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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 106



Produced by the Victorian Control Line Advisory Committee

December 2006  
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**Copy Deadline for next issue is:  
Wednesday January 17th 2007  
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pretyped, and please use a good black ribbon for best reproduction. **Best of all is to send it on a 3.5" disk as a Windows Write, Word for Windows, or as an ASCII TEXT FILE or use Email**

Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.

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## COMING EVENTS



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR 2006/2007

DEC 3	C.L.A.G. Country Flying Day	TRARALGON
DEC 17	<b>FAI Team race, Combined Speed, Goodyear, 1/2A Team race</b> 2.5cc Open Combat, Nats Practice.	CLAMF
DEC 28	60th Australian Nationals start	ALBURY
	2007	
JAN 5	60th Australian Nationals finish	ALBURY
JAN 28	FAI (Hearns), Novice & Jnr Aerobatics, Classic Stunt, Vintage A Team race, Classic B Team race, Simple Rat race.	KMAC
FEB 11	<b>FAI &amp; Combined Speed, 1/2A Combat, Goodyear.</b>	CLAMF
FEB 25	Class 2 Team race, Bendix, Simple Goodyear, Hand Launch Glider.	KMAC
MAR 11	<b>FAI Team race, Mini Goodyear,</b> Vintage Combat.	CLAMF
MAR 25	Vintage A Team race, Classic B Team race.	KMAC
APRIL 6,7,	VMAA Control Line State Championships	CLAMF
APRIL 8	VMAA Control Line State Championships	KMAC
APRIL 9	VMAA Control Line State Championships	CLAMF

Events will be flown in order of printing.

Events in **Bold type** will be flown over hard surface

**CLAMF** Frankston Flying Field, Wells Rd, Seaford (Melway 97J10),  
10.30am start

Events conducted by CLAMF at the KMAC Field (Melway 72 K9)  
10.00am start.

Contact :- G. Wilson (03) 9786 8153,

**KMAC** Stud Rd . Knoxfield (opposite Caribbean Gardens)  
(Melway 72 K9) 10.00am start

Contact :- Peter O'Keeffe (03) 9753 3442 [kmac@aanet.com.au](mailto:kmac@aanet.com.au)

**CLAG** Contact :- Graham Keene (03) 51924485

Details of venues can be found on web site [www.clagonline.org.au/home.htm](http://www.clagonline.org.au/home.htm)

**NOTE** - All events at KMAC except Aerobatic events to  
be run by CLAMF & DAC members  
The third Sunday of each month is the regular "**Brimbank  
Club Day**"

### C.L.A.S. (NEW SOUTH WALES) CONTEST CALENDAR 2006

DATE	CLUB	EVENT
Sun 26th Nov	Kelso Park	F2B Aerobatics (rescheduled from 5th Nov)
Sun 3 Dec	Doonside (Aquilina Reserve)	F2B Aerobatics
Sun 10 Dec	KMFC	Christmas Party and Fun Fly
27-28 Jan.2007	CLAS. (Details to be advised)	CLAS. CITY OF SYDNEY CHAMPIONSHIPS
DOONSIDE -	(Doonside Model Flying Club) - Kelso Park North, Panania.	
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.	
NACA -	(Northern Area Contest Aeromodellers) - Gateshead H.S., Pacific Hwy, Gateshead.	
REMAC -	(Ryde Epping Model Aero Club) - Peter Board HS, Wicks Rd, North Ryde.	
SAT-	(Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.	
SSME -	(Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.	
WMFC -	(Werrington Model Flying Club) - Entrance to flying site @cnr. Landers & Walker Sts, Werrington.	
MDMAS -	(Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook	
COMSOA -	(City of Maitland Society of Aeromodellers) Raymond Terrace Rd, Metford.	

## CLASII CALENDAR 2006/ 2007

The final flying day for 2006 will be held at the Leichardt  
Park flying site on Saturday December 9 and will be a  
combined Fun Fly, BBQ, and Christmas Breakup.

Members, Associate members and their families are  
invited to attend. Free food and cold drinks will be  
provided on the day.

**The club flying field will be closed for maintenance  
until the New Year.**

Normal club activities will be resumed on **Saturday 20  
January 2007** commencing at 9.am  
Merry Christmas and a happy New Year to all.

John D. Taylor,  
Secretary/Treasurer CLASII (Ipswich, Queensland)  
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## 2006 Stunt Master Trophy

### Sunday October 22

The decision to cancel the 2006 StuntMasters Trophy due to poor weather a few weeks ago was clearly a move that displeased organizers and competitors alike, however, everyone was rewarded on Sunday with the best weather we have had in many months.

Clear blue sky, not a cloud to distract anyone, a gentle 1 - 2 Knot drift and a modest 20 degrees was the order of the day, and with these sorts of conditions nicknamed "Stunt Heaven" there was little doubt those who had a model were going to come down and have a great day flying aerobatics.

From a Victorian Stunt point of view, if you were not there on Sunday, you missed out on one of the most successful contest days we have had all season. The numbers reflected the great weather, with no less than 12 fliers, which included 1 junior and an interstate guest. Knox has for the last few years played host to the major Stunt events in Victoria, and the StuntMasters Trophy made up the final event of the "Big four" The others being State Championships, the Hearn's trophy and the Yeoman Trophy. A Grand slam of stunt which has worked extremely well and so far this year, the 3 major titles have all been won by separate pilots:

Doug Grinham	(Yeoman Trophy),
Peter White	(State Championships),
P.J Rowland	(Hearn's Trophy)

Defending Champion of the Stuntmasters event was Adam Kobelt who has aiming for a 3<sup>rd</sup> consecutive Trophy victory, arrived early with the intent on putting in a few early practice flights. Adam was flying his old trusty Impact -.56 with the mighty Saito .56, and own personal hand made custom Manifold. Adam is one of the only people flying the Saito in Victoria in regular competition, his knowledge of engines in general made setup of the .56 a breeze and gets flawless runs every time.

P.J Rowland arrived at the field with a trailer in tow, which meant only one thing.

After a disappointing Nationals where he was disqualified for having an illegal model P.J had done the necessary modifications to the wingspan and was ready to fly the impressive 4 engines Lancaster.

The EXACT change required was a mere 3.5 Centimeters off each wingtip, this was done and had many people looked closely not being able to tell where the new paint and old paint started.

P.J was asked "How did you feel about what happened at the Nats?" he replied, "I knew it was over the correct limit, I should have known better and been more professional, I'm glad it was DNQ, it shows that no one is above the rules no exceptions"

Just to make everything legitimate the contest director ran a tape measure over the wingspan during processing and confirmed it was just under the legal limit of 2.0 M

Craig Hemsworth arrived with an older model, the KA-10ish, which has recorded some great victories in the past.



This ship is light, straight, and performs squares like its on rails, in Craig's hands it was always going to be a top performer, and Craig flies with the intent on shaking up the top spots.

Doug Grinham, always a regular Top 3 flier and expert craftsman, Doug was up earlier with what he called "Just something I threw together" sometimes he doesn't give himself credit as his new model "Starcraft" with Stalker .61 was flawless with its finish and tracked as good as any. Doug was here for business and also put in a few early practice flights.

All the competitors of Knox and those who were attending the event welcomed Bill Swan, Bri-stunt products front man. Everyone was grateful for Bill to have made the journey all the way from NSW again (as the 1<sup>st</sup> event was canceled) Bill Swan also took the time to compete in the event, with a few short practice flights early on. He is a real trooper making the 900km drive twice in as many weeks and everyone took advantage of the opportunity and spent lots of money with him, stocking up on those bits for their new model.

Mark Ellins, said when he arrived early "Looks like I wasn't the only one with idea's for a few early practice flights" Mark has been concentrating a little more on stunt in the recent years still flying an EX - Grinham built Jazzer - Stalker .61 model he has now come to terms with its handling and performance. Mark is always dangerous; easily making a dent in the top 3 places and has the ability to win major events.

Col Collyer was once a regular to the stunt scene, but now spends his days playing with free flight models, was also in down early. Col was flying an old Stiletto design and was keen to make a good showing at this event, with a well-trimmed well-presented model.

Mark McDonald is someone who deserves special notice. Mark is new to the stunt scene and is full of enthusiasm. Mark was flying a Tudor, which is a fine model to learn the pattern on, lots of practice has shown and he is surely a champion of the future. Mark can do a complete pattern and within a few short months has gone from learning a square to a confident hourglass.

Damien Sammut was flying his old Spitfire with looks



classic in the air, with a perfect running ST 46. He is always down at the field during the week, flying out of a stooge and Damien wants to start putting his name on some of this event. A solid performer always the Spitfire looked good early and has no vices at all. Damien will put in hours of practice and with this sort of dedication to the sport, it won't be long before he is in the winners circle.

David Nobes was down for the competition also, flying his great looking Livewire. David has been practicing a lot, and today was a time to show what can be done with some preparation and effort.

Sean Frith, needs to be introduced to the stunt world as a future champion. Sean started flying last year and has already passed up the ladder, to now be able to do many maneuvers. Under the watchful eye of his father Andrew Frith who judges many of the Stunt events, and is a skilled flier in his own right, Sean will continue to grow in confidence.

Its great to see juniors taking up the event and flying we were all pleased to see Sean flying his all new "Ace of Spades" profile model.

Peter. L Rowland (snr) was flying his old model, which was first built in 1996 with Moki -51. Peter also was one of the hardest working people at the field, being contest director, and competitor is a difficult job, but when you have seen and run so many contests, organization is critical to a smooth event. Peter flew one practice flight and was sure it was good enough for the event; he hurried off to get the competition underway.

The judges for the stuntmasters were: Andrew Frith, Craig Yeoman and Kim Laughton, who are all very experienced fliers and have judged many stunt contests. Due to the numbers of people flying, the weather and the fact we needed to fly a full 3 rounds, the contest director decided to trial a new judging system. We would rotate the 3 judges, so no one was sitting through a full day, this would prevent "Judges blowout" where they get tired at the end and scores balloon. There would also be a new combination for every round, so to eliminate any bias toward one flier or another.

Round 1: Andrew Frith / Craig Yeoman  
Round 2: Kim Laughton / Craig Yeoman  
Round 3: Andrew Frith / Kim Laughton.



*Stunt judge Kim Laughtons beautiful Smoothie with Brodak 40 engine.*

Computer Tabulation was again done by Frank MacPherson, who is the also the club Secretary, Frank is very handy with a computer, so with the laptop once again being provided by P.J and his software for doing the scoring. Frank was able to collect the score sheet, input both judges and write up the score within 2 minutes of the flight ending. In most cases, the flier would compete the round, wind and clean his model, and by the time he was finished the score was posted on the official scoreboard for everyone to see. This is a tiresome job, but one made easy with a computer, Frank could still see all the flights, as tabulation was so easy.

Even with computer working out the scores, mistakes can still occur and to prevent this, every score sheet was checked twice, in some cases, 3 times, just to make sure.

The format was same as a Nationals under new rules, 2 judges scores are averaged. Out of 3 rounds you drop your lowest score and take the average of your best 2 scores to arrive at the total.

We had a full compliment of help from the Knox committee, Greg Barclay who is the club Treasurer, flies a new impressive Yellow and Black Cardinal elected not to fly in the contest but instead help out with the catering. A Barbecue snack and Softdrinks in the pavilion were available to anyone who wished to part with \$1. Our Head chief Jenny Sammut has done a few contests now as official BBQ cook and has it down to a science. There was bread, sausages, onion, all sorts of sauces to wet the taste buds of all the hardworking fliers. Without these 2 people, the contest would still run but wouldn't be as enjoyable or as tasty. On behalf of everyone who had a sausage and from the many people of the general public and all the contest fliers we thank you. Not only that but the hard job of cleaning the BBQ after serving 100 + sausages was done with a smile on Greg and Jennies' face. Well-done guys.

Without officials there would be no event. The Stuntmasters was run as smooth and as professionally as any Nationals. With a Full 3 rounds on offer 30 + flights for the day it was always going to be long.

Peter Rowland Snr called the fliers together at 10:30am for a briefing where everyone was welcomed. A minute silence was observed for 2 of Knox Club members Bill "Bushy Bill" Crawford (life Member) and Terry Matthews (Past president) who both passed away within the last month.

With all that said and done, it was time for everyone to stop talking, and get down to the comp.

P.J Rowland drew 1<sup>st</sup> in the contest ready to fly the newly modified Lancaster. This Huge 4 engine bomber is always impressive and draws a crowd. Not to mention that it flies incredible, with a 3<sup>rd</sup> place at this years State Championships the "Lady Luck" was doing to be hard to beat. All the fliers were treated to great weather, a gentle drift and P.J was having a few problems with prop wash, when you have 4 engines the prop wash can be as large as 1 meter across, so he was often seen moving back as much as 10 feet during loops. The Lancaster sounds amazing and was a real treat for all those who were watching. The bomber performed the pattern well and looked great against the blue background of the sky, as the flight was completed 10 laps later, all 4 engines cut at the exact same time, which always amazes those who witness it.

## Round 1: 1116.25

Next up was Craig Hemsworth who flew a great pattern and scored well on the squares and square eight's. Light winds mean high scores and Craig took advantage of this put up a fine round. The "KA10ish" flies as good as any model in the pits. The way it sits in squares, all flat bottom maneuvers is impressive, as a result scored well.

Round 1: 1016

Damien Sammut flew his 1<sup>st</sup> round flight confident in his skills. Damien has put in lots of practice flights and is moving further up the ladder, in skill and performance. The spitfire started 1<sup>st</sup> flick, and purred around the sky.

Round 1: 822.75

Mark Macdonald has been around stunt only a short time, but has been flying control line for a number of years. Its great to see someone new come to the sport and his White / hot pink Tudor looked very visible in the sky. It won't be to long before Mark is putting up 1000+ Points in his rounds on a regular basis.

Round 1: 846.25

Bill Swan was juggling the stand of Bri stunt, and getting used to conditions. Bill is always up for a chat and sometimes this can get in the way of his competitive spirit. Bill flew his old faithful "Mongrel" and he is doing well. Billy had a great nationals in Advanced which helped his confidence and as a result he scored impressive.

Round 1: 887.75

Mark Ellins was keen to put in a good score and flew his well-tested Jazzer to all ends of the sky. From one judge mark scored 9.5 for his inside loops, which shows how well he can control the aircraft. He was on a blinder of a flight but unfortunately Mark left out a maneuver and his scores suffered a little because of it.

Round 1: 957.25

Peter L Rowland was up next flying his old model the 1996 version with Moki .51 for power. Being contest director, and trying to fly can sometimes be difficult, but he fired up the engine, and flew a good pattern, leaving out the triangles due to the pressure perhaps?

Round 1: 636.5

Adam Kobelt was up next 2 time defending champion and was keen to make it a hatrick of stuntmasters. He flew his now very good Impact .56. Seeing how well the Impact flies and the constant power, easy thrust of the Saito .56 begs the question why don't more people use this package. Adam makes all his pullouts razor sharp, and super consistent. It was obvious that from the 1<sup>st</sup> wingover he wasn't here to take home 2<sup>nd</sup> place. Adam flew great and scored extremely high well over 1000 points.

Round 1: 1083

Col Collyer was up after Adam, flying his old faithful Stiletto. Its great to see Col moving between free flight events (Which he is an Australian champion) as well as aerobatics. He had a couple of good practice flights and was flying a good pattern, but during the final maneuver it started to give signs it might quit. During the final loop the engine did quit and was in that spot of "no return" Its never easy to watch a Stunter fall from the sky, perhaps Col was looking to merge stunt and freeflight into the one event! It was disappointing to see this fine stiletto hit the deck, with Col running back as fast as he could, but couldn't save it,

and broke the wing.

This was actually the only crash of the entire day, and although jaded, Col remained down at the field all day and enjoyed the rest of the contest.

Round 1: 748

Doug Grinham next up for his round, after saying to the contest director "I hope I'm not 1<sup>st</sup> up" Doug needed to wait 2<sup>nd</sup> last in a long event so it was a long day for Doug to wait around. He was not here for a chat but here for a contest win, Doug's new model called "Starcraft" was in typical Doug Grinham mode, well-trimmed, well setup and a work of art. Peppermint green with red trim looked very slick flying around, and the purr of the Stalker .61. Doug had great air and put in another superb 1000+ Score.

Round 1: 1061.25

David Nobes is always a darkhorse, saying he is just in it for fun, but underneath is wanting to push the top guys. David flew his model called Livewire, wanted to fly well, and did so with ease. David is a regular to the stunt scene now, and is a force to be dealt with, with anyluck in the future, we will see David with a new Stunter and he will be scoring that little bit higher. With 9 for a landing and 8 for level flight, he put up a brilliant opening round.

Round 1: 949.75

Sean Frith was last up, flying a modified Novice pattern. Sean had P.J helping him out the middle with advice on wind direction and as a caller. It's fantastic to see new blood and new people coming into the event. Sean is still young and is a stunt champion of the future, keen and confident, which is what you need to make strides. Flying a blue sheet wing Stunter, called Ace of Spades, Sean didn't have the best engine run, and was heard to be muttering "What did you do to my engine dad?" With time sean will learn that things, like, picking up grass in the venturi, or having an engine run lean due to hotter weather, or dirty fuel, are all things that can effect an engine run. Even so, he put in a good pattern and scored well.

Round 1: 420

Top 5 scores in round one were:

P.J Rowland -	1116.25
Adam Kobelt -	1083
Doug Grinham -	1061.25
Craig Hemsworth -	1016.
Mark Ellins -	957.25

That finished Round one, everyone stopped for lunch and the Knox club held their meeting, which was well attended by all the members and those who were just here for a look. The barbecue was well maintained with cold softdrinks, and bottled water being sold, helping the thirst of those who were flying. The day was a huge success helped by the weather, by lunchtime the sun was blazing and temperature at a solid 23 degrees.

## Round 2:

Commenced after a short 45-minute lunch break and we flew the same order. The only flier we were missing from the day was Col Collyer who crashed, but besides that, we had everyone ready for a solid round 2.

P.J was up 1<sup>st</sup> in round 2, with the big Lancaster. After having top scored with round one, and a new combination of judges perhaps round 2, would be different. P.J again flew the Lancaster in tight 45' and great pullouts, once again all 4 engines quitting at the exact same time.

Someone shouted out, "No shutoffs" P.J and the Bomber scored another good round of: 1090.25

Some notable scores, Bill Swan put in a flight was just simply breathtaking, making many pullouts and the exact height, as a result made a rush for the scoreboard afterward to be rewarded with a 982.25

Mark Macdonald, Damien Sammut, Peter Rowland Snr, and Sean Frith all had good scores with only Damien not improving, due to a poor engine run.

Adam Kobelt who flew the 2<sup>nd</sup> top score in round 1, was on a great flight, but ran short of fuel during the clover, and missed out on his landing points. After inspection, concluded that it just ran rich, what is strange is Adam has been so consistent with this combination, It was a shock to all those who witnessed it. His round 2 flight was awesome, and would have been VERY high indeed. Even that he didn't get any landing points Adam and "Impact" still scored an impressive score 1047.5.

Mark Ellins was a little embarrassed to have missed out a maneuver in round 1, and was keen to stamp his name on the trophy. With perfect conditions and scoring a perfect 10 from one of the judges for his landing Mark and Jazzer put in a blinder Score of 1093.5

Doug Grinham, always has said, "If I get good wind, I'll be right" and today was Dougs day, specifically round 2, was his round. Everyone witnessed Doug, using all his years of experience to good use, his model in perfect trim, and him in stunt mode, put up a great display. Those who saw it, commented it was "pretty to watch" and someone else "that's how it should look" Doug was to top score not only the round, but also the DAY with a huge. 1125.5

Craig Hemsworth also flew a brilliant pattern to score 1000+ and say to the others, I'm here if you slip, I'm here to take your place. Pressure at the top was from everyone and Craig was in the mix with some of the best squares and flats of the day.

Top 5 scores in Round 2:

Doug Grinham:	1125.5
Mark Ellins:	1093.5
P.J Rowland:	1090.25
Craig Hemsworth:	1058.75
Adam Kobelt:	1047.5

That was how round 2 ended and with the end of the day looming, the fliers were given the choice, to fly a 3<sup>rd</sup> round, with a few spare hours, and fresh judges, round 3 commenced within 30 minutes.

**Round 3** Started with the light breeze increasing in small gusts to 5 - 8 knots, but with hot warm air, thermals were playing havoc with some of the lighter models.

A big move was made by Craig Hemsworth, with confidence he was in with a shot, put in a sizzling round 3 score, of 1100 .75. If your good enough to score 1100+ with a plane your good enough to win major contests, Craig knows this and his practice shows, with a score of 8.5 for horizontal square 8.'s with a high K factor, shows how well his model tracks.

P.J Rowland flew the Big Lancaster for the final round, with

a little moderate wind. He was helping with running the event, doing score sheet runs, helping with tabulation, and writing scores, calling fliers was visibly a little tired. Flying the big Lancaster, you can see how hard he is working in the middle. Moving forward, and back and straining, using all his skill, even after all that scored well, but were his lowest for the 3 rounds.  
Round 3 score: 1086.5

Mark Ellins, could smell Victory, he had the confidence to fly the Jazzer to the limit, and take advantage of the slightly stronger winds. Mark said, I like a little wind, and this reflected in his scores, when he landed he has put in another great round.

His top score: 1112

Doug Grinham was looking at the scoreboard, after his mighty round 2 score, which was the top of the day, He knew that he would need to score something solid to win. (In actual fact, Doug only needed to score 1080 to secure victory)

Pressure can do funny things to people from Golfers putting to win, to world class stunt fliers, and Doug flying for 1<sup>st</sup> place had a little bad wind, and suffered as a result, putting in his worst score of the day. 1043.75.

Adam Kobelt knew that a good score was needed after having a poor engine run in round 2. The impact moved about the sky with ease as the problem with the Saito was more than temporary. Adam seemed pleased with his score, after a 9.5 was awarded for his landing. Adam scored his best of the day with a Huge 1107.25

Bill Swan, and Mark Macdonald, both dropped their final score, maybe getting a little tired as it was a long day, but they were enjoying it, and no one could wipe the smile of Bill face as he landed and was applauded.

Sean Frith had a brilliant flight in the breeze also, being encouraged by everyone Sean improved his score with a perfect 10 being awarded for his landing. Sean will be doing a lot of 10's when he starts to learn more of the pattern; we look forward to his rise. He scored 540.

Sean also took 1<sup>st</sup> place for a well-deserved Novice Victory. This was Sean's 1st major contest, and he conducted himself well, when things went wrong in round 1, composed himself for rounds 2 and 3. Bill Swan of Bri Stunt products donated a new prop for Sean to put on his new Stunter and Sean took home a can of Coke for 1<sup>st</sup> place Novice.

Top 5 scores in Round 3:

Mark Ellins:	1112
Adam Kobelt:	1107.25
Craig Hemsworth:	1100.75
P.J Rowland:	1086.5
Doug Grinham:	1047.5

In the end, after all the scores were looked at, and rechecked by the officials, it was P.J Rowland flying the huge Lancaster, winning the 2006 Stuntmasters Trophy for only the 2<sup>nd</sup> time ever, (1999 was his 1<sup>st</sup>) The victory meant a lot to P.J who was disqualified at the Nationals and was out to prove what Paul Walker said "that even something as complex as the 4 Engine bomber, in the right hands and a little preparation could win a major contest in the right conditions."

The win didn't come easy, with 2<sup>nd</sup> place going to Mark Ellins, with what has to be one the closest photo finishes to

a contest .05 points. As a result of this close call the officials double checked both fliers scores, and confirmed the results as accurate. Mark was disappointed but said “I did my best and you cant get any closer than a ½ point!”

3<sup>rd</sup> place went to Adam Kobelt, who was only 8 points away from 1<sup>st</sup> / 2<sup>nd</sup> place. When things are as close as that at the top, its important to make EVERY point count, from takeoff to landing. Adam flew well and also had a great day that it was so close.

4<sup>th</sup> place: Doug Grinham narrowly missed out on a podium finish, only a mere 1.7 points behind Adam. In actual fact this meant with Doug’s top score he was only 9 points behind 1<sup>st</sup> place, again placing emphasis on every point counting.

5<sup>th</sup> place: Craig Hemsworth was only 13 points behind Doug, which meant he was also in the points for a finish. His bottoms and squares mean in the next few months and with a new model soon in the air, Craig will be a tough flier to beat.



*The Stuntmasters top three.*

*Left: Mark Ellins      2nd.  
Centre: P.J.Rowland   1st.  
Right :Adam Kobelt   3rd.*

Final Scores:	Round 1	Round 2	Round 3	Total
P.J Rowland:	1116.25	1090.25	1086.5	1103.25
Mark Ellins:	957.25	1093.5	1112	1102.75
Adam Kobelt:	1083	1047.5	1107.25	1095.125
Doug Grinham	1061.25	1125.5	1047.75	1093.35
Craig Hemsworth:	1016	1058.75	1100.75	1079.75
David Nobes:	949.75	944.5	859.5	946.85
Bill Swan	887.75	982.25	840.25	935
Mark Macdonald	846.25	866.25	858.25	862.25
Damien Sammut	822.75	805	DNF	813.85
Col Collyer	748	DNF	DNF	748
Peter .L Rowland	636.5	653	684.5	668.75
Novice				
Sean Frith (j)	420	454	532	493

Report and pictures from Peter Rowland.

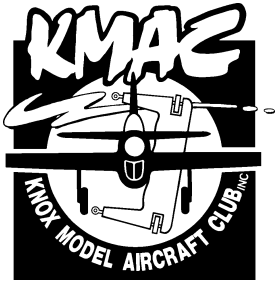


*The next edition of ACLN will be published in February 2007. Hope you all have a joyous Christmas and New Year and I wish those of you that will be travelling to Albury for the Nationals the best of good fortunes.*

### **Newsletter Editor**

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## KNOX MODEL AIRCRAFT CLUB inc.

### Review of Associate Membership Fees

The Knox flying field is the premier site in Victoria for Control Line flying with access seven days a week and we are keen to encourage the use of the field by all Control Line fliers.

During a recent review of fees, the members of KMAC decided that the Associate Membership fee should be reduced to \$30 annually for Seniors (Full and Pensioner) and \$15 annually for Juniors.

The new fees will therefore be introduced as from the 1<sup>st</sup> of January 2007. An initial pro rata Associate Membership rate of \$15 for Seniors and \$7.50 for Juniors covering the first 6 months until the 30<sup>th</sup> of June 2007 will be available.

By joining as an Associate member of KMAC, you will be provided with an entry key and entitled to fly Control Line models at the field on any day of the week. Please note however that you will have no voting rights at any Club meeting nor input in respect of any club business affecting the general running or operation of KMAC.

To become an Associate member, you must also be a full member of another Club which is affiliated with VMAA and the MAAA thus already having paid the MAAA Insurance levy. (Proof of this membership is required at the time of joining).

Also note that the cost of the ACLN newsletter of \$15 annually is not included in this fee.

If you wish to enquire further, please contact:

The President KMAC Peter O'Keeffe 9753-3442

The Secretary KMAC Frank McPherson 9775-7698

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.

The Editor and Committee of Clubs accept no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.

## VALE Colin Leslie Somers 16/3/1932 to 26/10/2006 VH 16

It is with deep regret we advise that the aeromodelling fraternity has lost one of its most dedicated and most loved brothers.

Col, after a short illness, passed away peacefully surrounded by his family and friends. To them all we extend our deepest sympathies.

If you will note Col's VH Number it is obvious that his modeling activities go back a long way. In fact, to the late 1940's when he met his long time friend Des Slattery and commenced to build Control Line models in 1948. Col competed in the **first** Queensland Model Aircraft Championships at Wacol and was a regular competitor in F/F and C/L events up to his marriage in 1960. During this time, Col attended early Nationals in Camden 1951, Bendigo 1952 Toowoomba 1953 and Archerfield in 1956.

Col was the first Secretary of the Stardusters C/L club (formed in the early 50's), this later became the Thunderbirds C/L club, and during this period flew many control line demonstrations for the public to promote the sport.

Col took a break for some 14 years while he brought up his family returning in 1974 to his main passion of free flight, which continued nonstop until his death.

Col competed in some 15 Nationals during this time and every Queensland Championships. He attended every Veteran's gathering at Muswellbrook from 1991 to 2006, flying C/L, F/F, and R/C.

The picture accompanying this article was taken recently at a combined C/L and F/F meeting at Maryborough and was the last C/L flight that Col had with his friend of 50 years Des Slattery.

Col was active in many facets of Aeromodelling and will always be remembered for his cheerfulness and his willingness to assist anyone at any time, and not just in modeling alone.

The Brisbane Free Flight Society had recently nominated Col for inclusion in the MAAA Hall of Fame, unfortunately Col did not remain with us long enough to see this happen. It was a privilege to have known you Col. Rest in Peace. John D. Taylor.

MAAQ F/F Administrator



*Col Somers with his friend Des Slattery*





# CONTROL LINE NATIONALS BULLETIN

- Processing of all Speed & racing models at Administration centre from 0900 – 1800 hrs (9am – 6pm). Combat models can be weighed for pull test requirements.
- Special arrangements can be made for those entrants unable to attend on 28<sup>th</sup> December for processing, this needs to be done prior to the Nationals.
- All models to have AUS number displayed except F4B Scale (Minimum 25mm).
- Design name (& mark No.) & year of model to be displayed on the upper flying surfaces of all *Vintage combat* models.
- Bring all documents & plans of models where proof is required (*Goodyear, Mini Goodyear, Vintage Stunt*), *Vintage Combat* (prior to December 31st 1970) if in doubt bring them anyway.
- Advise an event CD if you are flying an event at another location so you can be placed into the draw, failure to do so will result in you missing that round.
- Rules for *Vintage Combat & F2F Team race* available from PO BOX 298 SEAFORD 3198 via a Stamped, Self Addressed Envelope or on the 60<sup>th</sup> Nationals web site.
- Rules for all other events as per FAI Sporting code Jan 2006 plus safety rules advised by the FAI and those as published in the Australian Rules Book June 2006.
- Practice flying will be available at Grass site (Alexandra Park 8AM TO 7PM) & Hard Surface (Twin Cities MAC, daylight hours).
- Hard surface to be shared by events/competitors during practice time.
- Practice safe flying at all times, check to see area is clear before releasing a model, pitman to wear a safety helmet at all times even during practice.
- There is no Stand Off Scale for Control Line.
- Bad sportsmanship will not be tolerated.

	<u>ALEXANDRA PARK</u>	<u>HARD SURFACE</u>
29/12/06	9am F2B Advanced Rd1 F2B Expert Rd1	9am F2C Rd1, Rd2, Rd3 (alternating with 1/2A) 1/2A Team race
30/12/06	9am F2B Expert Rd2 F2B Advanced Rd2	9am F2C Semi's & Final (alternating with Class 2) Class 2 Team race
31/12/06	9am Junior 2.5cc Combat F2D Combat	9am Combined Speed & Jet
1/01/07	9am F2B Advanced Rd3 F2B Expert Rd3	12pm Goodyear Mini Goodyear
	10am Junior 2.5cc Rat race	
2/01/07	9am F2B Expert Rd4 F2B Advanced Rd4	1pm 2.5cc Rat Race Open Rat race
	9am Vintage "A" Team race	
3/01/07	10am Vintage Stunt Static	9am F2A Speed
	1pm Open Combat	F2F Team race
4/01/07	9am Vintage Stunt	9am F4B Scale
	9am Classic B Team race	
	1pm Bendix	
5/01/07	9am Classic Stunt	
	9am Vintage Combat	

Where no time is next to an event that event will follow the preceding event.

Graeme Wilson 60<sup>th</sup> Nationals Control line CD. Email [vmaareg@ozemail.com.au](mailto:vmaareg@ozemail.com.au)  
Mobile Phone 0408 034 722

# DEDICATE IT AND THEY WILL COME AND THEY DID.



On Sunday, 15<sup>th</sup> October a gathering was held at Ku-Ring-Gai MFC to pay tribute to **GORDON BURFORD** for his contribution to Australian aeromodelling. The weather was kind. The day before was too hot, the day after was too cold, but the day of .....was just right.

A bronze plaque was fixed to the concrete centre of the circle which now bears Gordon's name. Gordon himself couldn't attend. Health needs kept him close to his Gold Coast home. But long time friend and engine collaborator, **David Owen**, filled in for him. Sixty or more people turned up, from Coffs Harbour to Canberra, from all over Sydney, from Wollongong to Mudgee to Newcastle, and from all disciplines of aeromodelling.

**Brian Horrocks** travelled from Adelaide to fly a replica of the Larakin Mk I, the plane with which he won the Gold trophy in England in 1959. Beautifully reproduced by master builder, **Ian Smith**, it was powered by the very same Glow Chief 49 Brian used to win the Gold trophy.

Aaaah .....nostalgia just gets better with age.



From Coffs harbour, **Wayne Wilson** brought a display of Gordon's engines that many of us had never seen ....FAI team race engines, beautiful Sesquis, rare examples of low volume runs of special competition engines. **Steve Nyul** had a yard-and-a-half of mounted Taipans and Sabres, and **Ross Boyd** complemented his own display with vintage fuel and oil cans, an antique fuel pump, and a nitro-benzine can. **Ivor F.** was there, and could be persuaded to share his truly vast knowledge.



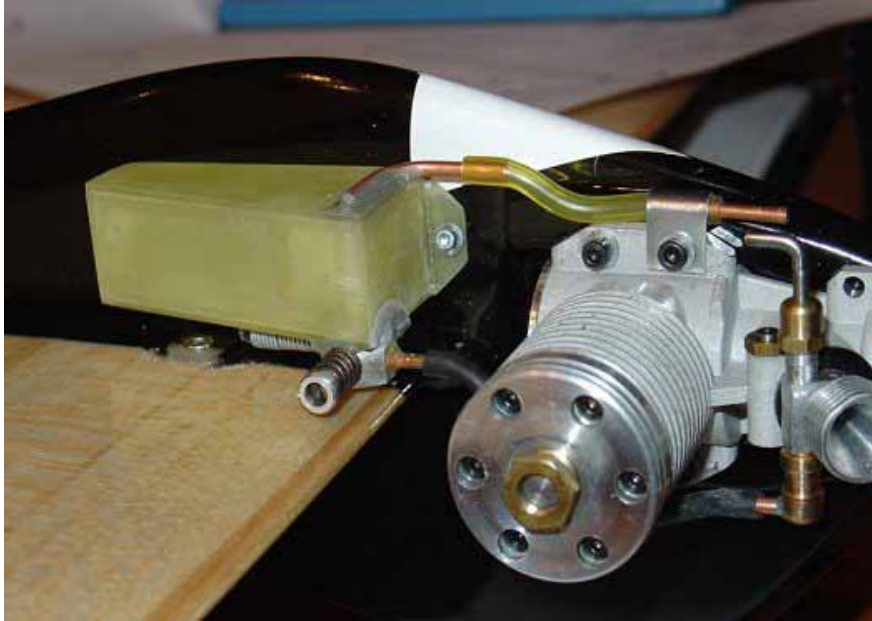
**More than 40 planes** lined up in the soon to be dedicated circle. All, as required, had Burford engines. Four were the only control liner Gordon had designed, the Wombat, about whose handling much bad comment had been made in the lead-up to the day. Comment that turned out to be unfounded.

**Concours** judging gave first place to **Ian Smith's Wombat**, powered by a GB5 diesel, and authentic to the last detail. **David Owen's Demon** was voted second, and **Dennis Percival's Whirlwind** third.

In the **Stunt** competition, **Paul Turner** proved the Wombat's critics wrong and flew a very steady pattern for 1<sup>st</sup> place. **Dennis Percival** took 2<sup>nd</sup> with a Thunderstreak, and **Warren Leadbeatter** 3<sup>rd</sup> with an Akromaster.

# TEAM RACE TALES

Here are some pictures from Adrian Moore in Kent, England. His new Nelson powered F2CN was built by Mike North who supplies ready built team race models and gear for British and overseas modelers. Mike knows what he is doing as he holds the class record in England. Note the fiberglass tank construction and neat plumbing. It is said to be the way to go with these models.



Our own Lance Smith also has had an F2F model built by Mike. Lance will be using a very special New Zealand motor, an AB 250. This motor was hand built by Alan Barnes and is based on a rear induction Nelson. Even the crankcase is hand made.

Adrian has two more F2CN's being built by Mike, this time with his own fuselages and hardware with different design specifications. Also shown is Adrian's new flight box made out of Astroboard. It is designed to take two F2CN or F2C models and has two 9 inch trays at the bottom.





While on the subject of English team race gear, It is likely I will have some of Stuart Robinson's superb wheels, spinners and valves for sale at the Nats. There will only be a small supply, so see me in Albury if you would like some. If you are keen, the tip would be to make it early. These race accessories are so beautifully made they won't last very long.

Had some Classic B flights a few weeks ago with Neil Baker pitting the Magnum .25 Grassfire combination. A 70 lap solo practice heat returned an impressive 3.09, a time that would have made the last 3 at any State Champs or Nats. Airspeed was low to mid 16's for 7 laps. That's almost 110 mph in the old scale.

What was really interesting was the choice of prop. The usual APC 7x7 was replaced by one of the new English RAM 8x6 dark blue composite props. Result was the same airspeed as the grey APC but with 3 more laps on the same needle setting! Apart from the extra laps, the better acceleration on takeoff is also a bonus. Seems the extra thrust from the greater diameter made up for the decrease in pitch and the lower revs gave better economy. I recall having a Dalesman circulate at around 113mph on an APC 8x6 in the early 90's. More testing definitely required!



The new Brodak .25 is now in the lightweight Rocket Classic B racer. This motor has been originally designed and exhaustively tested as a stunt powerplant. However, it does have a team race heritage with Sergy Ivanov using the same piston and liner materials as he used in his very fast F2C engines. It is built in Moldova by the Double Star factory especially for Brodak in America. Sergy is the company's head of engineering. This AAC setup with hard Russian chrome was too tempting not to try for team race! The main mods to this plain bearing engine include a Nelson head, timing and venturi changes.

The latest Classic B plan offer for the Walker –Tuthill No.13 has proved quite popular. Should be quite a few gracing our flying fields next year. With Enya 25's in both glow and diesel now available, there are plenty of engines to choose from as potential powerplants for this model. If you hurry, there are still a few plans left. Details are in last month's ACLN. By the way, the No.13 shown last month was built by John Ridley in England and flown by Julio Isidro of Portugal at the US Nats.

The Rocket continues to be a popular Classic B model. This superb example is now in the hands of Mark MacDermott and was recently test flown in Queensland in preparation for the Nationals.





Vintage A is going to be a real speed fest up in Albury on January 2<sup>nd</sup>. Steve Rothwell and Dave Hines have been burning up the sky recently with some very fast heats and finals. Using the longer 52' 3" lines, they set a heat time of 3.15.1 with a 6.36.12 final at St Ives in November. A few weeks earlier at Luddenham they also posted a 3.15 heat and a 6.41 final. Some going! Interestingly, the longer lines hardlyt appear to have slowed the times at all. With reigning champs Grant Potter and Hugh Simons loving the big occasions, the Vics are going to have to pull a rabbit out of hat to beat any of those times.

Paul Stein is nobody's bunny...and with Rob Fitz on the clean end of the lines, the task is not beyond them, particularly as Paul will be campaigning a new lightweight Dimpled Dumpling. And write off Graeme and Mark at your own peril. They know what it takes to win a race. Richard and Andy must rate a big chance for the last three and Stan and Peter can never be discounted. Throw Keith and John into that mix too. In fact, with an ounce of luck, any of the R250 teams could make a big impression.

And how about a couple of dark horses... no, not Charlie this time but Queenslanders Harry Bailey and Mark McDermott with a super quick Gillott that actually does do the required laps. Watch out for that one!

There are not too many secrets with the R250's. Fuels, venturi size, cooling specs and model requirements have all been well documented. Steve Rothwell's own motor would tach about the same as anyone elses. So it's all up to the mechanic and the pilot to cut those spit seconds from the stopwatch.

Something to look really forward to... let's get ready to R-R-RUMBLE.... !

John Hallowell  
VH 1984



### **SSME Luddenham Results 29<sup>th</sup> October 2006**

#### **Phantom:**

1 <sup>st</sup>	Steve Rothwell / John Nolan	10:45:71
2 <sup>nd</sup>	Tony Bonello / Ian Gapps	10:48:84
3 <sup>rd</sup>	Peter Brody / Andy Kerr	DNF

#### **Vintage 1/2 A:**

1 <sup>st</sup>	Steve Rothwell / John Nolan	9:35:43
2 <sup>nd</sup>	Richard Justic / Ray Fairall	9:41:33
3 <sup>rd</sup>	Hugh Simons / Grant Potter	11:47:88

#### **Vintage A:**

1 <sup>st</sup>	Steve Rothwell / David Hines	6:41:91
2 <sup>nd</sup>	Grant Potter / Ray Harvey	6:55:19
3 <sup>rd</sup>	Hugh Simons / Brian Hoggin	DNF

The Potter/Harvey Dimpled Dumpling sustained damage to it's tail during the heat, and they reverted to a reserve model for the final. The Kerr/Owen model was having fuel problems possibly due to the high temperature and humidity.

#### **Bendix:**

1 <sup>st</sup>	Tony Bonello / Andrew Heath	7:56:59
2 <sup>nd</sup>	Hugh Simons / Ray Harvey	8:13:31
3 <sup>rd</sup>	Steve Rothwell / John Nolan	DNF

Results from Tony Bonello

## **SUBSCRIPTION APPLICATION**

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If you have just finished reading somebody else's copy of Australian Control Line News why not get in now and order your own copy. Australia and New Zealand residents cost \$20A and other countries \$30A. For this annual amount you will receive eleven issues of this newsletter, and be up to date on Control Line both in Australia and elsewhere. Please make payments payable to "Control Line Advisory Committee"

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

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

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"

# Notice of Australian Team Selection Method for 2008 Control Line World Championships

At its meeting on 15<sup>th</sup> November 2006, MAAA executive committee approved a multi-trial format for selecting the team to represent Australia at the control Line World Championships in France 2008.

Our initial intention was to use the 60<sup>th</sup> Nationals at Albury plus the State Championships during 2007. Approval for Albury was not given, as our request for approval was not submitted at least six months in advance of this competition (as required by MOP 024). Timing of our request was dictated by the need to conclude consultations regarding alterations to the scoring processes to be used. Many of the people affected by this were focused on competing at the 2006 World Championships and we were obliged to wait until they returned from Spain.

Consideration was then given to including the 61<sup>st</sup> Nationals in WA, but AWA has not as yet made a firm proposal to MAAA regarding this event – when it is to be held and what competition classes are to be accommodated.

As a result, only State Championships held during 2007 will be used as trials. At this stage, only Victorian State Championships (offering F2A F2B F2C and F2D) over Easter 2007 are definitely known. Provisional dates for other States are March for SA (although this may be changed to October) June for NSW and WA (F2C). No information is available from Qld.

The Albury Nationals is an ideal opportunity for discussion, so that a workable calendar of Championships can be arrived at and competitors can plan their year. Once States have formally decided on their Championships, it is important that they advise everyone as soon as possible.

The method of scoring and selection is attached for your information.

MARIS DISLERS  
Control Line sub-committee chairman.

## Control Line Team Selection Method for 2008 World Championships.

**F2A Speed    F2B Aerobatics    F2C Team Racing    F2D Combat**

Team members for the 2008 World Championships shall be selected in the order determined by the aggregate of points obtained through participation in qualifying events at up to three competitions nominated as team trials, these being **any State Championships held during 2007**.

Where a competitor gains points in more than three qualifying events, the highest three point scores only will be aggregated.

In F2C Team Racing, a competitor is considered to be the team comprising two individuals (pilot and mechanic). Should a different individual replace either pilot or mechanic during the course of the qualifying period, that new pairing will be considered to be a new competitor.

### Allocation of Points – F2A and F2B

The winner of a State Championship event shall be given 500 points. The other competitors shall be awarded points in the ratio:-

**F2A**       $\frac{\text{Competitor's Fastest Speed}}{\text{Winner's Fastest Speed}} \times 500$

**F2B**       $\frac{\text{Competitor's Score}}{\text{Winner's Score}} \times 500$

Competitor's or Winner's Score = The calculated judges' marks multiplied by the appropriate coefficients, used to determine that person's placing in the particular qualifying event.

In the event of a tie in points for a team position, preference will be given to the competitor with:-

**F2A** The fastest speed recorded at any of the competitor's three qualifying events. Should the tie not be resolved, the second fastest speed will be considered and so on.

**F2B** The highest points ratio (competitor versus winner), expressed as a percentage, achieved at any of the competitor's qualifying events. Should the tie not be resolved, the second highest ratio will be considered and so on.

## Allocation of points - F2C

Points will be awarded to competitors using the formula:

$$\text{Points} = \frac{(\text{Lowest Competitor Score})}{\text{Competitor Score}} \times \text{Base Points} + \text{Bonus Points}$$

Where:

'Base Points' = 1000

'Bonus Points' = 5 points x number of competitors that have recorded a 'Race Score' at each qualifying event.

'Race Score' = A competitor's time recorded in seconds to complete a 100 lap heat or semi-final race.

'Competitor Score' = Addition of the competitor's best 2 'Race Scores' at each qualifying event.

'Lowest Competitor Score' = The Competitor Score with the lowest value at each qualifying event.

In the event of a tie in points for a team position, preference will be given to the competitor with the lowest Race Score (fastest heat or semi-final race time) in a qualifying event. Should the tie not be resolved, the second lowest Race Score will be considered and so on.

## Allocation of points - F2D

Points will be awarded to competitors using the formula:

1<sup>st</sup> Place = N points

2<sup>nd</sup> Place = (N - 1) points

3<sup>rd</sup> Place = (N - 2) points

and so on...

Where "N" is the number of competitors in that qualifying event to have flown at least one bout.

If two or more competitors have equal placing in a qualifying event, each will receive the same points, in accordance with the formula, for that place.

In the event of a tie in points for a team position, preference will be given to the competitor with the highest point score in a qualifying event. Should the tie not be resolved, the second highest point score will be considered and so on.

## ***THE CITY of SYDNEY CHAMPIONSHIPS.***

***27<sup>th</sup> and 28<sup>th</sup> January, 2007.***

***C.L.A.S. NSW will host this event, at KELSO PARK, which will include :-***

***SATURDAY, 27<sup>th</sup> January.***

***F2B Aerobatics (ALL CLASSES: Expert , Advanced and Novice)***

***To start at 9am on Saturday, 27<sup>th</sup>.***

***(2 rounds weather permitting.)***

***SUNDAY, 28<sup>th</sup> January.***

***SLOW COMBAT. (10am start. Contact P.Norrie for details).***

***RACING. (For further details contact Steve Rothwell or John Nolan.)***

***Vintage A and Classic B (incorporating Vintage B). From 9am.***

***F2B Aerobatics. (Expert, Advanced and Novice.) 9am start. (1 round.)***

***CLASSIC STUNT. (Current MAAA Classic Pattern.) Following F2B.***

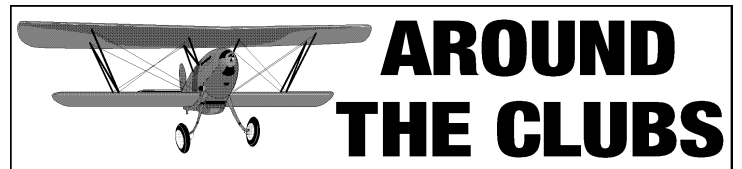
***VINTAGE STUNT. Bob Burrell Memorial Vintage Stunt. Following F2B***

***(Contact Greg White for further details)***

***Please note that canteen facilities will not be available at the field, and fliers are reminded to bring their own refreshments.***

***ENTRIES ON THE DAY.***

***Note: Competitors may fly in events higher than, but not lower than their nominated class, and may enter in more than one event. (Aerobatics).***



## Field Maintenance.

The Frankston Club flies at a field that they lease from the Frankston Council.

All field maintenance such as mowing is carried out by the dedicated club members. For this purpose the club purchased a large ride on mower which it has been using for almost ten years.

Almost one year ago the motor on the mower (a rare Renault variety) blew a hole in the crankcase. From here the story becomes involved but suffice to say that club members obtained the required replacement parts and gave the engine a complete rebuild.

The exercise was not without it's expense but the good news is that the mower is back in working order.

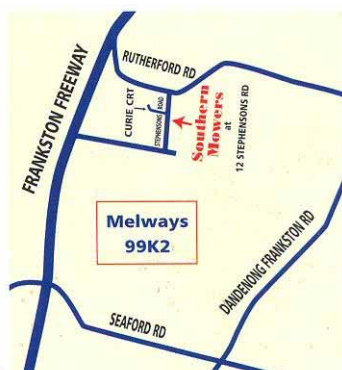
I am sure that the flyers that use the field are grateful to all of those people that dedicated their time and effort to repairing the mower so that the site can be continued to be maintained in the manner the hobby requires.

Special thanks go to:-

1. CLAMF members
2. Geoff Potter - Geoff packed the 'engine block' in a plutonium proof create and travelled around Sydney to deliver to Camerons Transport depot.
3. Camerons Transport Pty Ltd
4. Bech & Borge Engineering
5. Southern Mowers



Mark Ellins sits on board the repaired Toro mower after a grass cutting session at the Frankston field.



**SOUTHERN MOWERS**  
12 Stephenson Rd, Seaford  
Ph 9775 1015  
Fax 9775 1018

### Contact

Bech and Borge Engineering Pty Ltd (ABN 36 006 187 506) can be contacted as follows:

Phone	(03) 9544 8600
Fax	(03) 9540 0609
Address	42 Carinish Road, Oakleigh South VIC 3167
Email	enquiries@bechborge.com

*Engine Reconditioning Specialists*





# Vintage Team Racing at Kuringai 12/11/2006

By Locktite

There are two sorts of people in Vintage Racing, pilots and mechanics. The former, tend to be a bit younger, athletic, handsomer, and thus more attractive to women. The latter tend to be older, a bit slower, less handsome and therefore not so attractive to women. Mechanics tend to like to fiddle with intricate mechanisms. They are easily amused and rather dull. They smell, because of their constant proximity to chemicals such as ether and kero, both of which could be considered as "female repellants". Because of their lower social standing they tend to lead quieter lives. On the other-hand, Pilots like "to party". They drink more than their quieter team partners, and stay up way beyond the nine o'clock bedtime that most sober citizens observe.

So it was then, that when the sun rose upon a fine morning on Sunday the twelfth of November, that many more mechanics leapt out of bed ready to face the new day, than did pilots! There were reports of very serious hangovers amongst our flashier comrades. There is no need to name names. They know who they are!

## The Racing

The event is run by KMAC each year as the last event in the CLAS New South Wales Racing calendar, at their St Ives, Sydney field. Events were Vintage 1/2A, Vintage A division 1, and Vintage A Division 2, as well as Vintage B.

It was a hot and humid day. The temperature during racing started at about 24, peaked at 32, and dropped to 28 degrees Celsius. Generally there was little wind, occasionally however a gust passed through. The freshly mown surface was very smooth. Despite on and off drizzling rain during the previous week, it was dry, with a touch of green in the uncut areas. This is the highest and wettest part of Sydney and the drought is starting to show even here. The facility was specially constructed, as a sports (flying) field, by the Australian Army Corps of Engineers during the late 1950's, so it's well drained and immaculately maintained.

## Vintage 1/2A

The first event was Vintage 1/2A with four teams. This is a popular NSW event and this time it was a tribute to the Oliver Tiger Cub. Every model used either a CS or a genuine OT. The CS tends to be faster and some much faster than others. The event is flown on 42" lines with 100 lap heats and a 200 lap final. The most popular model was the Pawprint with three examples, and one lone Whalldale 1/2A. The latter had a 1962 Oliver Tiger Cub. Two of the CS's had been prepared by Geoff Potter. The other CS (John Nolan's) flown by Steve Rothwell has been getting suspiciously faster in recent months so it may just contain some of his R150 bits.

Heat one was a "Tortoise and Hare" affair. with Justic/Fairall fastest, followed by Rothwell/Nolan, Kerr/Brodie, and Potter/Harvey. Heat two resulted in somewhat a reversal, with Potter/Harvey in the lead, followed by Rothwell/Nolan, Kerr/Brodie, and then Justic/Fairall, whose engine had spat out it's compression screw. The final consisted of Kerr/Brodie, Rothwell/Nolan and Potter/Harvey. who finished in that order.

## Lunch

After a scrumptious three course lunch of lightly singed venison with baked baby Paraguayan potatoes in a fine brown gravy, served on the official KMAC dinner service, and finished with a glass of chilled Hunter River Chardonnay, the Vintage A events were run.

## Vintage A Division 2:

Three teams fronted for racing. Thomas/Blake from SSME at Luddenham, a fresh new team consisting of thirteen year old Tom Linwood partnered with prominent F1C FF exponent Roy Summersby from Gosford, and Kerr/Brodie. Also from SSME. Thomas/Blake flew a very attractive elliptical winged model powered by a Kerr Oliver Tiger, Linwood/Summersby a R250 powered Fury, and Kerr/Brodie a Oliver Tiger/R250 hybrid powered Voodoo.

There was one five-mile (80-lap) heat to establish segment occupancy and a ten-mile final. Thomas/Blake recorded the fastest heat time and convincingly won the 160-lap final. Linwood/Summersby followed up in second in their first race together. Tom in particular flew very competently. Kerr/Brodie suffered a mishap at 133 laps.

The results then were Thomas/Blake followed by Linwood/Summersby and Kerr/Brodie in third place.

## Vintage A Division 1:

There were only three starters for VA division one (see the first paragraph), so a heat (5 miles, 80 laps) was run to determine the segment occupancy for the final which was to be over ten miles (or 160 laps). Line lengths were the NSW standard of 52'3".

The results were:

Rothwell/Hines 3.15.16

Kerr/Owen 4.15.81

Potter/Harvey 3.29.90

The Potter/Harvey light weight Australian record holding R250 powered Dimpled Dumpling sustained damage to it's tail during a momentary loss of concentration by the pilot during a crosswind takeoff during practice, so they reverted to Ray Harvey's well-used Tiger Terror (also R250 powered). The Kerr/Owen Voodoo was having settings problems possibly due to the high temperature and humidity.

The results for the final were:  
 Rothwell/Hines first with 6.36.12 which is remarkably fast considering the day, Kerr/Owen second with 8.41.34 and Potter/Harvey did not finish.



*Incoming Rothwell Voodoo at 13:48:02    Voodoo being pitted at 13:48:07    Outgoing, airborne and at quarter lap at 13:48:11 seconds.*

Check the camera time stamp in the sequence of pictures below showing a pit stop by the Rothwell/Hines team. There is a nine-second difference between the incoming and the outgoing pictures. The first pic is at 13:48:02 with the angle of the lines suggesting that the model is on the ground about an eighth of a lap from the pitman, the fueling is at 13:48:07, and by 13:48:11 the model is just airborne and a quarter of a lap from the pitman. Probably about as good as it could be with a squeeze bottle and a schreader valve.

**Vintage B** was cancelled, so the day finished with a well overdue practice of the CLAS NSW VTR choir in preparation for the coming Xmas functions. The group is offering itself for hire in order to raise funds for the 2008 F2C WC team. Contact the Choir Master, Grant Potter for details.



*Left:- Andy Kerr's very fast Voodoo with hybrid Kerr OT.*



*Grant Potter's Aust. Record holding Dimpled Dumpling with battle damage.*

### Combined Speed held at Frankston on Sunday 19th November.

**CONTEST RESULTS**


Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 1	Novarossi 12	14.26	DNS	DNS	14.26	252.45	100.42%
2	R Hiern	Class 5	Novarossi 21	14.29	14.22	14.23	14.22	253.16	98.59%
3	R Hiern	FAI	Irvine 15R	13.85	13.82	13.02	13.02	276.50	94.78%
4	N Wake	Class 5	Novarossi 21	15.26	15.19	16.46	15.19	237.00	92.30%
5	N Wake	Class 1	Novarossi 12	15.80	15.63	15.62	15.62	230.47	91.68%
6	K Hunting	Midge	PAW	10.96	10.29	10.22	10.22	141.72	86.59%
7	K Hunting	Vintage Proto	Enya 30	44.20		44.20		131.08	81.45%

# For Sale

## Engines and spare parts.

OS 15 III	New	No box	\$100
Enya 15D Mk 1	New	Boxed	\$300
OS CZP11	New	Boxed	\$125
Enya CX11 AAC Diesel	New	Boxed	\$150
CS ED Hunter 21	New	Boxed	\$150
OS 25VF + New piston & liner	New	Boxed	\$125
Taipan Tyro	New	No box	\$150
Taipan Gold Head Diesel (Replica)	New	Boxed	\$275
OS .06, 1cc	New	Boxed	\$150
V.A ED .46	New	Boxed	\$300

## Engines 2nd hand.

Super Tigre G15RVD	Excellent	\$275
Cipolla 21 SP Speed X 3	Excellent	\$250
OS 15D	Very good	\$350

## Spares New.

Cipolla AAC P/L Integral	\$75
OS 15 III P/L	\$30
OS 15 III Gasket Set	\$5
OS 15 III Screw set	\$5

Wayne Wilson

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Phone (02) 66 581 576

Having a clean out and decided I should part with some of my old engines.

1 HP 40 RC \$80.00

2 Super Tiger X15 steel piston & liners new \$50.00 each

Contact Jerry.

(04) 09796620



F2C model,

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contact:- [shaunsuter@hotmail.com](mailto:shaunsuter@hotmail.com)

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JASCO - TRACER

AEROFlyTE - STUNT MASTER (MID 50'S)

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Enya 19 PB good condition or new.

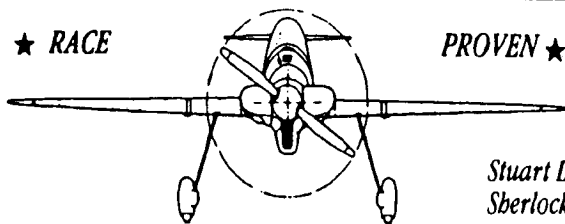
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