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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 116



Produced by the Victorian Control Line Advisory Committee

November 2007  
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**Copy Deadline for next issue is:  
Wednesday November 21st 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.

Email address:- [hbailey@optusnet.com.au](mailto:hbailey@optusnet.com.au)



## COMING EVENTS



## COMING EVENTS



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

#### VICTORIAN CONTROL LINE CONTEST CALENDAR 2006/2007

NOV 11	<b>FAI &amp; combined Speed, Simple Rat,</b> Aussie A T/R, Triathlon, Sport Flying.	CLAMF
NOV 25	Monty Tyrrell Trophy - Classic Stunt Competition (as per current MAAA Classic Stunt Schedule)	KMAC
DEC 2	Classic and Novice Stunt hosted by CLAG at Moe	
DEC 9	<b>FAI Team Race, Goodyear,</b> <b>Mini G/Y, FAI &amp; combined Speed,</b>	CLAMF
MAY 4 2008	"All Aussie" hosted by CLAG at Knox	

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), 10.00am start

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

Email :- [CLAMF@ozemail.com.au](mailto: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 :- Peter O'Keeffe (03) 9753 3442

Email :- [kmac@aanet.com.au](mailto:kmac@aanet.com.au)

**Please note that for 2007, the KMAC club has decided  
that all events on the fourth Sunday of each month will  
be organised and hosted by KMAC only - no other  
clubs are involved in running events on the same day  
at the KMAC flying field.**

**CLAG** Contact :- Graham Keene

Email :- [gkeene@wideband.net.au](mailto:gkeene@wideband.net.au)

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

**Brimbank Falcons** Stadium Drive, Keilor Park Recreation  
Reserve, Keilor. (Melways ref 15 C 5). Regular flying day  
3rd Sunday of each month 10.30am.

Contact Ken Maier 03 9398 8244

Email :- [combtkid@hotmail.com](mailto:combtkid@hotmail.com)



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

DATE	CLUB	EVENT
Nov 3	KMFC	CLUB STUNT (Novice)
Nov 4	SAT (Kelso Park)	F2B Aerobatics
Nov 11	KMFC	Vintage T/R, 1/2 A, A and B.
Nov 18	NACA (Gateshead H.S.)	Classic Stunt & Cardinal Stunt. (I. Smith Ph: 024975 2292)
Nov 25	KMFC	1.6 and Slow Combat, Club Racing
Dec 2	Doonside. (Aquilina Reserve, Eastern Road)	F2B Aerobatics
Dec 9	KMFC	Christmas Party and Fun Fly
Jan. 2008	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.

### KURING-GAI MFC XMAS PARTY AND AUCTION

Along with our usual Xmas party fun fly day we are holding  
an auction this year. Engines, wine, planes, bits, pieces,  
etc. Modellers from all clubs are very welcome.

Donations of items for auction would also be gratefully  
received, preferably well before the day.

Contact John on (02) 9997 3434

### XMAS PARTY AND AUCTION ST IVES SHOWGROUND SUNDAY DEC 9th

## Western Australia 2007 Control Line Calendar

Date	Club	Event
Nov 10 2pm	CLAW	CLAW race day F2C & F2F
<b>Nov 25 10am</b>	<b>CLAW</b>	<b>Combined Speed</b>

Events listed in normal type are Club events.

Events listed in **bold** type are State events.

Contact Trevor Letchford for further information.

Ph - 089 342 2625 Mob - 0439 956 846

Following the cancellation of our Racing weekend which included F2C at the end of June, another date was set as below.

At this point it will be the WA F2C state champs, the proposal has been submitted to MAAA through Maris I believe but we haven't received confirmation of acceptance as a WC 2008 trial event.

It does become a problem when a trial event is set in Dec 06 to occur at end of June so the 6 months notice is given, then it is cancelled due to a cyclone? another six months notice puts it in another year!!

Saturday November 17th F2C state champs at the CLAW control line field. The fly site is open the previous day for practice. If anyone is interested in attending please contact me for further details. regards .....

**Trevor Letchford**



## Adelaide Aeromodellers Club

### 2007 Events Calendar

Dec 1 Peacemaker / FliteStreak Stunt # 2

#### Notes:

1. All days are Saturdays, dates are provisional
2. Start time of all competitions is 11.00 am. Practice from 10.00am  
(Note there will **no** be late starts during daylight saving)
3. All events to be held at the AAC field, Unley Rd City opposite BMX Park
4. All entrants must be MASA members and show their FAI licence
5. Safety straps required on all handles in all events.
6. Mufflers mandatory on all glow motors 2.5cc and above
7. No Carrier competition until some one organises a deck! (Any volunteers?)

**For more info contact Peter Anglberger,  
Tel 8264 4516**

## CLASII CALENDAR 2006/2007

Flying has continued on Saturdays at the Leichhardt Park flying site in Ipswich ( UBD Map 232 R1)

John D. Taylor,

Secretary/Treasurer CLASII (Ipswich, Queensland)

Phone (07) 33927679

Email :- [johndt@iprimus.com.au](mailto:johndt@iprimus.com.au)



**Knox Model Aircraft Club, inc.  
Presents the...**



**Monty Tyrrell Memorial**

**Classic**

**Stunt**



**Competition**

This perpetual competition event is run each year in memory of Monty Tyrrell, a great aeromodeller and member of KMAC.

#### Basic Rules:-

- ☛ Model must be pre Dec. 31<sup>st</sup> 1965 Classic design. (no modifications and proof may be asked for)
- ☛ Any engine up to 10cc may be used. (must have efficient muffler fitted)
- ☛ Pattern as per MAAA Nationals Classic event...  
Start, Take-Off, Level Flight, Inverted Flight, Recovery, Double (Reverse) Wingover, 3 Inside Loops, 3 Outside Loops, 2 Triangles, 3 Horizontal Eights, 3 Vertical Eights, 3 Overhead Eights, Four Leaf Clover and Landing.
- ☛ Total Flight Time 7 min. including Start and Landing.
- ☛ To be flown over best two-out-of-three rounds.
- ☛ Entry Fees: Senior \$5 Junior \$2

Lunch & Drinks for sale at nominal cost.

Enquiries: Peter O'Keeffe (9753-3442)

Email: [kmac@aanet.com.au](mailto:kmac@aanet.com.au)

The KMAC field is located off Stud Rd., Scoresby, opposite Caribbean Gardens... (Melway 72 K9)

**10am - Sunday November 25th 2007**



# 2007 West Australian Vintage “A” State Champs

## Reports from Mr.G.

Saturday the 28<sup>th</sup> July dawned pretty well despite weather forecasts to the contrary, by around 10am the smell of diesel was in the air and the sun was shining, a slight breeze was blowing and it was cold.

Six teams were entered and by eleven they were all looking pretty quick. The first heat saw Bellis /Gannon, with a Voodoo/ Rothwell combination and Fry / Taylor with the same do battle, both models were away in one flick and circulating quickly, Fry/Taylor were down at 45 laps for a regulation pit stop, while Bellis/Gannon were down three laps later.

The cold weather was already playing a part with Fry and Taylor sounding a little cold through the second tank, while Bellis/Gannon were if any thing a little quicker through there second tank and went to record a time of 3:22.

The second heat saw Thompson/Stone and Letchford /Walton with a similar story to the first heat. Charlie came prepared with all the goodies; the list included a new and very nice Dimple Dumpling, Rothwell powered (of course) and Ian Thompson on the handle. They were fast in the air and fast on the ground and went through for the win in a very respectable 3:17.

Sherburn/Dyson and Stivey/Morrow were out next, with Mark Sherburn looking very comfortable on the handle as they cruised through to win the heat in 3:37.

Stivey/Morrow, Fry/Taylor and Letchford /Walton had another go each in the only 3 up heat of the Day, with Letchford / Walton recording the best time of 4:05.

Bellis/Gannon and Sherburn/Dyson had one more heat but could not better their previous heat times, Charlie passed on the second thinking that 3:17 was fast enough!!

So the scene was set for the final, Thompson/Stone, Bellis/Gannon and Sherburn/Dyson. The race was a ripper right from the first flick with all the models leaving the ground instantly and right on tune, Thompson/Stone were the fastest through the first tank and looking good, not far behind them and getting faster as the laps went by were Bellis/Gannon, Sherburn/Dyson were right in the hunt as well, albeit a little lean.

Lap 45 saw the first of the pit stops when Thompson/Stone came in for their first of three and were back up in the traffic again one flick later.

Meanwhile Bellis/Gannon were going strong all the way to 64 laps and back up again seamlessly, Sherburn and Dyson were still circulating strongly and heading for a one stopper. Bellis/Gannon came in for their second stop at 128 laps and were looking the goods with range and speed and then just 10 laps later silence on the end of the lines as they came in for a very quick and unscheduled extra stop, the problem was later traced to an over soft jelly rubber fuel line that was pinching off in turbulence and was to almost stop the engine on two more occasions.

In the end it was Bellis/Gannon winning for the second consecutive year.

1. Bellis / Gannon	3:22.27	3:29.60	7:04.69
2. Thompson / Stone	3:17.42	Passed	7:16.00
3. Sherburn / Dyson	3:37.87	Timing error	7:32.78
4. Fry / Taylor	3:43.63	4:47.60	
5. Letchford / Walton	4:31.42	4:05.57	
6. Stivey / Morrow	4:29.87	DNF 86	



## 2007 W.A. State Goodyear Champs

Sunday 29<sup>th</sup> of July dawned much the same as the previous day with the ever present threat of rain looming on the backdrop. Six teams were entered for Goodyear and by the smell of the nitro wafting through the pits they had all come to race.

Fry/ Taylor, Letchford /Walton and Sherburn/Dyson were all very fast in practice with their Glow set-ups and just to throw the cat in amongst pigeons Bellis/Gannon turned up with a diesel that sounded fabulous with a big trail of smoke following it around.

The first heat saw Bellis/Gannon up against Letchford/Walton with the latter taking line honours while the diesel was proving to be a little cranky on the ground.

Sherburn/Dyson and Fry/Taylor were next and when the conditions are difficult there is nothing like experience as Bob and Alasdair showed what they were made of with a very respectable time of 4:20.

Heats 3 & 4 were about trying to better the previous times and were run as 3 ups as the wind subsided just before the rains arrived, Fry /Taylor won heat 3 and went into the final with a 4:16.

Bellis/Gannon met the other diesel team of Hoogenkamp/Leknys in heat four; they recorded a time good enough to join Fry/Taylor and Letchford/Walton in the final.

The race that promised so much and looked so good on paper never really eventuated Fry/Taylor were looking good for about 30 laps before the tune changed, this would be the first of many stops to make up for a leaking tank that was dumping it's fuel almost as fast as Alasdair could put it in. The diesel of Bellis/Gannon was great while it was going but was all out of go by lap 87. In amongst all that drama, big Steve Walton opened the needle a little on their model and he and Trevor guided their Mr.D snail home nice and safe for the win in 10:24, by now the wind and rain was starting to take affect.

# 2007 W.A. F2F Champs

F2F was added to this years calendar as a trial event and it was a shame that it's first run in the big time was in the wet, but like true racers everyone got out there and took the challenge right up to mother nature and the worst that she could dish out. This event is gathering a lot of interest and there are some rather healthy rivalries beginning to develop. Heat times on this day weren't quite on par, partly due to the challenging weather.

Five teams were entered; four were Nelson powered and one Vorobiev.

In the first heat the much-fancied team of Bellis/Gannon put up the challenge and said catch me if you can as they went through in 4:29.

Heat two saw Ron Hoogenkamp and Ryan Leknys out to do battle with Letchford / Walton, the latter team recording a 4:42 in what was a great heat to watch with Ron and Ryan close behind with a 4:54.

Heat three saw a few problems emerge for Sherburn/Dyson, Hoog/Leknys and Parks/Nolan, all three teams recording a DNF.

Heat four was the long awaited showdown between the Nelson of Letchford/Walton and the Vorobiev powered machine of Bellis and Gannon. In what was the race of the day, and run I might add in the pouring rain. (Most uncommon in West Australia) Richard and David came out on top by the narrowest of margins in 4:28 with Steve and Trevor just 9 seconds behind.

The final was held up for about an hour, while, it was hoped, and the rain would clear.

It didn't but it did ease a little and after a quick nod of heads from the 3 teams in the final it was decided that the show must go on.

Bellis/Gannon, Letchford/Walton and Hoogenkamp/R Lenys walked out to greet the CD with the rain falling, the wind blowing and the temperature dropping.

As the last 10 seconds before the start was counted down the heavens opened up and the deluge started just as the CD said go. The models left the ground together with the Nelsons sounding a little cold and getting colder; the Vorobiev on the other hand was enjoying the conditions as it went around seemingly unaffected.

Letchford /Walton were down for more compression early on and sounding much stronger after a quick warm-up on the ground, Hoogy and Ryan were sticking with what they had and opted to keep circulating, and so the race settled into a rhythm, albeit a hare and tortoise one with the Bellis/ Gannon setup screaming off into the distance.

At every pit stop the models were getting more slippery to catch and this was to prove to be the undoing of the race leaders, first the team of Letchford /Walton on lap 104 as the model slipped through Steve's usually vice like grip skidding inward and putting them out of contention, followed not long after by Bellis/Gannon as their model succumbed to the same fate on lap 147. Hoogy and Ryan weren't fazed by any of this and stayed in the air until claiming the win and calling it a day on lap 150.

So ended the first WA state champs event for F2F, but the challenge is still on!!

Firstly to encourage more teams into this class, as the speeds are a little slower than F2C it allows us to continue enjoying a competitive racing class as we age, there could be 8 or more teams racing F2F within a year in WA.

Mr. G.

## ***FUNDRAISER***

FOR  
TOM LINWOOD  
AGE 14  
AUS 65234

I am starting a fund raising campaign, to send Tom Linwood to the World Control Line Championships, which will be held in France next year. Tom has shown great potential as an up and coming F2D flyer in the last 12 months.

I would like to raise a minimum of \$3000 to cover airfares and some accommodation costs. Tom would be under the wing of Grant Potter, who will be Tom's mechanic.

Grant knows that Tom would not disgrace himself in the world championships, and maybe, with a little bit of luck bring back a junior prize. Tom's ability with one of these modern combat models is outstanding.

Tom is a member of Doonside club in Sydney and is affiliated through the N.S.W. Free Flight Society.

If any individual, club or society would like to help in this quest, please contact me on 0243410072 or email on [royndi@optusnet.com.au](mailto:royndi@optusnet.com.au). Cheques can be sent to me at 132 The Esplanade, Umina, N.S.W, 2257 or paid direct to CTB Number 06 2651 10000099. If not enough funds are raised, or if Tom is either not eligible or unable to go to France all monies will be returned.

I am starting the fund off with \$200. Any amount large or small would be appreciated.  
Roy Summersby AUS 2153



# New South Wales F2C & F2A State Championships and supporting event weekend.

Control line enthusiasts from New South Wales, South Australia and Victoria travelled to the National Control Line Facility at Albury for the NSW C/L F2A and F2C championships also incorporating non-FAI control line events. Friday afternoon proved damp with some heavy rain during the night. However, Saturday dawned cool and overcast, but the strong wind forecast for the weekend did not eventuate and it was hoped that the sporadic gusts would not hinder racing and speed events significantly.

The main scheduled events were F2C and F2A but the support events, F2F, Vintage A, Classic B and Combined Speed provided significant excitement and a valuable draw card for the weekend.

## F2A

This event has always struck me as an epic and perverse battle of Man versus Machine, with the balance almost always in favour of the Machine. Richard Justic managed to coax some speed out of his Profi on a very regular basis. Robin Hiern squeezed some speed from a well-travelled workhorse and Andy Kerr wrestled with his machinery, making some significant changes to the configuration to record a good time in Round 3, much to the delight of the crowd and himself.

Robin Hiern. Richard Justic. Andy Kerr.



### Results:- F2A Speed

	R1	R2	R3	km/h
R. Justic	12.81	13.33	<b>12.68</b>	<b>283.99</b>
R. Hiern	13.96	<b>13.34</b>	13.40	<b>269.94</b>
A. Kerr	0	0	<b>14.01</b>	<b>257.03</b>

## F2C

Four rounds of F2C were run, complete with the drama and speed synonymous with this event. Entrants showed why they are considered world class and posted some very consistently fast times that I can only dream of posting myself. The team of Simons/Potter used a Yugov engine in a Kamarenko model and improved as the rounds proceeded to come out on top of this event.

Wilson/Stein were having problems with their Yugov/Kamarenko combination.

Fitzgerald/Ellins used combinations of both Lerner and Profi engines and Kamarenko and Fitzgerald built models.

Results:- F2C Teamrace	R1	R2	R3	R4
H. Simons/ G. Potter	3:36.07	3:12.72	3:11.10	<b>3:11.06</b>
R. Fitzgerald/ M. Ellins	<b>3:14.93</b>	3:15.03	3:17.06	3:24.37
G. Wilson/ P. Stein	DNF 70 laps	<b>3:28.88</b>	DNS	DNS

## Combined Speed

Now here in an event that has grown in popularity, mainly due to the efforts of one speed enthusiast, Robin Hiern. The number of models flown reflected this popularity. 6 competitors entered eleven models in this event. One of the wonderful things about this event is that competitors compete against themselves, often trying to better their own personal best effort.

No one is really working out the results as we go but at the end of the event the numbers are put into the calculator and the result is revealed. Sometimes we get significant surprises. A record may be broken only to be eclipsed by another Herculean effort by an individual. For sheer speed Robin Hiern's OS 12TZ managed to hurl around within a knot's whisker (251 km/hr) of Richards Justic's Super Tigre X29 (254 km/hr) which was simply amazing. Congratulation to all who managed to pull off individual speeds between 80 and 99.8% of their respective class records.

### Results:-

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 1	OS 12 tz	14.47	ATT	14.34	14.34	250.99	99.84%
2	R Hiern	Class 5	Novarossi 21	14.54	14.34	14.78	14.34	250.99	97.75%
3	N Wake	Class 5	Novarossi 21	14.83	14.74	ATT	14.74	244.32	95.15%
4	N Wake	Class 1	Novarossi 12	15.71	15.30	15.32	15.30	235.25	93.58%
5	M Wilson	Vintage Proto	Brodak 25 mk4	ATT	36.51	33.39	33.39	173.51	92.12%
6	M Wilson	Class 1	OS CZ11 PS	16.41	16.36	15.83	15.83	227.42	90.46%
7	R Justic	Class 2	Super Tigre X29	12.30	11.94	11.40	11.40	254.20	87.75%
8	K Hunting	Midge	PAW	10.24	10.19	NEL	10.19	142.14	86.85%
9	N Wake	Class 4	OS 40 VRP	14.89			14.89	241.77	83.61%
10	R. Justic	Class 1	CS 11	17.22	<u>17.17</u>	DNS	17.17	209.63	83.39%
11	H Bailey	Proto	Novarossi 21	30.62	30.52	31.22	30.52	189.83	79.05%

## F2F

This event proved very entertaining, with Richard Justic and Paul Stein posting a good heat time and eventually winning out in the finals over a very determined team of Graeme and Murray Wilson, followed by Harry Bailey and Colin Ray. The Team Wilson F2F did have the airspeed but when tuned lean for speed failed to make it off the ground due to fuel starvation, and they were forced to run rich throughout the race, slowing them up somewhat. With a little bit of fiddling with the tank and the overflow position, this model and engine combination is going to be quite fast and competitive in the future.

### Results:- F2F Teamrace

	<i>R1</i>	<i>R2</i>	<i>Final</i>
R. Justic/ P. Stein	<b>4:14.53</b>	4:28.13	8:42.35
G. Wilson/ M. Wilson	<b>4:34.25</b>	4:37.88	9:27.68
H. Bailey/ C. Ray	DNF 70 lap	<b>5:44.72</b>	10:49.56
G. Potter/ K. Hunting	6:19.34	<b>5:51.41</b>	

## Vintage A

Six teams fronted for Vintage A which was flown on the concrete surface. It was obvious in practice that it was going to be a middle order tussle between four of the teams to get into the finals. After an eventful first round with the Wilson/Ellins team posting a 3:25, the fast pair of Justic/Kerr failing to post a time and mere seconds between some of the other teams, with the "Bailey/Hunting, Hunting/Bailey teams" doing double time we eagerly awaited round two. The Wilson/Ellins team stood down from round two and wisely left it to the remaining teams to duke it out.

As expected, the Justic/Kerr team posted the best heat time to take pole position, with the Wilson/Ellins's time good enough for second choice in the finals. The Rays came through with a near prefect race to post a very respectable 3:27 leaving the Wilson/Smith and Hunting/Bailey combinations in the dust.

The finals proved a very smooth race for the Wilson/Ellins team with a fine exhibition of flying and pitting from the winning pair. The Justic/Kerr combination was not very far behind. The Ray's time would have been a lot faster but for the quite perverse R250 Jim Ray found himself dealing with, refusing to start in the correct rotation more often than not when commanded. The Wilson/Smith team had run in to this somewhat annoying problem earlier in the day when a perfect one flick F2C style restart in the 1st heat turned out to be a disastrous reverse start which was only realised after the model had been released and the prop had done painful damage to the unfortunate pitman's left hand thumb.

### Results:- Vintage A Teamrace

	<i>R1</i>	<i>R2</i>	<i>Final</i>
G. Wilson/ M. Ellins	<b>3:25.13</b>	DNS	6:58.69
R. Justic/ A. Kerr	Disq	<b>3:23.50</b>	7:30.06
C. Ray/ J. Ray	3:39.19	<b>3:27.85</b>	8:14.65
M. Wilson/ L. Smith	3:40.37	<b>3:34.35</b>	
H. Bailey/ K. Hunting	3:59.75	<b>3:46.22</b>	
K. Hunting/ H. Bailey	3:52.03	<b>3:50.69</b>	

## Classic B

We managed to finish off our events in Albury with a stint of Classic B. Almost a case of leaving the best till last, so-to-speak. All contestants were using Brodak B25R's with the exception of Harry Bailey, who chose to use his tried and trusted MRS OS 25FP. His able pitman Ken Hunting showed us all how well these engines could be made to restart in the right hands and amazed us all with many one-flick starts. All contestants managed to put in good heat times.

The Wilson/Ellins and Wilson/Smith team rested their laurels on a 3:13.44 and 3:08.32 first heat times respectively. In the second round the Ray's nipped aggressively at the Pretenders heels with a good time of 3:14.25 wiping away any complacency the top teams thought they might have had.

Right from the start the Wilson/Ellins team had a distinct advantage with range and the Wilson/Smith team with the yellow Galaxie had the speed but the latter knew they had to do a 3 stopper and they secretly realised that even that was running close to the wind. The Gods of Speed were about to give some speed and take away that advantage with a vengeance.

At the start of the finals three teams with Brodak's lined up with no significant advantage to any of the teams in reality. At the start of the 140 lapper, the team of Wilson/Ellins was away first closely followed by the Ray's. As the Ray's went to lift off a sudden gust of wind blew in the model ending their race prematurely. By the time the Wilson/Smith team had lifted off the gust of wind had gone but the Wilson/Ellins model was beginning its second lap. Although the restarts were fast those extra laps lost in having to do a 3rd pit stop race were taking their toll but towards the end of the race the Mk 4 Brodak in the Galaxie started to show it teeth and drag back the lost laps. It looked like it was going to be a very close race to the finish. The Wilson/Ellins team crossed the line and coughed out of fuel at the same time as the Wilson/Smith model did the same, but the Galaxie had at least another lap and 1/2 to go and Murray was forced to whip the model for at least 1/2 a lap on the ground to finish the race.

### Results:- Classic B Teamrace

	<i>R1</i>	<i>R2</i>	<i>Final</i>
G. Wilson/ M. Ellins	<b>3:13.44</b>	DNS	6:29.07
M. Wilson/ L. Smith	<b>3:08.32</b>	DNS	6:39.59
C. Ray/ J. Ray	3:21.72	<b>3:14.25</b>	DNF ½ lap
H. Bailey/ K. Hunting	3:34.72	<b>3:30.97</b>	

So ended another highly successful control line event at the Albury site.

And finally, many thanks from all of us to all in the Wilson family who ensured we were provided with quality hot food and hot and cold drinks for the duration of the meeting. We could not have gotten through without this very valuable service

Lance Smith AUS 62894

New South Wales Championships Albury 29-30/9/2007



# Adelaide Aeromodellers Club Slow Combat October 6th 2007



Combat seems to be building a following in the City of Churches if the turnout at this event is anything to go by.

**Round 1** featured a super slow but exciting bout between Maris and Leon. Maris lost his comp screw yet amazingly the Taipan kept running albeit rather slowly around halfway through the match. Leon's motor slowed soon after a cut string caught around his prop driver. Two lesser pilots would have played safe but not these two. They carried on at super slow speeds and maneuvered as if nothing had happened. Final result was Leon winning 3 cuts to 2. Other round 1 results were Chris Carpenter narrowly losing on airtime to Greg Roadknight after one cut a piece. The Peter A vs. Alan R bout was closely contested resulting in a draw with one cut each and full airtime apiece.

**Round 2** saw Maris withdraw as his spare model's motor was not happy. Mike Davies' and Leon's bout was a short but exciting affair. The rest of the bouts were fairly one sided; Alan Roadknight destroyed his only model at around 60sec in against Crash Carpenter and Peter A beat Bill Pudney one cut to nil. Greg R easily dispatched John Barbara in the 'Battle of the Core flutes'.

**The semis** were a bit of an anticlimax, Leon Baird exiting with terminal damage after only 18 seconds against Mike Davies. The other semi fared better, Greg Roadknight's skill Core flute model winning 2 cuts to 1 over Peter A's aging Warlord / Enya combo.

The final was looked like it would be a David vs. Goliath as Mike Davies Ironmonger was clearly superior in terms of speed and turn compared to Greg's Core flute model. However Greg's defensive flying made life difficult for Mike at first but who eventually won easily 3 cuts to 1.

Overall this was a very enjoyable contest. Thanks to Bernie Shinks and Mal Dyer for timing / scoring all bouts and to all competitors who pitched in to help during the day.

	Round 1	Round 2	Semi Final	Final	Model / Motor
1. Mike Davies	W	W	W	W	Ironmonger / ASP15
2. Greg Roadknight	W	W	W	L	Coreflute / OS20
3. Peter Anglberger	D	W	L	-	Warlord / Enya 13 III
4. L. Baird	W	L	L	-	OD / Taipan 2.5D
5. Chris (Crash) Carpenter	L	W	-	-	? / ST G20-15D
6. Alan Roadknight	D	L	-	-	OD / Fuji 15
7. Bill Pudney	L	L	-	-	Ironmonger / PAW 15
8. Maris Dislers	L	-	-	-	OD / Taipan 2.5D
9. J. Barbara	Bye	L	-	-	Coreflute / Enya 15 V



*Classic B racing teams at Frankston.*

*L to R:- P. Roberts/H. Bailey. G. Wilson/M. Ellins. R. Hiern/J. Hallowell and battery boy Gavan Opperman in front, J. Hunting/K. Hunting.*

*Vintage "A" teams were similar to the B class racing with the exception being the Hallowell/Wilson combination that flew the blue "Voodoo"*







## CLASSIC "B" & VINTAGE "A" AT FRANKSTON

Sunday 14th October was club team racing at Frankston. A cloudy morning soon gave way to a fine day with moderate winds abating to light in the afternoon. It was a good day for flying with four teams each in A & B. We would have had the usual six teams but Lance Smith was battling the flu on the eve of his trip to NZ to compete in a 1000 lapper and the Cosmic Rays thought it was too windy at their country home. It was good as gold. Truly!

**Classic B** was first away on the freshly mown grass circle at the top of the field, thanks to the top effort put in by Don, Harry, Mark and others. No one was missing flying at Knox. There's strength in numbers at CLAMF.

Time for the first heat. Speed man Robin Hiern was flicking the Brodak powered orange Swooper and his quick starts gave Hollowell/Hiern the FTD of 3.07.44. They finished well in front of Harry Bailey and Peter Roberts on 3.29.81 with the familiar vee tailed Backtrack with OS 25 FP. Yes, Harry does have a B25R. Yes, he is building a new model for it and yes; he will be 'on the pace' again very shortly!

Graeme Wilson and Mark Ellins who recorded an easy paced 3.13.84 to finish ahead of the old firm of Ken and John Hunting on 3.43.19 easily won the second heat. Yes, they are still known as the Dream Team. Yes, they do have a B25R or two and no, they weren't using it today. I'm sure they will in the future!

It was decided to hold two 140-lap finals. Hollowell/Hiern and Wilson/Ellins were first up. Robin showed he hasn't lost his T/R touch by beating F2C whiz Mellins into the air. Gavan Opperman who is returning to C/L flying after more than 40 years ably assisted Robin on battery.

The Swooper had a slight edge in rpm and speed over Graeme's B25R Rocket and managed a few passes. At the 70 lap mark, the Swooper was timed at 3.01 which is under the best ever Australian or US heat time in Classic B.

The race finished with Hollowell/Hiern stopping the clock at 6.15.53, which is about the 3rd best final time ever recorded. The good thing here is there is definitely a lot more to come! Graeme and Mark finished on 6.33.97. Admittedly this was just a two up club event, so the times should have been a bit quicker than a full on three up race. Never the less, it was good practice and good fun.

In the other final, the Dreamers posted a 7.54.56, which, by the way, just better the old Australian Class B record of 7.55 set by Les Squires and his Grassfire back in the early 1960's. Harry and Peter soldiered on with one very slow stop to record 8.16.72.

Results were:	Heat. 70 Laps	Final. 140 Laps
1.Hallowell/Hiern	3.07.44	6.15.53
2.Wilson/Ellins	3.13.84	6.33.97
3.Hunting/Hunting	3.43.19	7.54.56
4.Bailey/Roberts	3.29.81	8.16.72



*The "Swooper" that was flown into first place.*

Time for **Vintage A**. So it was back across to race on the hard surface where four teams started rolling out the lines and finding a tune. Son of a gun Murray Wilson teamed up with John Hollowell and were flying Murray's Voodoo 1 with R250. In the first heat they posted a 3.27 with a next to perfect start and stop. The Rothwell had the standard 3.8 mm venturi fitted and needed to go to 4.2 for extra rpm and speed. Top Gun combat ace Murray was again showing his versatility as a modeller with a fine display of catching and first flick starting.

Graeme and Mark had a 4.3 venturi on board and the extra speed made for the anticipated 10-second difference in the heat times. Their entry of 3.16.94 in the CD's notebook reflected the flying, starting and landing capabilities of this highly experienced and super efficient team.

The Huntings made 3.48 with their CS powered Tarantula while Harry and Peter were starting to press with a 3.37. A fly off for the 3rd spot in the final then took place between the Dreamers and Bailey/Roberts with the latter again doing a consistent time of 3.36 to qualify. It was the stopwatch box for the Dream Team!

Despite Wilson/Ellins breaking their tailplane in the heat, the magic of super glue prevailed and they lined up for the 180 lapper. They had an edge in airspeed and John and Harry could only watch as they went sailing past their racers. With Mark's quick stops they recorded their best ever final time of 6.52.81.

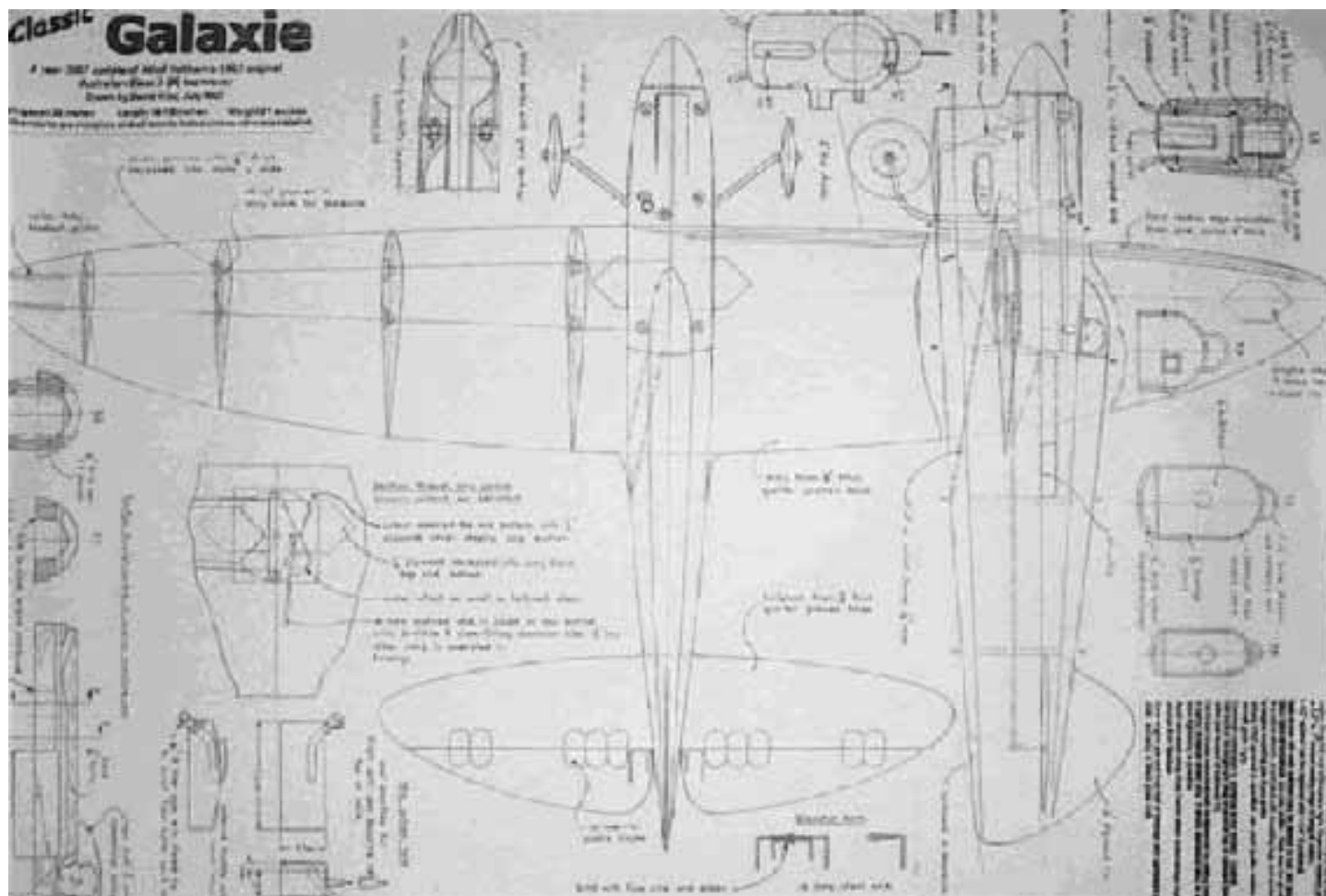
John and Murray were back on 7.12.59 with Harry and Peter finished in third place on 8.03.90.

Results were	Heat 1	Heat 2	F i n a l
1.Wilson/Ellins	3.16.94		6.52.81
2.Hallowell/Wilson	3.27.44		7.12.59
3.Bailey/Roberts	3.29.81	3.36.37	8.03.90
4.Hunting/Hunting	3.48.15	4.01.57	

With the warm weather and holiday season just around the corner, the time is right for a Plan Offer for a new building project.

A very worthwhile model would be a new Galaxie. Team race guru from the classic era David Kidd has worked long and hard to draw up a completely new plan for this beautiful Classic B racer. Thanks David. It is a 2007 update of Athol Holtham's highly successful 1963 design. The Galaxie has figured prominently of late with wins at the Nats, Vic. State Champs and even setting records in Combined Speed events.

Construction is fairly straightforward. It would be best to stick to the plan where possible. An unusual feature is the use of aluminium engine bearers rather than a more conventional mounting plate. This could be changed if desired to something like rock maple wood faced with 1/8" 7075 T-6. A modern filler valve on the tank instead of a block off or schraeder valve would be an advantage. However, the tank would then need to be re-designed. Classic B models do not have to be built exactly to the plan. As long as cross sections and wing areas are correct you will be fine in bringing it to any competition.



If you have a Brodak B25R to go with this model, you'll be laughing. However, any OSFP, LA, Thunder Tiger or Norvel 25 will be fine. As a special offer for a limited time only, I will send plans within Australia on receipt of a \$5 note. Send to me at PO Box 181, North Melbourne, Vic. 3051.

Overseas inquiries can be directed to Terry McDonald's plans service in England. As there are still a few Rocket plans left, I can do both plans for \$10. The Rocket also has a list of State and National Championships to its credit.

Keep those lines tight.

John Hallowell, VH 1984.

The day was not over yet at Frankston as there were six entrants ready to do battle in 1/2A Combat. One of these was Robin Hiern who had brought along a Mini Warlord. This 1/2A model of yesteryear looked tiny compared with the current versions used but Robin had fun non the less. Engines were a mix of Enya's, Jak 09's, PAW, and MVVS.

In the end Stephen Reeve flew a final bout with Tony Caselli to come out on top with a greater amount of airtime.

1/2A Combat held 14/10/07 Frankston

		R1	R2	R3	R4
1.	S. Reeve	W	W	L	W
2.	T. Caselli	L	W	W	L
3.	M. Ellins	W	W	W	w/d
4.	H. Bailey	W	L	L	
5.	R. Hiern	L	L		
6.	M. Wilson	L	L		





*Tony Caselli (Left) can still smile even though he was beaten in the final 1/2A Combat bout by Stephen Reeve.*

*Stephen's models were powered by Enya ball race glow engines that he had ordered direct from the Enya website. At a cost of only \$60 each the engines gave good value on their first outing.*

Classic Stunt. I was very pleased with myself when I realized I had earned 2nd place in Classic Stunt.

## Vintage Stunt - A beginner's perspective

By Warren Leadbeater

Who am I? Last year, after a long break from aero modeling I decided to take the hobby up again while in the midst of planning to move away from Sydney to Port Stephens. I was going through my garage having a clean out, as you do when getting ready to move, and selling off items I no longer wanted or needed.

I came across a box of old model aeroplane engines and considered putting them on eBay, but all of the sudden all the memories of when I last used these engines came flooding back to me. I decided, these engines can't be sold, they need to be flying.

So after a long break of around 19 years from aero modeling I decided to get a few small models in the air and teach my two young daughters Kayla and Amy how to fly control line.

As a child I had always wanted to fly stunt and held members of my club like Reg Towell Herb Hanna and Paul Turner in high regard and dreamed of one day building a big stunter to fly with them. Imagine my surprise all these years later when I finally had the money and skills to purchase and build a stunt plane, to find these gentlemen were still around and flying regularly.

My first F2B competition was the 2007 Nationals where I flew in F2B Advanced after learning the F2B pattern only two weeks prior in early December 2006. I had built a Vector 40 from a Brodak kit and it was powered by an OS LA-S 40. The nerves got to me a little and a stuffed up my first 3 rounds before finally getting a full score for round 4. I came 9th place and was very happy that I hadn't made a complete fool of myself in my first competition.

The Next comp I attended was the 2007 Hunter Valley Championships where I flew the same Vector 40 model in F2B and a newly built 57 Nobler with a Fox .35 engine in



My real passion I have learned is building model planes and I have built several dozen models now. In my quest for models to build, I thought, let's build a Vintage Stunt plane. This led me to start asking questions on some of the Internet forums as well as reading up on the MAAA Vintage Stunt rules.

Ok so I read the rules and thought, I can build a model with tissue and dope, and as per the original design, but what about the engine? Where am I going to get my hands on an old engine? I was talking to some guys on a US forum about Fox engines and how hard it would be to find an old one suitable for vintage stunt. Next thing I know, I get a private email message from a nice gentleman in the USA named Bill Gruby, who has a brand new in the original box 1951 Fox .35 engine. And what's more he was going to send it to me at his cost, if I made a \$50US donation to the Stunt Hangar Forum. I didn't have to think long about this deal. I took it right away. Here is the engine...





Right, so I have then engine, now I need to build a model. After a lot of consideration I decided on the Sterling Ringmaster designed by Matt Kania in 1950. I believe this model is a good model to start flying Vintage Stunt because a) It flies well b) it is easy to build c) it meets the criteria for Vintage Stunt and is well documented and d) plans and kits of this model are still readily available from the USA.

So with all the detail decided I set about obtaining a Sterling Ringmaster Kit from eBay and then reproduced all the parts from the kit, and scratch built my own Ringmaster.

And here it is...

Now after all these years I have a model for each class of Stunt Competition. Now I just need to keep practicing and I will see you all at a competition near you real soon.

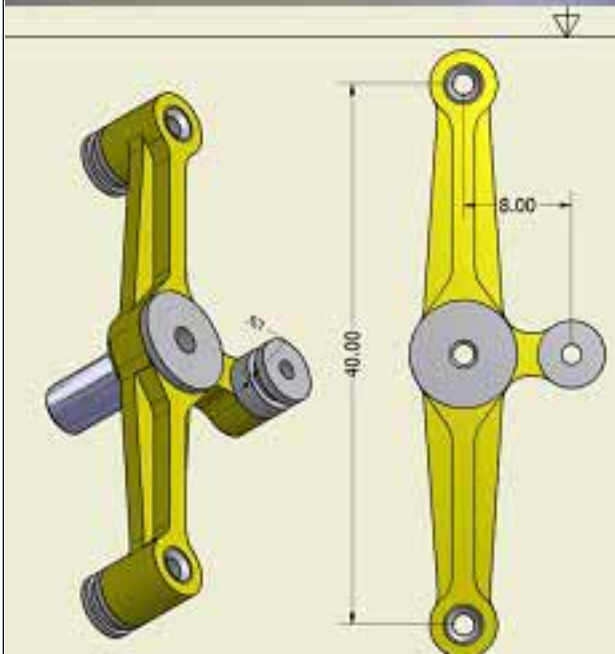
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## Diesel Goodyear Racing at KMFC

In an attempt to encourage more people to take up racing, and for current racers to get more racing, Kuring gai Model Flying Club plans to run DGY on the 3<sup>rd</sup> Sunday of each month at its St Ives Showground location, starting from March 2008.

As the intention is to encourage beginners it is anticipated that maximum speed would be in the 25/10 range.

Rules are as per current GY rules with the following differences.

1. Any Diesel motor up to 2.5cc except Irvines, Nelsons and Rossi's. Current F2C motors are also prohibited. (The organisers retain the right to outlaw motors that are not in the spirit of the event.)
2. Commercially available wood, plastic or glass filled plastic props
3. Lines minimum diameter .035 mm.
4. Refuelling by squeeze bottle only.

Please see the 2008 Contest Calender for dates and times.



Enquiries can be directed to Greg Ardill at [greggles47@yahoo.com.au](mailto:greggles47@yahoo.com.au)

Dear Friends in F2B

On August 28 2007, the F2 Subcommittee has submitted, to the FAI Bureau in Lausanne/Switzerland, a formal proposal suggesting the implementation of a 2 years minimum trial period during which the current k factors for F2B shall be set to one (1).

Attached is a document explaining in detail both reasons and background and, most important, inviting you to contribute to the currently ongoing decision finding process. Please kindly forward, distribute and discuss the information within your F2B community and encourage the expression of opinions found.

Thank you for contributing; your contribution to the common cause is very much appreciated.

Peter Germann

CIAM Subcommittee F2

F2B Work Group Coordinator

*Note: - Contact Joan McIntyre for a copy of the document mentioned above.*

To members of the Australian and New Zealand Stunt community.

The report put forward by Peter Germann in relation to the proposed removal of k factors for a "trial" period is documented below.

Before this proposal was put forward, prior to the new Rules and Guides being put out, the strong majority of the member countries' representatives of the worldwide Working Party who contributed, as part of the F2 Sub Committee, were **not in favour** of the removal of the k factors, and clearly wished for them to remain. This was never in dispute.

**Australian F2B fliers overwhelmingly supported the retention of K factors.**

Since that time, the issue has been resurrected at the meeting following the World Championships in Sebnitz, has been the subject of numerous forums and is now on a new forum. You are urged to express your views ( <http://www.rcmodely.sk/Controlline/index.php>).

As I understand the situation, a **single** representative of **each of the countries involved**, **at the appropriate time when this proposal is put to the vote**, **may vote in accordance with the majority opinion of his country on this issue**, as **directed by the Chairman of the respective Sub Committee**. .

The decision as to whether this proposal goes ahead will be decided at the CIAM Meeting in March 2008.

As the Australian representative on the F2B Working Party, I would appreciate it if those involved in this issue could advise me of their views on this very contentious proposal, so that the **majority view of F2B fliers** can be passed on to Maris Dislers, as Chairman of the Sub Committee, and thence to the Federal Secretary, Kevin Dodd, who will be representing Australia's interests at the CIAM meeting. Please pass this on to any F2B folk who may not be aware of this proposal.

Kindest regards,

Joan McIntyre.





The Clubs from Gippsland and Brimbank shared the field at Knox on Sunday 7th of October. A “**Ringmaster Muster**” had been organised by the Control Line Aeromodelers of Gippsland Inc. The day was to showcase the worlds most populous Control Line Stunt Model that was designed by Mat Kania and kitted by Sterling Models; the Ringmaster S1. All other variants of Ringmaster’s were made most welcome.

The weather turned out to be great for the day and the event was a great success.

A repeat performance is on the cards for next year so there is plenty of time to get building.



*The 3 pictures above show an example of the “Ringmaster” models that were there on the day, a static “Ringmaster” display and some of the aerobatic community discussing the day’s proceedings.*



*Ken Maier’s combat day ended with this abrupt landing.*



**Brimbank Falcons** organised a Vintage Combat contest that had been held over from a previous date because of bad weather.

No such problems on this Sunday and an enthusiastic group of contestants and spectators enjoyed the days proceedings.

Murray Wilson was the eventual winner. He only used one model for the event and it has been around since the Nationals at Busselton. A few minor repairs may be needed but the Ironmonger could still be churning up the skies for a some time to come.

*Murray Wilson was the Vintage Combat winner.*





Vintage Team Race Day  
Kuring-Gai MFC  
St Ives Showground. Sydney.

November 11

"Half A", "Vintage A" (Div 1&2) "B"

Call John on (02) 9997 3434 for more  
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There are many more photographs from the recent NSW State Championships and events that CLAMF have been involved in. They can be viewed at the CLAMF Aerosports website

<http://clamf.aerosports.net.au/>

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## FOR SALE:

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