrate dope, the highest value was 56% and the lowest 40%. The blushing at the lower value was just as bad as ever.

I tried thinning with acetone and Diggers lacquer thinner. All to no avail. I found that there was only one manufacturer in Oz supplying dope, so could not switch to another brand of dope. In short, nothing worked. This sort of thing seems to haunt me in other areas, to the point where I have learnt the right word: "INTRANSIGENT"

The way to handle intransigent problems is to give in. 65 years of using dope simply meant nothing.

But that left an observation which was also made 65 years ago. The Americans use Butyrate dope. I believe it comes in different colours and may even be fuel proof. So I called up my pet aircraft engineer Paul Drayton, who had used this type of dope in restoration work.

To cut the story short, I went down to Jandakot GA airfield, where there is a Pilots Shop. They carry butyrate dope in tautening and non-tautening forms, and indeed in colour. Also butyrate dope thinner. And even nitrate dope direct from the manufacturer in USA.

Turned out the butyrate came in gallon tins, at slightly over \$100 pg.

Normally with this expense I would normally think hard for a month or two, but with the Federal Govt. handing out freebies, and to overcome my frustrations, I immediately handed over the cash, came home and tested the tautening dope and the thinner.

Immediate success, no blushing, and the butyrate thinner even cleared up the blushing on my nitrate doped wings.

Cheers Supercool



Harry,

Keep up the good work ! Communication is important, particularly at this time with its restrictions on gatherings.

I write to thank you for having being there for a long time....

I also would thank you for the "article" (promotion) from "Danny" about a supplier of "preserving oil" suitable for model engines - "Great Western Air Oil Tool Oil". I have been looking for this sort of product for some time.

By the way, I have an extensive collection of **four-stroke model aircraft engines**, from the first example to appear in Australia in 1976 (which was NOT an O.S. FS. 60, but was a Kalt FC-1 motor), right through to the end of 1900, plus a handful of others into 2005 - about 150 motors in all. Singles, twins, flat fours, radials, in lines - the whole spectrum - all new, and un-run, with original boxes, tools and instructions. At this time in my life, I am looking to "dispose" of these items to a enthusiast. Not another yankee dealer who wants to buy just three motors for \$30-00 each, and then on-sell them to other folk for \$55-00 each. There is a chap in MECA who wants to do just that.

"I will buy 1000's of motors - get in touch". His "touch" will be, according to my experience "rapacious". (So be it...) Obviously the greater majority of my motors apply to the r/c side of the hobby.

The American scene for motor collectors seems very limited to "back to the good old days" of early post-war units of American manufacture - its seems then (as now) that yanks feel that planet earth, and its history, is limited to the north American continent and its products. Trying to contact the European and Asian enthusiasts is - I have found - restricted/inhibited by language.

So be it. HOWEVER, if you know of someone who is into recording "aeromodelling power plant history", or just interested in a collection of a slice of the history of the four-stroke genre of model aircraft motors, please let me know. Or even someone who knows someone.....

In the meantime, I will be going through a few "stiff" motors in the showcase and giving them a small dose of "Air Tool Oil".

Harry, thanks again for being there and promoting control line activities. In 1958, with a Hearn's Hot Rod trainer and an E D Bee 1.0cc diesel motor, that is where I started. Next was a Hearn's Hellcat. Underpowered with the "Bee", it frequently came within the circle to visit me on the upwind pass. Took a while, but I sorted it all out. I built a "Cheshire Kitten" model from an Aeromodeller plan, suitable for a 0.5cc motor. Put the "Bee" in and a bit of lead down the back, and it was a great machine. Later a "second hand" (or maybe fourth hand) Glow Chief 0.29 glow motor changed things remarkably. Big models with strong motors fly better. Aaah, the good old days...

Best regards, Anthony Mott.

Email:- ammott@bigblue.net.au

Line Rake – Centre of Gravity and Line Drag.

In Speed and Racing lead-out position can have an effect on performance, due to model yawing in or out of the circular path causing drag. This is more so with a Goodyear and F2F model.

The lead-out position is in relation to the Centre of gravity. The bellcrank position does not effect it, it is a myth, however to prevent friction in lead-out wires, it should be in a sensible position.

How do you find the correct wing tip position? I like most people guesstimated the position or took it off the plan and that is OK if the C of G is in same place as on plan and the plan is correct.

A lot of things effect this position, weight of model, line length, line diameter, and the speed of the model.

As a model flies, the lines are bowed backwards pulling the inboard wing tip backwards and pointing fuselage IN and if this is too much it causes extra fuselage drag. The idea is to allow for this yawing by positioning the wing tip lead-out guide in the correct position relative to C of G.

Some people hang the model by lead-outs vertically and measure fuselage angle, but what should this angle be?

There are a few programs to work this out, it gives the result in angle from C of G or distance back from C of G at tip, so the length of the inboard wing comes into it.

If the lead-out guide is to far back the model might fly with fuselage pointing out increasing drag. The problem is, once the model is built you cannot adjust the guide in a solid wing model.

Some of my speed models I have made the slots in wing for lead-out wires wider as they get towards the wingtip, this enables the wires to be moved fore and aft. Then I make a long slot, into which I make up a plastic piece with multiple holes very close together, these holes are bigger than line diameter, then I make a small slit with a fine saw that is a fraction smaller than the wire diameter into these holes, then I can push wire into the slots then it is in hole.

I can then change position during testing.

Always try and get both lines as close as possible one behind the other, as it may have some grouping effect, but make sure there is no chance of any line connectors catching.

Before each flight lines should be wiped down and make sure they are one behind each other all the way to the handle. NO twists.

I also leave a small flange to prevent me pushing guide too far into wing slot and can't get it out, it may need a tack of glue to stop falling out.

The only other way to make an adjustment is to change the C of G in relation to tip, but this adds weight to the model.

Altering the yaw of the model will effect tank position in relation with venturi especially on a suction setup. F2A speed is very critical to tank position to get a ground setting on the engine and then top speed flying mixture, so the first step is to get the model to fly at correct tangential angle and afterwards adjust tank as necessary.

Years ago there were a few F2A plans around that suggested holding the wing tip and the fuselage should hang OUT 1 to 1.5 degrees, since then we went to longer lines therefore more bowing back of line in flight so angle of hang must increase, but how much?

When I saw these figures I wrongly thought that would cause nose out so I made mine angle IN hoping it would fly around the circle not at a tangent, I did not account for line bow back.

The C of G on speed & racing models is relatively forward compared with sport and stunt models where line tension is critical, we do not need much manoeuvrability just enough for passing in traffic and take-off and landing especially downwind. Control gearing and handle spacing ratios should be geared to this end.

When flying in a pylon or team racing in traffic you need a stable model.

Line drag accounts for most of the drag of our models, in a typical F2A speed model producing 2.1 hp @ 40,000 rpm about 1.5 hp is required to pull the 2 x .4 mm wires around. 2 wires produced more drag than 1 wire in monoline.

In 1974 at the World Champs people produced groupers which made sure the rear line was shrouded by the front.

Some were made by cutting syringe needles and slipping along rear line then wrapping Sellotape around front line creating a flap.

Back then the Italian Rossi team managed an unbelievable speed of 300kph, they had to slow the model down to only 279 kph for pilot G. Ricci to keep up but he still won. These lines were soon banned as they were a pain to roll out and could bind. In 1976 the top speed was 255 kph without groupers.

Similar results were seen in Team Race.

To get formulas go to = www.doov.com/tgc/index.html then click on line rake, also go to Nation control line racing association programs.

As for the lines themselves we should be only using good H/T STEEL lines not Stainless steel as the stainless are NOT as strong as carbon steel, I have done heaps of tests on them the 16.2 thou SS 7 strand sold as 40 lb line breaks around 32 lbs. Old LW laystrate is stronger, there is so much Russian /Ukraine wire gold coloured around at cheap prices some with very good ends made up.

The Superline sold on e-bay from England is strong, but it can unravel when cutting to make up, just solder where cutting and it's OK.

Loops on line ends should be double strand in case one loop breaks, I have had a few cases when rolling lines up I noticed one loop broken.

It must be 2 separate loops not just twice around, as if one loop breaks the other is useless.

It makes it hard to make sure both loops are under equal tension when soldering.

What the made up rusky combat lines do is make a second loop of piano wire bigger than flying line then solder flying line all the way along loop then bind with fine binding wire, this way there is no loop to flex and break, I also add a bit of heat shrink tubing along loop of different colour for up and down which also helps stop bending on junction from loop to line causing breaks.

Happy flying Robin Hiern.

CLAMF Aerosports Grand Prix Dec 30th—Jan 2nd



As we all know, 2020 had been a year badly effected by the Covid 19 virus. Various restrictions throughout the country had put a clamp on our flying activities but by September it was beginning to look as though the many restrictions on gatherings were becoming more lenient and travel was becoming possible again. It was at this stage that the Frankston club contemplated the possibility of holding another of their Grand Prix contests over the New Year holiday period. Tentative plans were put in place and as the State borders began to open for travel the club committee decided to go ahead and see how interest developed.

Not long afterwards Covid outbreaks erupted again, the State borders locked down and we had to decide whether to go ahead or cancel the event. The decision could have gone either way but we decided to carry on with the plans to hold the event.

As it turned out it was the correct decision as we were able to host a great competition, the weather was splendid for the four days, and we even had a couple of interstate competitors make the trip.

Classic B team race took place on Wednesday 30th. With only three teams with models it was decided to have no heats but a three up final. The race had not been in process for very long when the outboard wing of the Wilson/Ellins model jettisoned in flight. Murray reckoned the model flew better with only one wing but a DQ was inevitable.

Harry and Ken were using a "Galaxie/Irvine 25" model that had a past history of rarely blowing plugs but on this day it did at the first pit stop and a handy spare was not at hand so they sat out the rest of the race. Paul Stein and pilot Richard Justic continued to fly solo in an effortless race and finished with a time of 5:55.90

Classic B T/R Results

| Pl | Team | Final |
|----|----------------|-------------|
| 1. | Justic/Stein | 5:55.90 |
| 2. | Bailey/Hunting | DNF 36 laps |
| 3. | Wilson/Ellins | D.Q. |



Combined Speed at the 2020/2021 Grand Prix

It looked doubtful if we could run the Grand Prix due to the virus outbreak preventing interstate competitors coming.

2 did turn up, Ric Justic & Mick Lewis and Greg Nelson also came up from Munro in Gippsland.

First event was Combined Speed with a good entry, including a few that entered just for fun in the spirit of the event, thank you.

Results were very close, overall winner was Murray Wilson flying an OS 60 Class 3 for 2 good times, this finally sets a benchmark for a Class 3 record under the 10% fuel rules.

We now have a full set of records so when we go to the Nats etc. it is a fair competition.

Model is in the process of being checked by an FAI observer, me! If it passes I will send the record claim to the MAAA but it's probably a waste of a stamp as the MAAA have not acknowledged the last 4 records sent to them despite repeatedly contacting them.

So, once the model has been checked, I will keep track of records and forget the MAAA as they seem to forget control line!

Murray also got 2nd with his Class 5 Novarossi .21/ Kansas Twister model, followed in third place by Robin Hiern also NR .21 Class 5.

Mark Ellins flew a Class 1/OS12 model along with Andrew Nugent and Murray NR.12.

Greg Nelson flew a ½ Proto with a THK engine (Cyclon Jak copy). Mick Lewis flew a Perky and Gary Whitburn flew an OS15 LA simple speed model.

I flew my OS 30 VG Proto wing for which I had made a new rubber mounted tank but it flamed out in flight, so only got 1 recorded time. Altogether a good enjoyable comp in good conditions, no damaged models etc.

Thank you for all the helpers and Fiona, Myra, Becky for the lunch etc. and Paul for the excellently prepared grass circles.

Hope we can fly again at the Vic State champs.

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 3 | OS .60 VR | 10.80 | 10.90 | | 10.80 | 268.35 | 100.00% |
| 2 | M. Wilson | Class 5 | Novarossi 21 | 15.27 | 15.15 | 14.99 | 14.99 | 240.16 | 99.33% |
| 3 | R. Hiern | Class 5 | Novarossi 21 | 15.08 | 15.41 | 15.30 | 15.08 | 238.73 | 98.74% |
| 4 | G. Nelson | 1/2 A Proto | THK | 26.82 | 27.34 | 26.45 | 26.45 | 136.11 | 97.47% |
| 5 | R. Hiern | Proto | OS 30VG | N.E.L | N.E.L | 27.85 | 27.85 | 208.03 | 96.19% |
| 6 | H. Bailey | Class 5 | Novarossi 21 | 16.66 | | | 16.66 | 216.09 | 89.38% |
| 7 | M. Wilson | Class 1 | Novarossi 12 | 18.16 | 17.69 | | 17.69 | 203.50 | 87.96% |
| 8 | K. Hunting | 1/2 A Proto | AP Hornet | 32.48 | 30.37 | 29.90 | 29.90 | 120.40 | 86.22% |
| 9 | A. Nugent | Class 1 | Novarossi 12 | 18.54 | 18.75 | 18.21 | 18.21 | 197.69 | 85.45% |
| 10 | M. Ellins | Class 1 | OS.12 | 21.65 | 18.94 | | 18.94 | 190.07 | 82.15% |
| 11 | G. Whitburn | S/Speed | OS .15 LA | 26.82 | | | 26.82 | 134.23 | 82.03% |
| 12 | M. Lewis | PERKY | | 43.73 | 43.47 | | 43.47 | 133.28 | 81.16% |



Classic FAI Team Race was the last event on Wednesday and with four teams entered we had the opportunity to run heats and a final. Bailey/Hunting flew against Baddock/Nelson in the first heat but Baddock/Nelson did not finish the full race distance. The next heat was between Nugent/Ellins and Wilson/Baker. Both teams posted a reasonable time and decided not to fly a second heat. Bailey/Hunting bettered their previous time by 24 secs in the second heat to sit one and a half seconds behind the time of Wilson/Baker. The final race was a good one and mostly un-eventful but at the conclusion it was found that the lead-outs in Neil's

"Shadow" model had migrated to a new position. Murray had noticed that the controls were feeling a bit odd and Neil commented after the race that he had no idea how Murray had been able to fly the model.

Classic FAI T/R Results

| PL | Team | Round 1 | Round 2 | Final | Engine |
|----|----------------------|---------|---------|---------|--------|
| 1. | A. Nugent/M. Ellins | 4:34.31 | DNS | 9:01.07 | Nelson |
| 2. | H. Bailey/K. Hunting | 4:48.81 | 4:24.00 | 9:20.53 | Parra |
| 3. | M. Wilson/N. Baker | 4:23.66 | DNS | 9:29.69 | Nelson |
| 4. | K. Baddock/G. Nelson | 70 laps | 5:16.66 | | |

The **F2C** team numbers were lacking the interstate entries to make a real contest but Paul Stein brought out his Yugov powered model whilst Ron Lacey was giving his new Profi engine a steady introduction to racing. A couple of heats were run. The times were not World class but the racing was close.

F2C Results.

| Pl | Team | Round 1 | Round 2 |
|----|--------------------|---------|---------|
| 1. | R. Justic/P. Stein | 3:42.94 | 3:26.19 |
| 2. | M. Wilson/R./Lacey | 3:20.97 | 3:27.15 |



In the afternoon of New Years Eve, **Classic Stunt** was flown on the well prepared big grass flying circle. The breeze had picked up a little during the day but seven willing entrants prepared to fly whilst Mark Ellins offered to do the judging. Murray flew well to gain a deserved first place.

Unfortunately there were two model casualties and Harry and Roger will have to contemplate some serious re-construction.

Classic Stunt Results

| Place | Entrant | Round 1 | Round 2 | Model |
|-------|---------------|---------|---------|---------|
| 1. | Murray Wilson | 622 | 647 | Nobler |
| 2. | Andrew Nugent | 545 | 534 | Caprice |

| | | | | |
|----|---------------|------------|------------|---------|
| 3. | Colin Collyer | 428 | <u>518</u> | |
| 4. | Paul Stein | 503 | <u>512</u> | Nobler |
| 5. | Mick Lewis | <u>390</u> | 360 | |
| 6. | Harry Bailey | <u>366</u> | - | Dolphin |
| 7. | Roger Virgo | <u>143</u> | 51 | Windy |

There is not much to report on the Goodyear Team Race. Three team entries. The first heat entry of Wilson/Ellins had the engine leave the model during flight. The model was replaced for a 200 lap final attempt and this time the fuselage broke behind the wing at the pit-stop.



Goodyear Results

| Pl | Team | Final |
|----|----------------------|-------------|
| 1. | R. Justic/N. Baker | 4:04.19 |
| 2. | H. Bailey/K. Hunting | 4:55.95 |
| 3. | M. Wilson/M. Ellins | DNF 78 laps |

After the competition events had finished for the day, models were packed away and the club barn was made ready for a New Years celebration meal that had been prepared at the Wilsons home. Fiona, Myra and Rebecca certainly know how to prepare a good feed and as usual they came up with an excellent feed for the 20 or so souls that were present. So ended the year of 2020 and most people would say "Good riddance"

On New Years day there were to be two racing events followed by F2A speed.

There were four teams ready for **Vintage A** team race so heats were run to see who would make the final. Nugent/Ellins were happy to sit on their first heat time so the other three teams flew a second heat.

Vintage A Results

| Pl | Team | Heat 1 | Heat 2 | Final |
|----|----------------------|----------------|----------------|---------|
| 1. | A. Nugent/M. Ellins | <u>3:23.94</u> | DNS | 6:45.15 |
| 2. | M. Wilson/N. Baker | 3:25.34 | <u>3:21.03</u> | 7:04.84 |
| 3. | R. Justic/G. Nelson | 3:40.22 | <u>3:23.12</u> | 7:30.25 |
| 4. | H. Bailey/K. Hunting | 4:00.16 | <u>3:33.38</u> | |

New Years celebration meal.



Brother and sister Nathan and Catherine Baddock took part in **Junior Rat Race** using "Terminator" models designed by father Keith. It was a light hearted affair and great to see some juniors having a

go. Nathan won the first race by a margin of 70 laps to Catherine's 57. A second race took place with Greg Nelson (an overage junior) up against Nathan. The result did not matter and it was a bit of fun.



F2A speed at 2021 Grand Prix.

F2A was held as a separate event, with a total of 6 entrants.

A variety of engines were used instead of mostly Profi's with one Zalp (Ric Justic), an Irvine for Ken Hunting and my old 1980, Rossi 15 in a Rossi sidewinder which was flown by Andrew Nugent as I wanted to run the event using the Transi Trace Electronic timing system

that I bought.
It worked great, but I was a bit inexperienced in using it, we also used 2 backup stopwatches just in case.
Murray was the fastest as to be expected, followed by Marks Profi which I converted to 12mm slide on bearing as integral race was damaged, at least it gets him flying.
Harry placed 3rd after 3 good flights, just needs a bit of testing to improve, same as Ken Hunting using an old Irvine 15R, it just does not get up on pipe properly, needs to come down on odd weekend to sort out, not during a contest.
Ric is still having trouble with his Zalp. It sounds over-propped to me.
The old Rossi of mine ran OK for 2 flights then jumped out of the dolly wrecking prop.



A special thanks to Ron Savage for all his work with computer/Transi Trace to get it operating properly, I just need to study instructions to make use of all the features.

Transi/trace is an electronic timing system designed by Goran Olsson in Sweden. It is a great unit as it covers every possible feature. It is the ONLY system that has been used for the last 5/6 World C/L Champs for F2A, it will do other classes, we just need to shift sensor at side of circle for different line lengths, can also be used for testing mode, just switch on then check each test flights give breakdown of every lap speed.
Robin speed.

F2A Speed Results

| Pos | Name | Class | Engine | Flight 1 | Flight 2 | Flight 3 | Flight 4 | Fastest | Km/h |
|-----|------------|-------|-------------|----------|----------|----------|----------|---------|--------|
| 1 | M. Wilson | FAI | Profi | 12.76 | 12.29 | N.E.L | 12.37 | 12.29 | 292.92 |
| 2 | M. Ellins | FAI | Profi | 13.47 | 12.86 | N.E.L | | 12.86 | 279.94 |
| 3 | H. Bailey | FAI | Profi | 14.35 | 13.91 | 13.94 | | 13.91 | 258.81 |
| 4 | R. Justic | FAI | ZALP S15 | 14.70 | | | | 14.70 | 244.90 |
| 5 | A. Nugent | FAI | Rossi 15 FI | 15.53 | 15.87 | | | 15.53 | 231.81 |
| 6 | K. Hunting | FAI | Irvine 15R | 19.81 | 20.29 | 20.31 | 20.10 | 19.81 | 181.73 |



Saturday was the last competition day with one racing event followed on by some Vintage Combat.
27 Goodyear had the most entries of all the racing events and five models lined up in the pit area. Test flights took place for teams to try and get race speeds as close to the 27 second for ten laps speed limit as possible. A draw was made and we were set to go. Murray and Ron were on the pace and obtained a very competitive 5:05.85 in

the first race. That would be hard to beat so they did not bother with a second heat. Two teams improved their times in the second heat that placed them in the final 200 lap race.

27 Goodyear Results.

| Pl | Team | Round 1 | Round 2 | Final |
|----|-----------------------|---------|---------|----------|
| 1. | P. Stein/R. Justic | 5:27.19 | 5:02.50 | 10:26.04 |
| 2. | R. Lacey/M. Wilson | 5:05.85 | DNS | 10:40.5 |
| 3. | K. Hunting/H. Bailey | 5:39.72 | 5:07.47 | 13:34.66 |
| 4. | R. Justic/G. Nelson | 5:11.12 | 5:16.41 | |
| 5. | N. Baddock/K. Baddock | 6:13.37 | 5:53.5 | |



The last event of the competition was **Vintage Combat** and it was flown on the large grass circle on Saturday afternoon. There were ten entries and we used the two losses and you are out system of elimination. Murray Wilson was the eventual winner but during the contest all three of his allowed models were badly damaged and in two bouts he finished with only an inboard wing and his last bout was with a model that was patched up with plenty of sticky tape and very few ribs but his win continued his competition with no losses. Tony Caselli and Ken Maier had to fly off for third place and Ken triumphed with the closest margin for the day 229 air time points to Tony's airtime + 1 cut 226.

Earlier in the day Harry flew against Ken and they had a massive mid air collision and neither could continue. Harry had launched after Ken so the result was a four point difference 66 to 62.

A check in the rule book does not specify a minimum points separation for a result.

Vintage Combat Results

| PL | Entrant | Rd1 | Rd2 | Rd3 | Rd4 | Rd5 | Rd6 |
|----|-----------------|-----|-----|-----|-----|-----|-----|
| 1. | Murray Wilson | W | W | W | W | W | |
| 2. | Mark Ellins | W | W | L | Bye | W | |
| 3. | Ken Maier | L | W | W | W | L | W |
| 4. | Tony Caselli | W | W | W | L | L | L |
| 5. | Harry Bailey | W | W | L | L | | |
| 5. | Greg Nelson | W | L | L | | | |
| =7 | Nigel Robertson | L | L | | | | |
| =7 | Nathan Baddock | L | L | | | | |
| =7 | Mick Lewis | L | L | | | | |
| =7 | Gary Whitburn | L | L | | | | |



At the end of the day the glass tankard trophies were presented, thanks were given to all the timekeepers, judges and officials and to the ladies that looked after us all with the daily catering and the New Years Eve party.

Photographs from the cameras of the Editor and Nobby Baker.





CLAMF 13/12/2020.

It was with some relief that we were able to have some real team racing at our last planned comp of the year.

I had my Classic B "Long Gone" with me but it was the only

model of that class so I did some test flying to check it was still functioning after it's long lay off and then put it away for another day.

Andrew Nugent and Paul Stein had another testing session using a different tank set up for the KMD in the Classic FAI "Turtle" but did not use it in the real race. Mark Ellins had brought his new model but he was reserving its use until the upcoming CLAMF Grand Prix. With three models ready to race we decided to have just one three up race and it was a close run affair with only six seconds between the teams at the end of the 100 laps. With each team using a different make of engine it was a close run affair.

Classic FAI Results

| | | | |
|-----|----------------------|---------|-------------|
| 1st | H. Bailey/K. Hunting | 4:34.5 | Parra |
| 2nd | A. Nugent/M. Ellins | 4:37.3 | Fora |
| 3rd | M. Wilson/N. Baker | 4:41.82 | Nelson RIRE |

Vintage A only had two entries and we made use of the concrete circle rather than the grass. The "Olympian/R250" of Murray and Neil had more pace than the "Voodoo/ Russian Oliver replica" and finished clear winners.

Vintage A Team Race Results

| | | | |
|-----|----------------------|---------|-----------------------|
| 1st | M. Wilson/N. Baker | 6:51.37 | Olympian/R250 |
| 2nd | H. Bailey/K. Hunting | 9:17.37 | Voodoo/Russian Oliver |



Bob Kerr brought along his OS Max 10 powered Weatherman speed model.



My "Demon" vintage stunter had its first flights. The original tank that came with the kit had been replaced as it was full of rust flakes.

(Editor)



For Sale

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

Danny Mz mob # 0477224751

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 am selling off engines from the estate of the late Ross Boyd for his widows benefit. Can you please advertise these:

Johnson 35, Stunt Supreme, excellent, in box \$200.00

Cox Olympic, very good (in tatty box) \$350.00

E.D. Racer Mk2, very good \$125.00
(spinner anodizing gone)

Webra Mach 1, excellent \$250.00

Elfin 2.49 beam mount, F.I. very good \$150

Merco 35 redhead R.C.,
with muffler, in box, pristine \$175

Glo Chief 19, circa 1960, very good,
enlarged mounting holes \$150

Regards Ian Smith

Tel:- 02 4975 2292

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4.9 litre \$60 +5 kg satchel Auspost price

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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 \$4.50 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

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

I have a Taipan diesel 2.5 for sale, was run a couple of years ago but was too slow for Goodyear, oiled and put away.

If anybody is interested I'm asking \$100

Can meet up Southside of Brisbane to deliver or I will post at buyers cost. Email me if interested.

Andrew & Karen Liddle <akliddle@iprimus.com.au>



Wanted.

Enya 45 BB complete with muffler.

Derek Pickard 0419 388 075
businessmedia@hotmail.com.au

I am chasing a Gillott Rossi, MK2 or MK3 for Goodyear T/R, not worried about condition as long as it is complete.

Email me at weapon61@yahoo.com.au

Cheers Neil Baker

Wanted.

ST46 needle valve assembly and a tongue muffler or standard muffler.

Kim Laughton Mob Tel:- 0403 327 311

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