

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

Number 256

Produced by the Victorian Control Line Advisory Committee



September 2020
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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 2020

DATE	EVENT	CLUB
Sep 6	CLAG flying day	Moe
Sep 13	Combined Speed , Vintage Combat.	CLAMF
Sep 27	General club day	KMAC
Oct 3-5	NSW State Championships for racing and speed.	Albury
Oct 4	CLAG flying day	Moe
Oct 5-6	Ringmaster Fly-a-thon	KMAC
Oct 18	Corflute Combat, F2B & Classic Stunt.	CLAMF
Oct 25	Doug's Vintage Stunt Day	KMAC
Nov 1	CLAG flying day	Moe
Nov 8	Combined Speed , Warbird Stunt and Nobler Stunt.	CLAMF
Nov 29	Monty Tyrell Classic Stunt	KMAC
Dec 6	CLAG flying day	Moe
Dec 13	Vintage A, Classic B, Classic FAI .	CLAMF
Dec 20	Club Day and Christmas Party	KMAC

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

CLAMF Frankston Flying Field, Old Wells Rd, Seaford (Melway 97J10), GPS -38.086777,145.148009

10.00am start

Contact :- Secretary, H. Bailey (03) 5941 5978

Email :- clamf@ozemail.com.au

Web site :- <http://clamf.aerosports.net.au/>

KMAC Stud Rd. Knoxfield

(opposite Caribbean Gardens) (Melway 72 K9) 10.00am start

Contact: President:- Reeve Marsh 0405 001 008 or

Secretary:- Steve Vallve 04099 35358

Email:- knoxmacvic@gmail.com

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

CLAG has monthly fly-ins at the Moe Race Track every first Sunday of the month.

Contact :- Treasurer. Alan Frost

Email:- afrost2@skymesh.com.au

Phone:- 03 52817350

Queensland State Champs

3rd - 5th October 2020

Events to be held at Ipswich are as follows.

On Saturday the 3rd.

2.5 Simple Rat

500lap 27 Goodyear (Brian Burke)

Vintage A

Classic B



On Sunday the 4th

2.5 Slow Combat

F2D

Vintage Combat

On Monday 5th.

Classic FAI T/R

21 Bendix

Open Combat (if time permits)

Entries will be capped at \$30 for the weekend.

This is the first comp day for about eight months so come to Queensland and enjoy.

Club Comps

Clasii 12th December, Xmas Breakup. Vintage Combat



COMING
EVENTS



DATE	EVENT	VENUE
Sep 12	Charlie Stone Remembrance Day	LUMEN CHRISTI
Sep 20	27 Team Race. (bring a team-racer day)	CLAW

A.C.L.N. ADVERTISING

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Copy or artwork for ads should be sent to the editor, cheques to the treasurer (M. 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"

Editors Note.

The lack of flying activity due to the Corona virus has reduced the amount of news for publication to a trickle.

Could I ask that our subscribers consider submitting any articles or news that our readers might find of interest in future editions.



COMING
EVENTS



C.L.A.S. CONTEST CALENDAR 2020

DATE	EVENT	CLUB
Sep 6	Slow and Vintage Combat.	KMFC
Sep 19-20	Classic B T/R and Fun Flying.	Rocky Rally
Sep 20	F2B Aerobatics.	SSME Luddenham
Sep 27	Gordon Burford Day.	KMFC
Oct 3-5	NSW STATE CHAMPIONSHIPS RACING and SPEED.	Twin Cities Albury
Oct 18	F2B Aerobatics. SAT Ashford Reserve, Milperra.	
Oct 25	Combined Speed and DGY. SSME at Luddenham	
Oct 25	Classic Stunt. Doonside at Whalan Reserve	
Nov 8	DGY, Speed(1.5 & 2.5) Weatherman TR.	KMFC
Nov 29	KMFC Christmas Party and Fun Fly.	KMFC
Dec 6	F2B Aerobatics. Doonside. Whalan Reserve	

KMFC - (Ku-ring-gai Model Flying Club) - St. Ives Showground,
Mona Vale Rd, St. Ives.

SAT- (Sydney Aeromodelling Team) - "Duck Pond", Ashford
Road, Milperra.

SSME - (Sydney Society of Model Engineers) - Model Park,
Luddenham Road, Luddenham.

DOONSIDE- Baseball diamond, Whalan Reserve.

The views and opinions expressed in ACLN do not necessarily reflect those of the Editor or Committees of Clubs or of the members of the Club represented in ACLN but are those of the respective authors.

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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hbailey@optusnet.com.au

Mini Roadrunner

Article from Greg Ardill

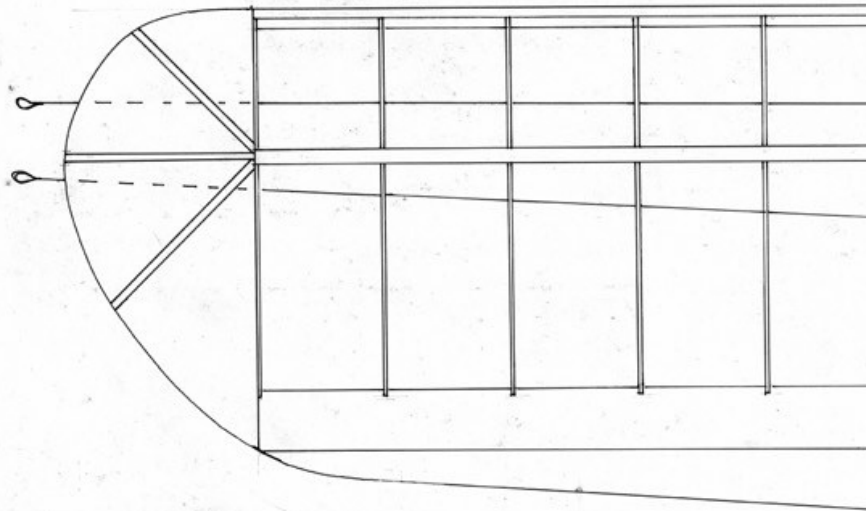
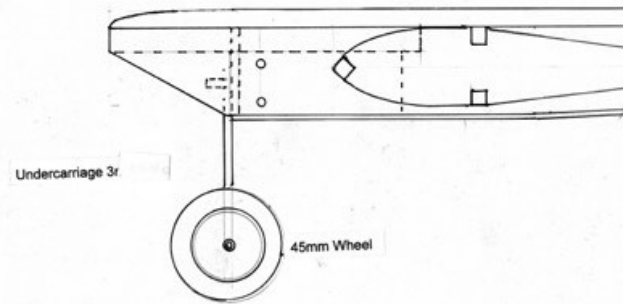
In the 1960's the Roadrunner was a successful Open Combat model, designed by Paul Turner and subsequently developed further by John Williams and Stuart Sherlock. When there was talk of an international combat class using 2.5cc engines, Ryde MAC members designed a model that would be able to be used in this class.

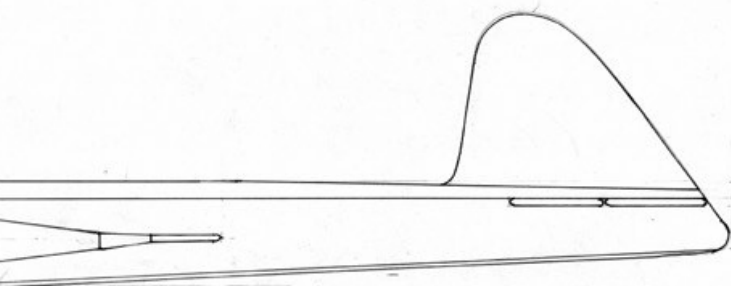
The starting point was the Hearn's Hobbies Frisky for the general form and several key sizes. Adjustments were made to improve the model's responsiveness and aesthetics. It was originally designed to accept an OS 15 Mk III, it followed its senior siblings build sequence.

Originally designed at 36" span, one built now will be a nice lively sport model, built to between 400 to 450 grams will make a rugged and manoeuvrable slow combat model, especially if the span is extended to 42" span.

The attached plan is a recent draw, as like its full sized brother there were no plans drawn at the time. Any club member who wanted to build one would get a set of templates from one in the club who had built one.

The original was 36" span and with the early OS 15's flew nicely. I have since built 42" versions powered by OS LA15, and it still performs as well as any similar sized models. I can't help feel it would be pretty handy as a slow combat model.





MINI ROADRUNNER

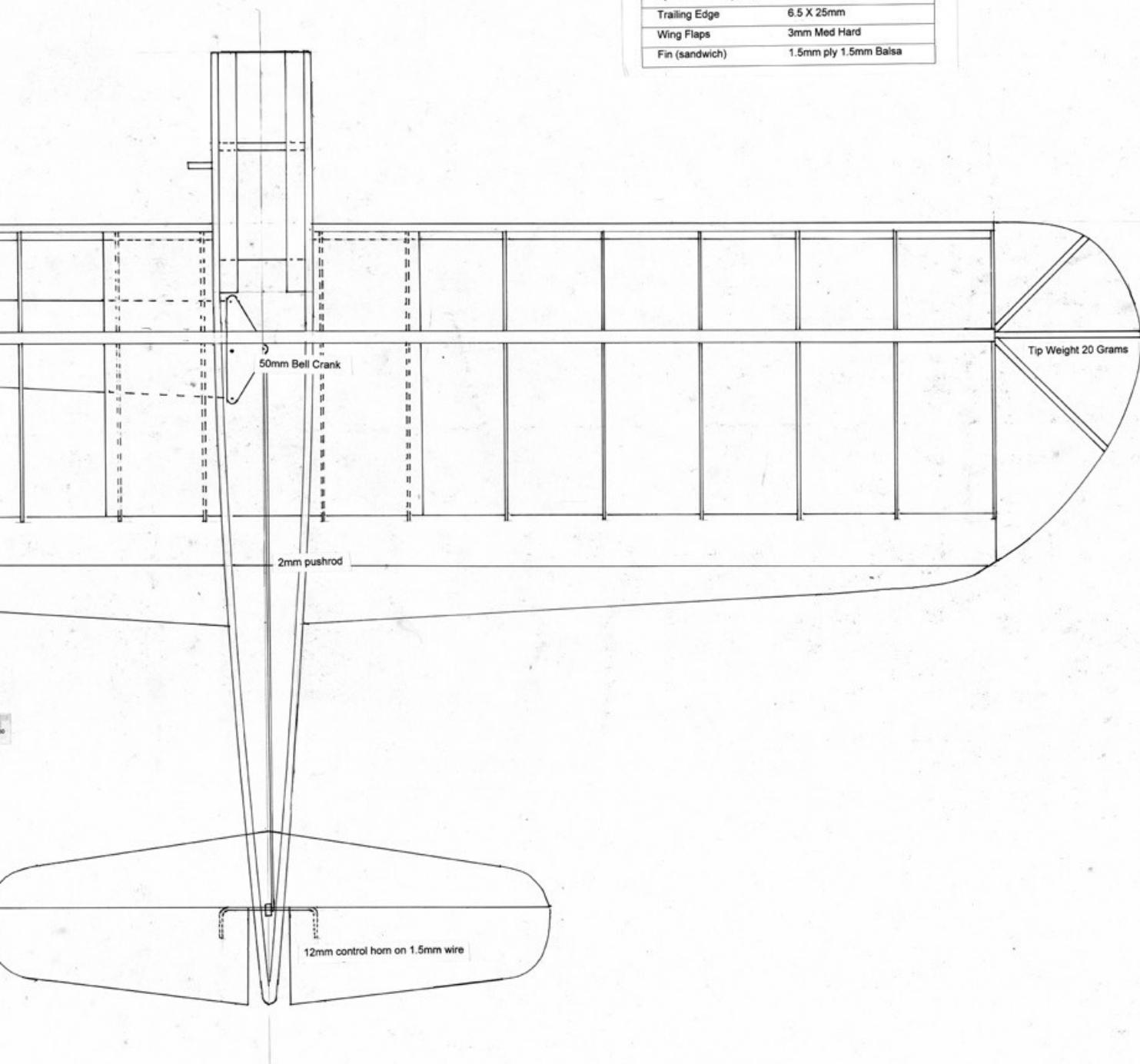
36" SPAN 2.5cc COMBAT

DESIGNED BY Paul Turner & Bill Smith 1964

Drawn By Greg Ard

All Wood Balsa unless shown

Fuselage sides	3mm Med Hard
Top Block	6.5mm Soft
Bottom sheeting	1.5mm Medium
Engine Bearers	10mm Sq Rock Maple
Fuselage Former	3mm Plywood
Bellcrank mount	3mm Plywood
Tailplane	3mm Med Hard
Wing Tips	3mm Med Hard
Wing Ribs	1.5mm Medium
Spars & Leading Edge	6.5mm Sq
Trailing Edge	6.5 X 25mm
Wing Flaps	3mm Med Hard
Fin (sandwich)	1.5mm ply 1.5mm Balsa



IS 40-SIZE STILL GOOD ENOUGH?

Derek Pickard takes a close look at the popular Vector 40 ARF and asks if this once acceptable size can be any more than a sport flier.

Most stunt competitors are amused at the fact that in the giant USA market, 40-size planes and engines are still very popular. It's obviously a Yankee tradition that keeps on keeping on. This is the reason the booming USA stunt specialist Brodak makes many kits this size as well as a unique stunt 40 engine to power them.

On paper, the Vector in its original big 60 inch form has the lot: full size,

enjoys being powered by the always popular 60 type engines and flies magnificently with a reassuring pull on the handle. Why would a flier want anything else?

But while Brodak does sell lots of Vector 60 ARFs and ARCs, the company also turns over a surprising amount of its smaller brother the Vector 40 in both ARC and ARF forms. The company takes advantage of this popularity by also selling Brodak 40 stunt engines. Incredibly, the smaller size ARF kit is nearly as much to buy as the big 60!!!!

The advantage with a 40 is all about being more manageable and good enough overall. A 40-size plane is never too big to put anywhere, easily slots into any size car and in reality flies okay. All very practical. Everyone loves a good 40.

RANGE OF KITS

Brodak sells the Vector 40 in 3 forms: plan, ARC and ARF with the plan version also having pre-cut ribs available. But this story is all about the ARF version.

The first big shock in case you haven't bought an ARF/ARC lately is the way they now come in massively strong boxes. The object is for the retailer to not need repacking for local mailing as well as a way of avoiding the previous damages claims from past customers who have incurred postal handling problems. (When my T-Rex ARF arrived from the USA some time ago, one of the wings had to be partially rebuilt due to slight crushing in transit.) The new packaging is good until you have to cut up these massively thick structures into smaller pieces that fit in normal rubbish/recycling bins.

Like nearly all the ARF kits I've bought from Brodak, this one went together fine. Sure there are a few kit problems along with areas where an experienced stunt builder can improve, but that's all okay.

The options are all obvious. For example, the hinges are the one-piece bendy type which not everyone likes but swapping them for normal pinned variety is easy. And then there are the control horns with a layout that suits near one-to-one elevator to flaps ratio; these can either be changed or the pivot holes redrilled for more elevator/less flap which many fliers prefer.



Above all, the fact is this plane is a scaled down version of the well proven Vector – a 60 inch top F2B ship which is fully capable of winning top stunt competitions. The famous USA designer, Randy Smith, knows his stuff and when laying out this smaller version got all the numbers correct. Build this right and the plane will fly well, simple as that.

Another advantage is the Vector is a very well styled plane. Not only does it have all the right important numbers – including a thick wing – but it all comes together in a very attractive layout. This can hang on the wall and always look good. Get rid of those old oil paintings, hang up an F2B plane!

WHAT SIZE ENGINE?

The only change I made from the master plot is not to use the Brodak 40 engine as shown in the kit's instructions. I've had a bit of trouble with these in the past and my shelf had both an LA40 and an LA46 just waiting to be used.

I'm of the opinion that the LA46 is about the best overall stunt motor right now as it's cheap, widely available, is easy to get right for a good pattern and never seems to wear out. Brilliant. Just remember to be sure you retain the stock 13 thou head shim and stock venturi size. What could be simpler.



LA46 power with a light tongue muffler and cute red painted head.

The LA (40 or 46) is a tad heavier than the Brodak 40 so a light tongue muffler has to be used to keep the front end weight down. Usefully, the LA motors have nearly identical mount dimensions.

At this stage it's vital to restate the validity of the 46 size power unit. Not too long ago, Italian Super Tigre 46 engines were seen as the best overall stunt power and nearly all USA pilots used them. Sure they ran with up to 15% nitro and a heavy dose of castor oil gloop but the performance characteristics were right and top fliers loved them. Frequently they flew models of up to 60 inches span and over 60oz weight. That would never be considered right these days; we like more power.

Those old Tigres had in reality 1920s transfer port technology against the 1950s port layout of the OS LA motors, and although the Italian motors did have a twin ball race crank, the modern Japanese engine really gives nothing away. The trick is to run it on no more than 5% nitro with mostly modern synthetic oil and choose a correct size model – say from 51 to 56 inches span. The LA46 is then sufficiently powerful and stable.

NUMBERS MATTER

All the bits & pieces in the kit came together fine. Like nearly all Brodak ARFs, the wing is two piece. Only two items were changed. The modification I made was to fit a pair of larger wheels which are required due to the rough grass surface in the local flying field.

My Vector 40 with the L46 in the nose came in at 43oz, flies okay with an 11x5 prop ground set to 8600rpm, on 62 ft lines and uses up to 90cc for just over 6 minutes air stunt time. My lube is a 15% synth/5% castor mix and 5% nitro.

CONTROL PROBLEM

Out of the box, there is a difficulty with the assembly of the controls. The holes drilled in the control horns for the push-pull rods are set up for a 1:1 front to rear movement. While that is popular with some fliers, many believe it is wrong with less flap being the way to go. I set mine to the stock 1:1 but have not yet proven whether it is right or wrong.

IN THE AIR

As should be expected for such a top spec, this mid-size ARF plane should be able to do the book with ease, after trimming. There's also the option of winding in the needle to raise the revs and plane speed to improve the handling in the wind. Whereas such a move can result in a worrying higher pull with a big and heavier 60, a 40-size is less of a worry. I'm not saying it flies the wind better, just it can be set to be a touch more assuring.

However, in reality and in comparison with my normal large F2B plane which is a similar layout and size to a Vector 60, this 40 feels a little weak and under-done which is typical in such a comparison. But my 60-size stunter actually has a Stalker 76 in the nose on full length lines and such planes are obviously very impressive. No 40 should be compared to today's leading edge equipment which is the result of decades development – even in the slow moving stunt world.

WHICH IS BETTER?

So where does all this leave this medium-size Vector? Obviously the use of a LA46 over the Brodak 40 engine gives around a 15% power (torque) advantage which in some ways takes the plane into the recent move to bigger more powerful engines. The extra cubes should more easily cope with wind and give the impression of flying slower but stronger.

In reality though, it isn't in anyway a replacement for a decent 60. What it mainly delivers is a practical alternative way of practicing stunt and enjoying sport flying. And doing so with transport car space to spare. Forget having to put down the rear seats to squeeze in the big stunt ship, a 40-size easily drops into a normal boot space.

As for mine, it still needs a final engine set-up tune and plane trimming. Something I haven't been able to do due to the old enemy – lack of time.



This picture from the camera of Neil Baker, is of the Australian team that took part many years ago (1993) in the Trans Tasman competition against New Zealand in New Plymouth.

No prizes given, but can you name all the team members?

Here's the report for activities in WA.



After forced isolation for a few months a lot were very keen to get flying again, but the lack of regular practice is showing.

F2A Speed. Held on 21st June.

This was postponed from the usual state champs weekend due to isolation rules.

For most it was the first F2A flying since last year, and was clearly evident in the results.

5 local competitors entered, but for various reasons only 3 made official flights. (not impressive enough to publish)

1st Ian Thompson

2nd Trevor Letchford

3rd Colin Crowley

½ A Combat. Held on 18th July

½ A looks like being our growth event in WA. With several more competitors who couldn't attend on the day, we could be into double digits next year.

1st Bruce Bellis L W W W W

2nd Richard Bellis W L W W L

3rd Kim Parks W W L L

=4th Emily Parks W L L

=4th Scott Lehmann L W L

6th Trevor Letchford W L RETIRED

7th James Morfitt L L

Vintage Combat. Held on 23rd August

Other commitments restricted us to 5 competitors, but those who entered had a ball. Even the mechanics had fun trying to keep us in the air.

1st Bruce Bellis W W W W

2nd Jim Stivey W L W L

3rd Scott Lehmann L W L (won the toss for 3rd)

4th James Morfitt L W L

5th Trevor Letchford L L

Our event for September will be Classic FAI and "bring a team racer day" on 19th September.

This will hopefully be the re-start of team-racing in WA, as the numbers for each class has dropped down to 2-3.

We will also run a relaxed version of 27 Goodyear, where any model which meets the speed requirement can be flown.

This is intended to encourage participation from some older and less experienced pilots into the game.

Several new Classic FAI models have been built, so should feature in the next report.

Cheers Trevor Letchford.

NSW State champs speed and racing Albury October 2020

CLAS NSW has voted to cancel the speed and racing comp scheduled for Albury Twin Cities club in October due to ongoing concerns regarding the covid 19 virus.

Andrew Heath



For Sale

Three speed engines sold as a job lot.

OS 60 RSR new in box

OS 61 VR new in box

OPS 65 VVA new in box

Price is for the 3 \$775 posted
Aus only.

Sabre 2.5 diesel 1953 fair to good \$325 posted
Aus only

Contact Wayne Wilson whyzedman@hotmail.com

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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Small number of black (Glass Filled)

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10x6 Black GF \$3.50 each

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

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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

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

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Danny Mz mob # 0477224751

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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.

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

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

WANTED

Wanted.

Enya 45 BB complete with muffler.

Derek Pickard 0419 388 075

businessmedia@hotmail.com.au

Some more 1993 Trans Tasman pictures.



F2A SPEED						F2A TEAMRACE					
	Ra1	Ra2	Ra3	Best	Points		Ra1	Ra2	Ra3	Final	Points
A. BARNES (NZ)	13.33	13.09	13.63	13.09	200	ROBERT BAKER (NZ)	4:27.26	22.00	SC		
B. BELL (NZ)	—	14.09	14.20	14.09	5th	CHRISTOPHER BURNS (NZ)	3:44.86	3:47.87	2:44.88	7:47.25	1
C. BURGESS (NZ)	0:00	13.22	13.44	13.22	380	CHRISTOPHER GIBBY (NZ)	5:39.18	22.00	SC		6
D. HOWSE (NZ)	13.62	13.66	0:00	13.62	4th	CHRISTOPHER GRANTLEY (NZ)	4:14.79	22.00	DNF	0	3
I. HANCOCK (NZ)	12.62	12.15	12.62	12.15	1st	BOB BAKER	3:57.89	4:26.6	4:22.49	9:09.7	2
						ROBERT J. JAMESON	2:08.83	6:25.63	6:17.45		5

F2B AEROBATICS						F2B COMBAT					
	Ra1	Ra2	Ra3	Best	Points		Ra1	Ra2	Ra3	Final	Points
J. RYAN	9.48	10.70	11.50	9.48	2						
A. LAWRENCE	9.07	10.54	11.04	9.07	3						
D. ROSE	9.63	11.24	11.44	9.63	1						
E. ALLEN	9.92	10.09	10.11	9.92	4						
D. WRIGHT	10.34	10.50	11.18	10.34	1						
G. WIMMER	4.80	4.99	5.70	4.80	6						
K. WIMMER											
D. TRISTRAM	8.63	9.08	9.71	8.63	5						

F4B SCORE					
	Score	Ra1	Ra2	Ra3	Points
A. LAWRENCE	4.88	3:16.5			
D. SANDERSON	5.89	4:14			
D. WRIGHT	4.10	3:05			
J. RYAN	6.33	4:43			



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