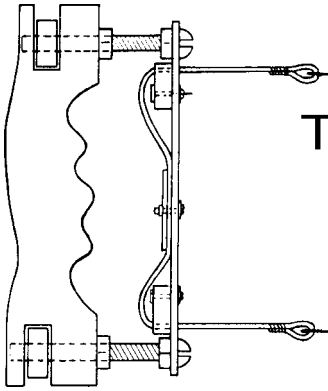


$2.00

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 117

Produced by the Victorian Control Line Advisory Committee

December 2007

INSIDE THIS ISSUE

Copy Deadline for next issue is: Wednesday January 16th 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 pre typed, 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:- hbbailey@optusnet.com.au

COMING EVENTS

VICTORIAN CONTROL LINE CONTEST CALENDAR 2006/2007

DEC 2	Classic and Novice Stunt hosted by CLAG at Moe	
DEC 9	**FAI Team Race, Goodyear, Mini G/Y, FAI & combined Speed,**	CLAMF
FEB 10	**Speed,** Carrier, Vintage Stunt	CLAMF
FEB 24	Stuntmasters F2B Stunt	KMAC
	(Competition rescheduled from 2007)	
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
Web site :- http://clamf.aerosports.net.au/

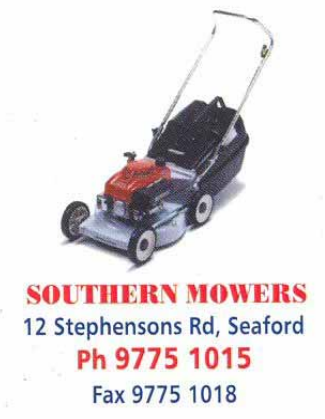
KMAC Stud Rd . Knoxfield (opposite Caribbean Gardens) (Melway 72 K9) 10.00am start
Contact :- Peter O'Keeffe (03) 9753 3442
Email :-kmac@aanet.com.au

CLAG Contact :- Graham Keene
Email :- gkeene@wideband.net.au
Details of venues can be found on web site
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

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



COMING EVENTS

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

DATE	CLUB	EVENT
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	
Jan 26/27/28	CLAS INC. NSW State Control Line Championships (Deferred 2007 event)	

For more information contact:-
Paul Turner. Events Entries Co-ordinator
176 Tadmore Rd, Cranebrook. 2749.
Phone:(02) 4777 4645

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.

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

Taranaki Spring C/L Champs - New Plymouth. New Zealand.
Speed & Team Race.
20th & 21st October 2007

I travelled to New Zealand for the 2007 Spring C/L champs, flying out from Melbourne to Wellington for the midnight flight in, then drove to Palmerston North for a few hours sleep, and more importantly to pick up supplies for making up racing fuel. Next morning, a 3 hour drive to the New Plymouth C/L site for some practice, and then B T/R heats for qualifying for the B finals and the feature 1000-lap race.

The weather for Saturday's flying was to prove cold and windy in the morning, graduating to persistent drizzle in the afternoon.

Practice was flown in the morning, in gusty but dry conditions. The wind died a little by Saturday afternoon and one round of ½A was flown first. This proved a decisive win for the A and D Robinson team.

Following the first round of ½A, B was flown in calm conditions. First up in round one was Rod Brown/Robert Bolton, Ashley Keeling/Brian Howser and Andrew Robinson/Dave Ackery. The second heat was a two-up: Robert Bolton/Lance Smith and Andrew Robinson/Brian Howser.

Lance Smith pits his Galaxie in Heat 1 of B Team Race.

What was left remaining after the Brian Howser's model fire was extinguished.

Some of the Jet activity

This heat was re-flown due to a timing error (the Bolton/Smith time looked far too good and it was discovered they had been timed a few laps short of a race!) and also an engine problem with the other competitor resulted in effectively a one-up race. Bolton/Smith managed to win their re-flight and get the best time for round one with a two-stop heat.

The second round was delayed until late in the afternoon, and resulted in a second heat in the pouring rain. Disaster struck on lap 80 with a motor mount failure in the Galaxie and Bolton/Smith came to a permanent halt on lap 87, with Robert Bolton bringing the model in for a very quick landing. A quick inspection showed the hard maple engine bearers had snapped clean in half past the final mounting points and the engine had come loose in the cowling. They are lucky the Brodak had not worked loose in the race.

The finals were then postponed until the following day due to the bad weather.

We retired to dinner at the Roast House that evening and a very pleasant time was had by all.

The following day the wind kept up but the rain stayed away. The finals were again delayed due to the very gusty wind. Practice confirmed the conditions were not good enough for a two-up T/R final let alone a three-up 1000 lapper, so % Speed was flown.

We were treated to a class 2 (3.5 cc) flight by Dave Ackery and once Don Robinson had put a 134 mph jet up, the other jet flyers were forced to follow with a jet exhibition. Jet speeds were a little lower due to the wind, but Robert Bolton managed a 175 mph jet flight with a Bailey, and also ran several different jets during the comp.

After the exciting jet flights the finals of the B T/R were flown, which proved very exciting all for the wrong reasons.

The Bolton team was away first at the start of the 180 lap finals, followed soon after by Brian Howser's somewhat reluctant ex-Alan Barnes Super Tiger 29X Racer. Brian pitted after a few laps for a needle tweak following what seemed like a lean run. Initially, the engine sounded good, but after a few good laps was again running rough. All this time the Brown/Bolton team flew on sounding very strong.

Brian again signalled a pit stop and the pilot cut the engine and sent it in once again for some fine tuning. The tank was filled and some adjustments made, but the next thing we heard was a loud bang as the inboard side of the fuselage blew open, the engine top cover blew up and flames licked around the model. Brian hurriedly dropped the model as the flames grew more intense and proceeded to try and beat out the fire with the fuel-soaked model wipe down rag. This burst into flames, adding to the spectacular sight. Brian's pilot quickly ran in from the circle to help put out the fire and on the way in called for the model to be immersed in the local creek. By the time the fire was out the fuselage was consumed and only the crutch, motor wings and tail-plane remained; the tank solder and fittings had melted along with the needle lever and plastic canopy.

All the time Robert's model soldiered on with flawless restarts to clinch the 180 lap final in a time of 8 m 04.91s, ending the day's racing.

Results

C/L 1/2 A Team Race

Place	Team	Engine	Round 1
1st	A / D Robinson	AB 1.5	3 m 46.48s
2nd	Brendan Robinson	AB Oliver Cub	49 laps

C/L Class B Team Race

Place	Team	Engine	Round 1	Round 2	Final
1st	Rod Brown / Robert Bolton	OS 21 w/- AB25P/L	4 m 24.09 s	3 m 45.73 s	8 m 04.91 s
2nd	Robert Bolton / Lance Smith	Brodak 25 Mk IV	4 m 16.88 s	87 laps	——
3rd	Ashley Keeling / Brian Howser	ST G29	4 m 21.94 s	5 m 26.00 s	——
4th	Andrew Robinson / Brian Howser	ST X29	4 m 22.50 s	4 m 58.31 s	50 laps
5th	Andrew Robinson / David Ackery	ST G29	6 m 21.16 s	5 m 38.87 s	——

C/L % Speed (mph)

Place	Contestant	Class	Engine	Rd 1	Rd 2	Rd 3	mph	% record
1st	Robert Bolton	Jet	Bailey Fastjet	0	287.34	211.27	178.67	95.62
2nd	Bill Bell	F2A	Kostin	Att	257.88	—	160.24	90.62
3rd	Andrew Robinson	Jet	Bailey Sportjet	238.25	234.83	264.51	164.36	87.96
4th	Brendan Robinson	Jet	Bailey Sportjet	219.78	213.78	212.51	136.57	73.09
5th=	Don Robinson	Jet	AFM 600	216.09	—	—	134.27	71.86
5th=	David Ackery	II	K&B 21	203.39	0	—	126.38	71.86

Report and pictures from Lance Smith AUS 62894

For Sale

First pressing pure castor oil.
Price: $38 for 5 litres including container.
Std post Melbourne area $7 including P&H
Other amounts available - POA
Email postcode for post quote from 3018
combtkid@hotmail.com
Telephone 03 9398 8244 day or evening.

FOR SALE:
Vintage Combat models.
4 Ironmonger 1970 design, solarfilm covered,
2 to suit ST G20 15,
2 to suit PAW
Price: $70 each + p+h
For more information Phone (03) 97868153 or
email Murray Wilson @ vmaareg@ozemail.com.au

For Sale.
Very scarce Vintage late 1940s miniature spark ignition plugs "empty boxes". ¼" and 3/8"
American Champion, Remco, A.C, English Pacy, Japanese NGK. 38 empty boxes in all. Reasonable offers considered. Serious collectors items.

Also used engines.
K & B 1954, Torpedo .23 Green Head,
Mc Coy Super Stunt .29 Early series 1952.
McCoy .35 series 21 Black Head 1976 Vintage.

All three glow motors priced at $160 each plus postage.

Contact Ray at (07) 3814 2308

MENACE

Clubmate Martin De Han always wanted a "Mantis" Canard (ACLN July 2001) with flaps. However I must confess that I was a bit slack essentially because I prefer the simplicity of a single control surface to a multiplicity of flaps and elevators every time. Not long after I had finally built the first for Martin, Ian Smith a fellow "Mantis" operator arrived at ALC field on one of his periodic visits North. After watching Martin and model in action he asked for a kit which was duly sent. Some time later, I picked up the phone to find Ian saying "Burkie, that thing's a bloody MENACE!" and so it came to be named.

By that stage I was feeling a little guilty that Martin and Ian had been doing my R & D especially as the model was originally designed for light 15s and not 50% heavier 20s or 25s. After seeing a photo of a MIG 17 in a Spanish museum I painted mine all over Red with Yellow star markings and used a lightened, muffled OS15FP and 8X4 prop. After noting that it was flying a bit nose high in normal flight but quite level inverted, I wound on a couple of turns down trim and it now seems to go pretty well.

Still interested? OK then, time to fish or cut balsa! Butt join 3 sheets of 100mm wide 6mm thick medium balsa with PVA and masking tape. Add a scrap strip for elevator fillet. Make it and the fuselage 20 mm longer than the plan length if using OS 25 or similarly heavier motor. Weigh down on a flat surface and leave to dry.

Measure bearer width of engine to be used and epoxy fuselage together including ply cheeks with RH Side first. DRILL OUT engine mount. Cut out slots for both wings.

Cut out canard wing less control surfaces from 4-5mm balsa and laminate with 1-1.5mm ply. Cut out control surfaces and dry assemble to canard with wire joiner and mylar hinges. Mark out all centre lines and cut outs and check fits to fuselage before gluing in place. Note that front of port canard is cut off to allow fitting. Epoxy to port nose cheek and canard only after all fits have been checked out.
Make up bellcrank, control horns and pushrods. Fit and check for operation. Only one rod need be adjustable.

Cut out vertical fins (3mm ply), line guide/ tip fins (1.5mm ply) various fillets (balsa) and main wing. Make up landing gear leg and control system and dry assemble whole model with engine and fuel tank. If all is OK then sand to finish. Rounding of both wings' edges is all that's needed. Cover with your favourite covering or prime/seal, undercoat and finish as preferred. Balance no further back than 25mm from main wing root leading edge.

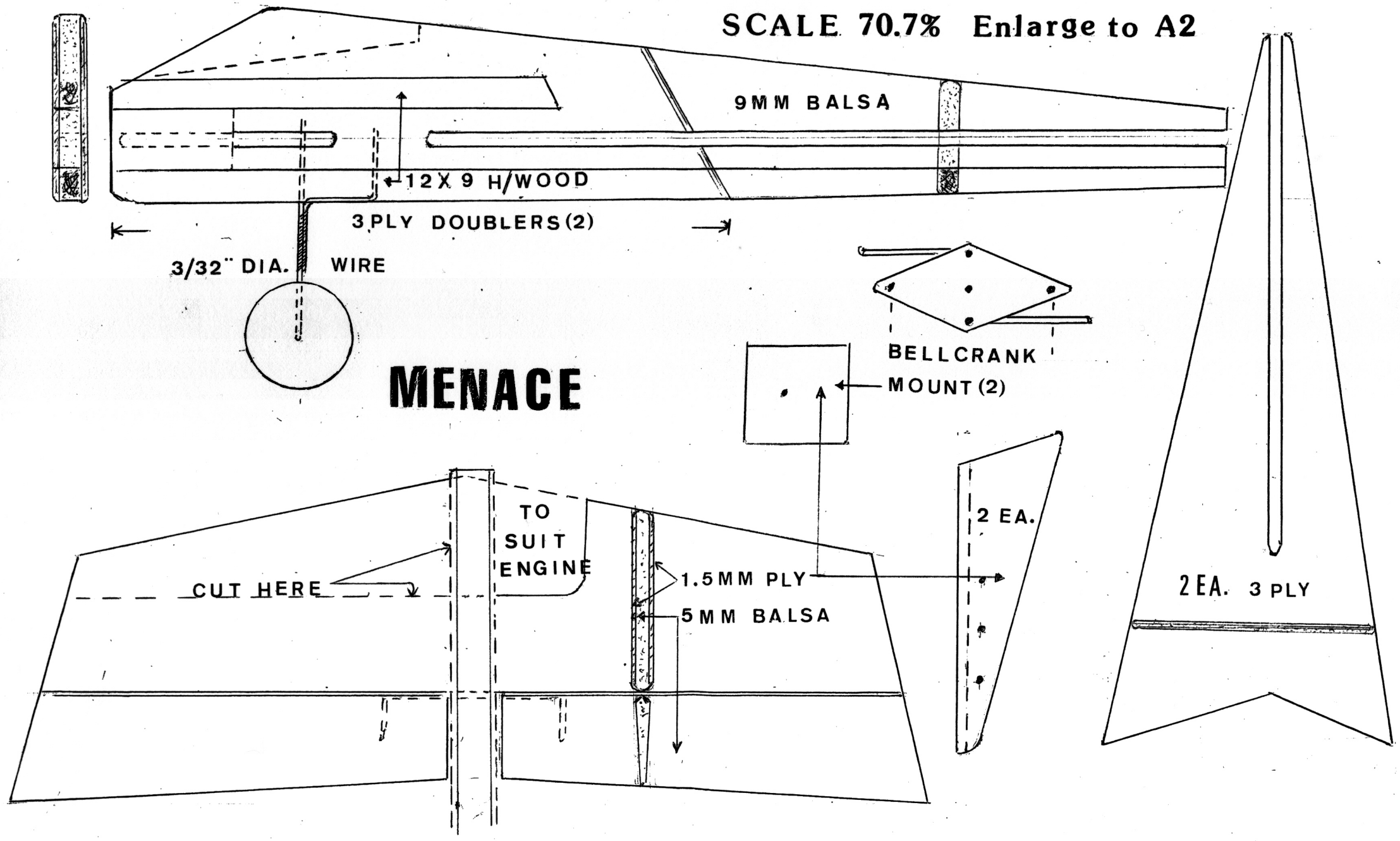
Let me know how you go and drop us a line at 2 – 24 Appaloosa Ct, Munruben Q. 4125 or
Telephone (07) 3200 1308 if you encounter any problems (or want to spend any money!).

(Brian Burke)
AUS 2738

Ian Smith's OS 25 powered "Menace"

Brian's model with MIG markings.

Newsletter Editor
Harry Bailey.
37 Thompson Street
Clayton 3168
Victoria
Tel (03) 9543 2259


SCALE 70.7% Enlarge to A2
9MM BALSA
12 X 9 H/WOOD
3 PLY DOUBLERS (2)
3/32" DIA. WIRE
MENACE
BELLCRANK
MOUNT (2)
2 EA.
2 EA. 3 PLY
TO
SUIT
ENGINE
CUT HERE
1.5MM PLY
5MM BALSA

MENACE

915X100X6MM BALSA

SCRAP

5MM BALSA

300MM

TANK

35

465

45

90

60

60

60

45

40

25

135

A4 equals 1/4 scale

Navy Carrier - Part 1

Navy Carrier flying in the 1950's (courtesy of Vic Stunt)

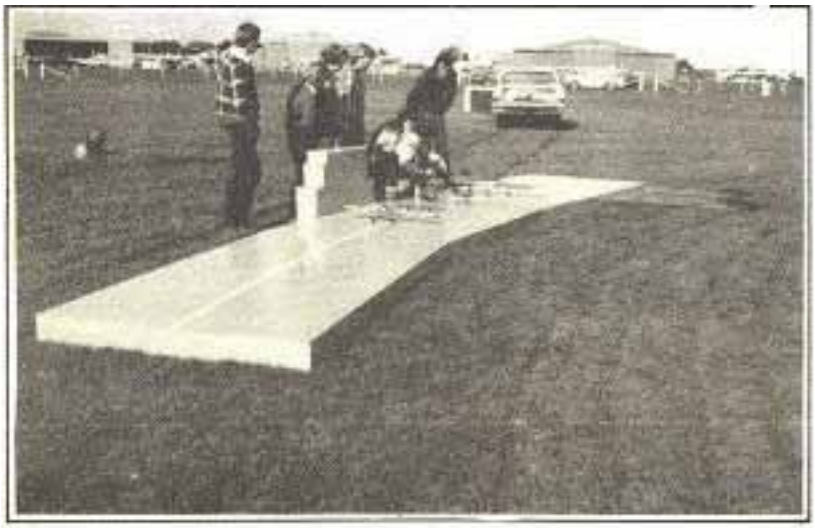
At some time in the 1950's, the Eastern Suburbs Model Aero Club (ESMAC) obtained the plans for a 60 foot line radius Carrier Deck, complete with arrestor ropes, superstructure, etc. It is pictured here at the Albert Park flying field, on the edge of the lake. Contestants were scored for a low-speed run, a high-speed run, then a successful landing on the deck with arrestor hook dropped and extended. The Roberts third-line control system was used almost exclusively, with only a couple using the floating bellcrank system.

Unfortunately, following construction and when fitting the ropes, the designed 5 pound weights were apparently not available, but 15 pound ex-window-sash weights were! So, three ropes were attached to just one 15 pound weight at each end - 5 pound per end per rope - right?

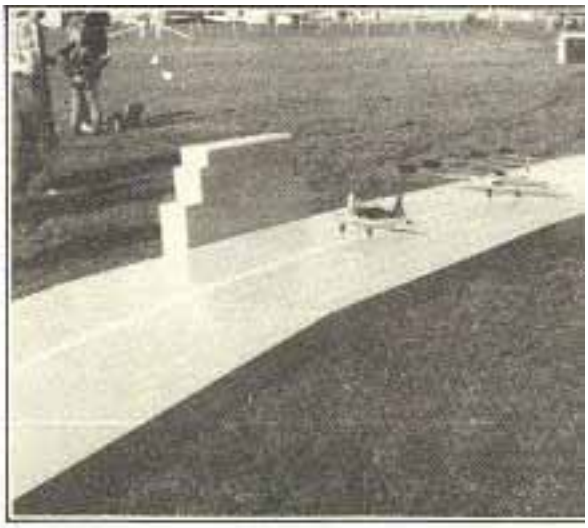
The result? - An effective 30 pound arresting weight per rope instead of the designed 10. The error was eventually discovered, but only after countless models had their arrestor hooks ripped out! Even models using only their undercarriage for being arrested suffered damage.

This deck was subsequently used for many, many years until it literally rotted away.

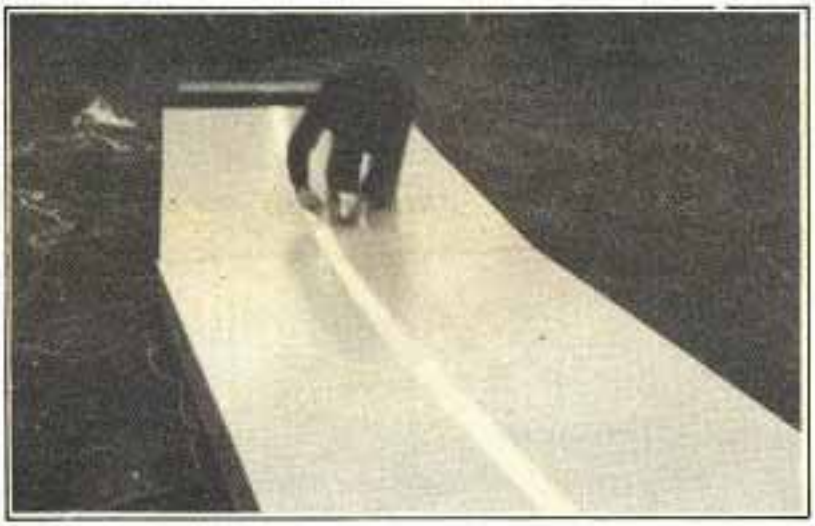
Navy Carrier flying in the 1970's (courtesy of Modellers Monthly)



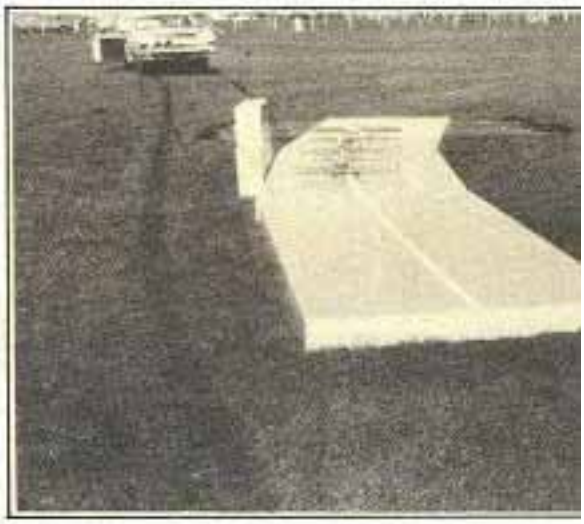
Preparing Carrier for use. Victorian Control-line Aeromodellers built the deck. Other clubs could follow suit and enjoy this variation on control-line.



Made in three sections, deck is transportable.



Somebody built it! And painted it too. A worker applies the centre line stripe



Curved deck matches perimeter of circle.

VCLA Carrier Deck at the official Moorabbin Airport CLAM flying field

VCLA Carrier Deck at Moorabbin Airport Oval (close to CLAM flying field)

The VCLA Carrier Deck was built in 1974. Construction of the Deck was instigated by Andrew Keillor who flew Carrier in England before moving to Melbourne in the early 70's. The Deck measured 30' x 5' and was constructed of hardwood and particleboard, it consisted of three 10' x 5' sections which made it quick to setup but heavy and cumbersome to transport. Regular contests were run by members of CLAM through the 1970's and were well supported. The excellent "GS" Bearcat, Corsair and Skyraider semi scale profile carrier kits which were available at the time seemed to be the most popular type of model flown, engines used were mostly HP, OS or Enya 40's.. Interest in the event faded in the 1980's resulting in the deck slowly rotting away.

Navy Carrier flying in the new millennium (courtesy of CLAMF Aerosports)

Thirty years on and CLAMF Aerosports has decided to commence regular Navy Carrier operations once again.

Model Airplane News September 1972 states:

"Probably any flyer, from the Sunday sport to the die hard competition flyer would on occasion like to find a low pressure event in which he/she can be competitive without having to devote his/her life and fortune to achieve this end" ….

Over the years Navy Carrier has gained a reputation for spills, thrills and tumbles – truly a pilot's event. Navy Carrier also offers enough of a flying challenge with a combination of high and low speed flying followed by a precision? 'arrested' landing.

Flying consists of a takeoff from the forward portion of the deck followed by high-speed flight of seven laps. After the high-speed portion of the flight, the contestant slows the model and signals the low-speed of the event (seven laps). When slow flight is complete, the contestant lands the model on the aft portion of the deck so that the tail hook on the model catches one of the arresting ropes. The ropes are tied to sand bags which stop the model.

Navy Carrier forms an integral part of the clubs 'FUN' strategy (F2A, F2B, F2C, F2D, FUN) in a move to promote control line flying. CLAMF Aerosports still retains focus on FAI F2 style competition Aerosports.

CLAMF Aerosports members have constructed a state-of-the-art 8 section deck totalling 32 feet (9.75 metres) in length specifically for the event. *See picture below.*

Pictured is Chief Designer and Master Craftsman – Peter Roberts

Navy Carrier deck commissioning model line-up 24th November 2007

Certification Crew – L-R Graeme Wilson, Murray Wilson, Robin Hiern, Harry Bailey – with champers!!! and Peter Roberts.

Australian Navy Carrier Rules (Provisional)

1.0 Aircraft Requirements

Model must have fixed or retractable landing gear and if retractable, must be lowered for landing. An arrestor hook which when extended must not exceed 1/3rd fuselage length must be fitted.

Permitted controls:

- Throttle
- Elevator
- Flaps
- Rudder

Line sliders and movable ailerons not permitted
Tuned pipe systems of any sort are banned

Maximum wingspan is 44 inches.

Class 1	Engine displacement 0.20 cubic inches and below.
Class 2	Engine displacement above 0.20 cubic inches up to and including 0.40 cubic inches
Class 3	Engine displacement above 0.40 cubic inches up to and including 0.60 cubic inches

Class is only used to categorise engine capacity for line length and diameter.

2.0 Control Line Requirements

Line length from centre of model to centre of hand grip (front of grip) shall be:

Class 1	52'3" plus 6" minus 3" –	timed over 8 laps (1/2 mile)
Class 2 & 3	60' plus 6" minus 3" –	timed over 7 laps (1/2 mile)

Minimum line diameter:

Class 1 - 3	Lines 0.30mm (.012 in)	2 Lines 0.375mm (015 in)
Class 2 - 3	Lines 0.35mm (.014 in)	2 Lines 0.455mm (018 in)
Class 3 - 3	Lines 0.455mm (.018 in)	2 Lines 0.60mm (0.24 in)

Models, control systems and lines must withstand 20G pull test.

3.0 Official Flight

Failure to produce a model on deck two minutes after being called to fly will result in an attempt being called. Three minutes are allocated to become airborne after a competitor signals he/she is ready or begins to start engine(s). Any endeavour to take off is an attempt. Three attempts are permitted for two official flights. A flight is considered official when the competitor signals for a low speed run. Multi-engined models are permitted an additional two minutes starting time for each additional engine.

4.0 Flight Requirements

All ground area shall be designated as 'water'. If any part of the model touches 'water', it is deemed to have crashed. An altitude of 20'0' must not exceed for more than ½ lap during a timed run. No whipping is allowed.

High Speed Flight

First seven (7) laps (8 laps – Class 1) after take-off constitute the high speed run. Timed from release of model

Low Speed Flight

The competitor must signal the start of his/her seven lap (8 laps – Class 1) low speed run – the stern of the carrier being the staring point. Pilot must not walk around in a circle larger than 3'0" diameter. Multi-engined models must have all engines running to obtain full points for speed differential points.

5.0 Arrested Landing

Landings must be at low speed only and be completed within eight minutes of take-off. Pilot must signal when ready to land. After this each laps decreases landing score by five points.

6.0 Scoring Bonus Points

Any scale model of a navy carrier aircraft operational or experimental will be awarded 100 bonus points. Scale 3 views of full size aircraft must be submitted. No points will be awarded if the linear dimensions of the major components are not within 5 percent scale tolerance. Models will not be measured unless in case of a protest. Landing gear need not be scale but must emerge from the correct location. If the engine or accessories protrude from the scale contours of the model a ¼" clearance may be exist around them. 20 points are awarded for models with more than 1 engine to power the model, provided each engine(s) contribute power at least from take-off to

completion of the high speed run. Wing dihedral must be to scale +/- 1 percent. Cockpit area may be clear or painted in contrasting colour. Colour schemes and markings shall be representative of aircraft modelled. Any model with a scale-like appearance of a navy carrier aircraft. Operational or experimental will be awarded 10 bonus points

Any model that has a navy-like colour scheme will be awarded 10 bonus points.

Models that do not have flaps will be awarded 10 bonus points

7.0 Take-off

Model must take off from free-roll portion of the deck.

8.0 High Speed Flight

High speed is recorded in seconds to the nearest 1/10th of a second

9.0 Low Speed Flight

Low speed is recorded in seconds to the nearest 1/10th of a second

10.0 Landing Points

Landing including 'dead stick' scores as:

100 points for normal three-point arrested landing, 50 points for arrested landing with model in other than three-point attitude, 25 points for arrested landing with model coming to rest on its' back or with one wheel off the deck.
From the above score five points will be deducted for each unsuccessful landing approach made after signalling. No landing scores will be less than zero. No points for other landings.

11.0 Scoring

The score is calculated as follows :

Subtract the high speed time from the low speed time
The resulting number of seconds is expressed as the time difference in points. Subtract any deductions from the landing points and add the resulting figure to the time difference points. Finally add any bonus points to produce the overall score.

http://navycarriersociety.org/MainMenu.aspx

http://www.cheffers.co.uk/carrier.html

CLAMF Aerosports www.aerosports.net.au

Stay tuned for Navy Carrier - Part 2 !

AROUND THE CLUBS

SPEED COMP AT FRANKSTON 11/11/07

The weather was warm but no wind, which we were thankful for considering the windy weather we have been having for the past few weeks, entries were down a bit as not all the usual crew turned up and others were involved with racing.
Vern had his rebuilt Arrow with repaired ASP12, but fuel feed problems meant we could not get a good tune and find correct prop. I flew my old PROFI model but it did not go that well, hope the new engine is better!
Noel flew his Class 5 and Class 1 model but unfortunately the prop hit his hand very badly. He went to hospital to get many stitches will be off work/etc for 2 weeks.
I flew my new Nova Rossi 12 in its first comp flight after problems testing it over the weeks [not big enough prop load].
The problem seemed to be the increase in power over my other 2 cc engines, the props were not big enough and slipping, trying to rev PAST power curve.
The AUDIO tacho that Ron savage and I have been playing with is paying dividends, despite the laughs etc I get at the field from using it. I thought the aim of the hobby was to improve, maybe I am wrong. This is just another TOOL to get the best out of an engine.
I knew that the engine had the power on the test bench, but my test bench does not fly that well. Getting the power into the air is the trick. I am definitely not into technology just for the sake of it. I am from the old school.
Just buying better engines is a waste of time if you don't DEVELOP the ones you have, the more modern motors are even harder to get going right due to the more narrow power band and power at higher revs, making PROP selection critical, A lot of the props I see are too thick, loading motors unnecessarily, if you carefully thin prop to unload the engine you can then load it up with pitch to the revs of PEAK power to go forward faster. Finding at what revs peak power is hard as a lot of makers quote crazy high revs. These sound good on the sales brochure they are not necessarily correct. A lot of the R/C carmakers claim 40,000+ rpm, but the power is nowhere near that high.

Robin Hiern used the combination of an old model and new technology to obtain 103.65% of the current Class 1 record. Vern Marquet assisted Robin on the day.

Testing methodically with an in-flight tacho and stopwatch is the way to do things. The watch and motor will tell you what is correct.
Write every thing down at the field, you CANNOT possibly remember every change and combination you do. That way you can go back years and see what works and trends. If you happen to go down a dead end development you can go backwards to what works again without wearing motor out to get back there again.
Imagine FERRARI turning up to a track without previous data of every car setting!
Meanwhile back to the comp, the Vintage Proto guys had a problem day and tuning problems [maybe they lost the page in the Logbook setting for the motor [joke!]
David Shackleford turned up in the afternoon to fly his .049 profile model on monoline. I had a few flights with my .21 model for class 2.
OUR NEXT COMP IS DECEMBER THE 9th. As racing events are on first we will follow them IF we get time so get down early and we "may" get a few flights in before T/R guys get there.
Harry Bailey should have his 2 new Arrows ready to test and also Murray Wilson's new Arrow as well, both powered by O.S.CZ11PS's. Murray could also fly the cleaned up OLD Rossi model. It should be faster without the coat of old caster oil and a different pipe etc.

See you on Dec 9th …… Robin Hiern ……

RESULTS

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 1	Novarossi 12	13.82	DNS	DNS	13.82	260.57	103.65%
2	R Hiern	Class 2	Novarossi 21	ATT	10.70	10.51	10.51	275.63	95.15%
3	J.Hallowell	Vintage Proto	Brodak 25 mk4	33.35	ATT	DNS	33.35	173.72	92.23%
4	N Wake	Class 5	Novarossi 21	15.57	DNS	DNS	15.57	231.21	90.04%
5	R Hiern	FAI	Profi	ATT	14.41	13.75	13.75	261.82	89.75%
6	N Wake	Class 1	Novarossi 12	16.03	16.13	DNF	16.03	224.58	89.33%
7	D.Shackleford	.049	VA MK 2	ATT	28.23	23.53	23.53	123.11	68.17%
8	V Marquet	Class 1	ASP 12	29.93	30.21	28.75	28.75	125.22	49.81%
9	M Wilson	Vintage Proto	Brodak 25 mk4	ATT	ATT	DNS			0.00%

Whilst the Speed comp was taking place at Frankston, team racing was happening on the large grass circle.

First up was Aussie A. This event is almost identical to Vintage A with the exception to the rules allowing modern plain bearing un-tuned motors to be used. The use of Taipan diesels is encouraged but definitely no Oliver clones.

Left picture. Pitting action. Jim Ray prepares to release the "Fury" as the Hallowell /Smith "Voodoo" glides in for a re-fueling stop.

Above picture is of an older battle scared racer from the Hallowell stable that it still had the performance to take top honours for the day.

Aussie A Teamrace	**Engine/Model**	**R1**	**R2**	**Final**
1. J. Hallowell/ L. Smith	OS 15/Voodoo	4:11.91	DNS	8:52.72
2. J. Hunting/ K. Hunting	Taipan/	4:13.87	DNS	9:08.37
3. H. Bailey/ P. Roberts	Taipan/Footprint	4:23.75	4:24.32	11:12.97
4. C. Ray/ J. Ray	OS 15/Fury	4:36.72	4:36.18	

Simple Rat race had some of the regular faces taking part with the welcome additional pairing of the B.Young/M.Wilson team.

Hallowell/Smith could not coax their model into behaving properly so a two heat, and a final scenario unfolded.

Bailey/Roberts had their act together in Rd 1 and posted a respectable 101 laps for the 5 minute race. In Rd 2 the Ken and John Hunting team did better with 106 laps.

An over quick landing and catch split an often repaired Ray model asunder and they had to revert to a slower model to fly the next round.

It was being a close run final race when the combination of one model landing whilst another was taking off brought about a line tangle between Hunting/Hunting and Young/Wilson. The Young/Wilson model was damaged and could not continue but the Hunting "Dream Team" were able to continue. Bailey/Roberts showed consistency by doubling their heat laps in the ten minute final to 202.

Simple Rat Race	**R1**	**R2**	**Final**
1. H. Bailey/ P. Roberts	101	DNS	202
2. J. Hunting/ K. Hunting	78	106	152
3. B. Young/ M. Wilson	96	94	97
4. C. Ray/J. Ray	69	89	
5. J. Hallowell/ L. Smith	DNS	DNS	

The Triathlon did not happen due to lack of time and potential entrants having to leave and do other things.

Sports flying with ½ A combat models, F2D wings, Stunters and various racers and trainer models continued for a while.

Jackson Reeve gives a helping hand to father Steve who was having some 1/2A Combat model testing.

Murray Wilson sends his Rat Racer on it's way.

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