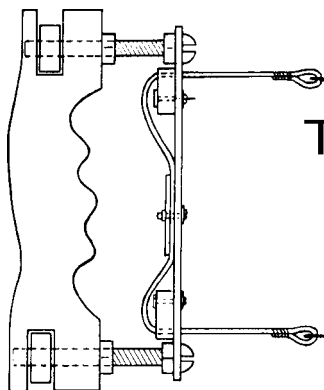


\$2.00



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# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

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Number 122



Produced by the Victorian Control Line Advisory Committee

June 2008

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### **Copy Deadline for next issue is: Wednesday June 18th 2008 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:- [hbailey@optusnet.com.au](mailto:hbailey@optusnet.com.au)



## COMING EVENTS



## COMING EVENTS



### C.L.A.S. (NEW SOUTH WALES) CONTEST CALENDAR 2008

#### VICTORIAN CONTROL LINE CONTEST CALENDAR

Jun-1	Vic State Champs (Local Rules Events) <b>1/2 A Team Race</b> , Simple Rat Race, <b>Mini G/Y</b> , Midge Speed	CLAMF
Jun-15	<b>Speed</b> , FAI & Mod Combat, 1/2A Combat	CLAMF
Jun-22	2007 Stuntmasters Trophy F2B (Rescheduled) + Novice Stunt	KMAC
Jul-13	<b>Speed</b> , Balloon Burst, Limbo, 2.5cc Rat Race	CLAMF
Jul-27	Yeoman Trophy F2B Stunt Competition	KMAC
Aug-10	<b>Speed</b> , Classic Stunt, Simple Rat, Simple Goodyear	CLAMF
Aug-24	Fun-Fly & (up to) 2.5cc Day	KMAC
Sep-14	<b>Speed</b> , Vintage Combat, Navy Carrier	CLAMF
Sept-28	Stuntmasters F2B Stunt Competition	KMAC
Oct-12	Classic B, Vintage A, 1/2A Combat	CLAMF
Oct-26	Fun-Fly & Diesel Day	KMAC
Nov-09	<b>Speed</b> , Simple Rat, Aussie A, Triathlon	CLAMF
Nov-23	Monty Tyrrell Classic Stunt Competition	KMAC
Dec-14	<b>Speed</b> , <b>F2C Team Race</b> , <b>Goodyear</b> , <b>Mini Goodyear</b>	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), 10.00am start

Contact :- G. Wilson (03) 9786 8153,  
Email :- [CLAMF@ozemail.com.au](mailto:CLAMF@ozemail.com.au)  
Web site :- <http://clamf.aerospots.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)

**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)

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

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DATE	EVENT	CLUB
Sun Jun 1	Palmer / Aldrich Classic Stunt and CLUB STUNT (Novice)	KMFC
Jun 7-9	CLAS. NSW C/L STATE CHAMPIONSHIPS Kelso Park & Luddenham	
Sun Jun 22	Diesel Goodyear & Sabre Trainer Racing	KMFC
Sun Jun 29	SKYHAWKS REUNION To be held at SSME	
Sun Jul 6	AGM, 2.5 Stunt and Club Racing.	KMFC
Sun Jul 13	1.6 and Slow Combat	KMFC
Sat Aug 2	CLUB STUNT ( Novice )	KMFC
Sun Aug 10	F2B Aerobatics and Novice F2B.	KMFC
Sun Aug 17	Diesel Goodyear & Sabre Trainer Racing.	KMFC
Sun Aug 31	Slow Combat (Bonus points for WW2 Style model).	SSME
Sun Sep 14	Classic and Vintage Stunt	KMFC
Sun Sep 21	Club Racing, Slow Combat and Swap Meet	KMFC
Sun Sep 28	F2B Aerobatics	SSME
Sun Oct 12	Gordon Burford Day. Details TBA	KMFC
Sun Oct 19	Club Racing and Diesel Goodyear.	KMFC
Sun Oct 26	Phantom, Vintage A, Bendix T/R, Vintage 1/2A	SSME
Sat Nov 1	Club Stunt (Novice)	KMFC
Sun Nov 2	F2B Aerobatics	SAT (Kelso Park)
Sun Nov 16	Vintage T/R, 1/2 A, A and B.	KMFC
Sun Nov 23	1.6 and Slow Combat.	KMFC
Sun Nov 23	Classic Stunt & Cardinal Stunt. (I.Smith Ph:024975 2292) NACA (Gateshead H.S.)	
Sun Dec 7	F2B Aerobatics	Doonside. Venue TBA
Sun Dec 14	Christmas Party and Fun Fly. ( <b>KMFC 50th Anniversary.</b> )	KMFC

**Jan.2009** **CLAS.** ( Details to be advised )  
**CLAS. CITY OF SYDNEY CHAMPIONSHIPS**

<b>KMFC -</b>	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.
<b>NACA -</b>	(Northern Area Contest Aeromodellers) - Gateshead H.S., Pacific Hwy, Gateshead.
<b>REMAC -</b>	(Ryde Epping Model Aero Club) -
<b>SAT-</b>	(Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.
<b>SSME -</b>	(Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.
<b>MDMAS -</b>	(Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook
<b>DOONSIDE-</b>	Details of venue TBA.

# TARMAC and CLAW 2008 Contest Calendar

Date	Time	State or Club	Event	Site
Sat Jun 7	1.00pm	C	Mercurians Combined Speed. Len Amour Memorial Event	CLAW
Sun Jun 8	2.00pm	C	Race Day F2C & F2F	CLAW
Sat Jun 14	10.00am	S	F2C Rd 1,2,3 F2F	CLAW
Sun Jun 15	10.00am	S	F2C Rd 4 and Final. Vintage A	CLAW
Sun Jul 6	1.00pm	C	Vintage Stunt	Lumen Christi
Sun Jul 20	2.00pm	C	Race Day F2C & F2F	CLAW
Sun Aug 10	11.00am	C	Claw Comb Speed Mercs 2.5 Combat F2D & Fast	CLAW
Sun Aug 24	11.00am	S	G/Y, Classic B and Bendix	CLAW
Sat Sep 6	11.00am	S	Vintage Combat	CLAW
Sat Sep 20	2.00pm	C	Race Day F2C & F2F	CLAW
Sat Oct 11	1.00pm	S	Open Combat	CLAW
Sun Oct 26	2.00pm	C	Race Day F2C & F2F	CLAW
Sun Nov 9	10.00am	S	Combined Speed	CLAW
Sat Nov 29	11.00am	C	CLAW Race Day and wind up	CLAW

## Nationals Update

Vintage Combat is now in the programme.  
1/2 A is on the Friday and Vintage is on the Saturday.

Bulletin 2 will be published in a few weeks and will show the 2 additional combat events.

Regards Brian Eather



The CLAMF Website continues to be updated at regular intervals and has plenty of pictures to view of events club members have been involved in.

They can be viewed at the CLAMF Aerosports website

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



## Adelaide Aeromodellers Club

### 2008 Events Calendar

Slow Combat and Balloon Burst – (Whyalla Show CL Competition - tentatively)	June 7 <sup>th</sup>
Peacemaker / FliteStreak Stunt # 1 –	(August 16 and 17)
Vintage Combat and Grass Rat Race (Monarto)	September 6 <sup>th</sup>
Triathlon –	– October 4 <sup>th</sup>
Peacemaker / FliteStreak Stunt # 2	November 1 <sup>st</sup>
	December 6 <sup>th</sup>

#### Notes:

- All days are Saturdays, dates are provisional
- Start time of all competitions is 11.00 am. Practice from 10.00am
- All events to be held at the AAC field, Unley Rd City opposite BMX Park
- All entrants must be MASA members and show their FAI licence
- Safety straps required on all handles in all events.
- Mufflers mandatory on all glow motors 2.5cc and above

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



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.



# Meeting held at Knox on Sunday May 4th.

## "All Aussie" meeting

A visit to the KMAC field on Sunday the 4th of May would have dispelled any doubts as to the interest in control line flying in Victoria. CLAG hosted an "All Aussie" theme day - intended to showcase Australian designed models, and Brimbank MAC hosted a vintage combat event. The 50 or so participants and spectators really got into the spirit of the day, which guaranteed a very successful social gathering.

A total of 28 entries for "All Aussie", caught Steve Mitchell and myself a little unprepared, as our previous "Ringmaster Muster" theme day was a bit of a fizzer. As we discovered, there is quite a lot of work in writing numbers, handing out voting tickets, photographing models, and collating information about each entry. But, Steve's knees held out and we were well pleased with the result.

The entertainment was provided by Ken Maier and the Brimbank boys, with some excellent combat bouts. It may be the sadist in me, but the sound of two models slamming into each other brings a certain satisfaction, providing they are not my models.

Congratulations go to Doug Grinham, the winner of the Peoples Choice prize, for his build of Keith Hearn's 1951 "All Australian" with his own design 5cc diesel engine. On being presented with the prize, a Dremel rotary tool, Doug said that his own Dremel had just died so this had come at just the right time.

With an Aussie BBQ lunch promised, I sought John Goodge's advice on the best snags, knowing he is connoisseur of such things. His advice - "anything that doesn't have a heart smart tick, cause they taste like s---t"; thanks Johnno. So I bought the fatty ones and judging by the way they disappeared it was a good decision. Johnno ate 6, so they must have been good.

To everyone that joined us for this day, thank you, you helped make the day the success that it was.

Thanks to John Hallowell and Harry Bailey for providing their pics for the CLAG website.

<http://www.clagonline.org.au/> Ken Dowell has done his usual brilliant job as the photo's displayed on the site show, enjoy.

Graham Keene Sec./Treasurer CLAG Inc.

*The model on the right is a 1951 Australian design. It was featured as the 'Model of the Month' in the March '87 Aeromodeller and was on display at the recent CLAG event for Australian designed models.*

*Model shown was flown in the Burford Trophy race at the 2000 Nats in Nowra NSW. This was a hugely successful VTR event for Taipan diesels and should definitely be run again at a Nationals in the near future.*

*It was then fitted with a S.13 Black Head Taipan but now has a CS Tiger modified by Tim Gillot. It is fitted with a genuine Tornado wood prop.*



*Congratulations go to Doug Grinham, the winner of the Peoples Choice prize, for his build of Keith Hearn's 1951 "All Australian" with his own design 5cc diesel engine.*



*A line up of some of the "All Aussie" models. Lots of stunters were on display but some team racers and speed models were also present.*







*All Aussie models.*







## Brimbank Falcons CLMAC Vintage Combat comp held on 4<sup>th</sup> May 2008 in conjunction with “All Aussie Day”

A field of thirteen pilots showed up for the combined Brimbank Falcons / CLAG day held at Knox on the 4<sup>th</sup> of May 2008 which is probably a record entry for a single club event held in recent times. This just goes to show how popular the vintage combat event has become in Victoria since it's inception around three years ago.

Fine weather conditions prevailed at Knox with the odd gust of wind upsetting the high fliers. The pilots opted to use the dreaded repechage system due to the large number of entries. Memory precludes a blow-by-blow account but there were some great bouts with lots of cuts scored. Of note were those between Ken and Murray in the first round which was a real ding-dong scrap; Graeme and myself in the first sudden death round with a repeat of the result at the recent State champs (you can stop that now Graeme..!) and Ken and Graeme in round three which also went to seven cuts all told. Combat newcomer Bryce Young had a couple of early convincing wins and showed that he will be a force to be reckoned with.

Yes readers, the Wilson's were on fire as usual and would most probably have made it a family 1-2 had not work commitments forced both to retire and leave before the contest could be concluded.

The organizers of the event felt that Mick should be pronounced the winner as he remained ready to fight it out to the bitter end. Besides, a win, was just reward for his enthusiasm and the improvement he has shown since taking up the sport only relatively recently.

Many thanks go to all pilots who helped out with the timekeeping and made the day such fun.

Matt Shears

		Rd 1	Rep	Rd2	Rd3	Rd4
1	MICK LEWIS	W		W	BYE	WINNER
2	GRAEME WILSON	W		W	W	WITHDREW
2	MURRAY WILSON	L	W	W	W	WITHDREW
3	KEN MAIER	W		W	L	
3	BRYCE YOUNG	W		W	L	
4	MAT SHEARS	W		L		
4	PHIL LEWIS	L	W	L		
4	TONY CASSELLI	W		L		
4	JOHN HALLOWELL	BYE	W	L		
5	MARK USHER	L	L			
5	HARRY BAILEY	L	L			
5	MARK ELLINS	L	L			
5	REEVE MARSH	L	BYE	L		



*Some images from the day.*

*Ouch! That's Combat*





*Cameras were in short supply at last months South Australian State Championships in Monarto but Wendy Campbell has sent this one of the Classic B T/R finalist (above) and the top three in Vintage Combat.*



*You want more Oliver Twist?*

## News from an Aussie overseas.

### BMFA Centralised VTR RAF Cottesmore 4 May 2008

For the second contest of the season, five teams turned out under leaden skies to try and contest four events. Due to ever increasing RAF security measures the entrant list was restricted to those who had provided details for the first event, which had been blown out by bad weather.

Thus it was left to the fifteen hardy souls who had passed the RAF security to see if the four events could be flown with little or no pre season practice, a grey sky, strong wind, a good promise of rain. Perfect conditions, as epitomised by the station motto "We Rise to our Obstacles" which captures the spirit of aeromodelling today!

RAF Cottesmore is the base of the core component of Joint Force Harrier, and is currently home to the four operational Harrier Squadrons: 1(Fighter) Squadron, IV (Army Cooperation) Squadron, 800 Naval Air Squadron

and 801 Naval Air Squadron.

Cottesmore is a massive station and has been in continuous operation since 1938. It has been home to a rich variety of aircraft including Vickers Wellesley's, Fairey Battles and HP Hampden's.

In 1943 it housed USAAF C 47's complete with the 505<sup>th</sup> Parachute Infantry Regiment who were involved in Operation Market Garden.

Post war it was home to Canberra's and in 1957 the existing 9000ft runway was built to accommodate the new V Force commanded by Battle of Britain ace, Group Captain Johnnie Johnson. Victor's and Vulcan's took up residence until being replaced with Canberra's and then Tornado's. In 1999 the Harrier Sqn's arrived and are still in residence today.

It is a great site to fly on, with a superb surface runway which VTR shared with F2A to our left and F2B and F2C to our right, we felt a little hemmed in, but carried on regardless!

On this Bank Holiday Sunday, two of the five teams were putting new gear on the line.

Cambridge crew, Flack/Springham had a nice new pale blue Dimple Dumpling which looked good in practice but proved to be very touchy to fly, so much so that they elected not to race...shame but they are undeterred.

Shropshire sharpshooters Toogood/Ward had a nice shiny Texan with a new R250, which was starting well and sounding like hot stuff, but was perhaps not as fast as it sounded.

Toogood/Ward manage to find the time to build loads of models and are even venturing into kit build F2C, an event they are keen to hit the headlines with. They test flew the Texan and then moved on to practice with some of their F2C gear. Top line stuff too, Hungarian Cobra models and existing Verobiev gear going quick with Supercool props, with Tony's height they should give some of the current F2C guys something to think about.

Back to the VTR, it is good to see another Texan on the circuit; perhaps we will see a few more as time goes on, well enough to break the proliferation of the ugly Dimple Dumpling!

The Toogood/Ward Tex certainly earned it's spurs, when on going into the final, the Shropshire Lads had to sideline their Dimple Dumpling due to a broken tank mount and go with the as yet unblooded Texan. Good choice though, it came home in first place, nice one!

The Derbyshire dodgers of father and son team Martyn and Mark Haywood were seen to be circulating quickly with their usual yellow and red Dimple Dumpling; CS Oliver powered, modified of course, but was plagued by some tank problems and a broken tail skid.

The boys usually have their own cheer squad and this weekend was no exception, in spite of the cold wind and rain, Joy and Emma were adept at keeping their boys ends up!

The two Johns, Green/Long, stalwarts of the VTR scene, were backed as usual by the lovely Chris, who could read for England and usually does! The two Johns were going well with their Mazniak Oliver and Voodoo designed and built by F2C light weight builder Gordon Yeldham, held together with gossamer and not much in the way of araldite until the bellcrank let go and the model and motor came a cropper on the hard Cottesmore tarmac; ouch!

After much mucking about which included trying to scare opposition by test running a new B motor in his hands, John Long produced another Voodoo with the bellcrank suitably glued in and off they went, back in business.

Bainbridge/Orchard/Delgado was once again out to impress with their not quite so new Texan. After a short Christmas sojourn down under; where Duncan got on the handle for engine supremo, Steve Rothwell, helping new TR Pilot CL WALLY get some race practice.

He was keen to get back into it on his return to Blighty, but

transport issues conspired against him and prevented attendance at the first meeting, therefore he was keen to test the racing mettle with the Texan, sadly this was not to be as Murphy was riding shot gun on the Texan and it wouldn't behave. Out came the old trusty warhorse, the PAW powered Mac. Not the fastest anymore but good starts and good laps it was a goer.

So after even more mucking about, which saw the Haywood's testing their F2CN model and Bainbridge/Orchard/Delgado trying to convert their B model into a kit, luckily it was ok and lived to fly another day, coupled with worsening weather it was decided to fly just one of the four events, perhaps next event we will get through all of them, but Vintage A got under way at last!

With only four entrants making it to the line, the final was to be decided by two, two up shoot outs.

#### Heat One

Bainbridge/Orchard and the Haywood's were first up. Pilot's Mark and Duncan were exhibiting that usual first race of the season tension, but at the flag Bainbridge/Orchard were away smartly, quickly followed by Haywood/Haywood, the PAW Mac showing a clean if not elderly pair of heels to the Dumpling which was a little over compressed and having major tank problems, Haywood/Haywood soldiered on, until Mark cut and took the DQ to save the motor. Bainbridge/Orchard had a good race, though as usual on the second tank the laps dropped.

Thus Bainbridge/Orchard, due to the Haywood's misfortune was through to the final of Cottesmore's Next top Model, albeit with a pensioner!

#### Heat Two

Toogood/Ward were first away at the flag with their new R250 powered Texan revving high on a black Graupner 7 x 7, quickly pursued by Green/Long, Tony and Dennis pitted well, but once back in the air the R250 seemed to be down on airspeed and Green/Long were able to get past on at least one occasion, however drama occurred when Green/Long pitted and the model landed on grass, losing them at least 10 secs, as the centre circle which had been set by Duncan hadn't been dead in the middle of the runway, cue red face, (sorry guys!) Toogood/Ward came home the heat winners. Their new R250 showing potential but like Nelson's and all quality engines each can prefer different props as the Bainbridge/Orchard R250 doesn't seem to like the black Graupner.

#### The Final

So reliably run by Garry Flack, ably assisted by Mark, Martyn and Jim the final was made up of the 4 that became 3!

Toogood/Ward

Green/Long

Bainbridge/Orchard

At the off it was evident that unless there was major incident, the final placing would reflect the draw.

Bainbridge/Orchard and Green/Long were away first, Toogood/Ward having a few flicks to get the high revving R250 going. In the first ¼ Toogood/Ward were quick and Green/Long as usual were fast due to their unique piloting technique, although by this time the borrowed heart monitor that John was wearing was causing him a few surprises. Given the technology they were using, Bainbridge/Orchard were doing well to keep up, until Duncan got caught up behind Tony Toogood, which caused the PAW to cook up and they soldiered on until it ran out of fuel, well and truly out of the race.

Some hairy pit stop action followed as Green/Long stopped just prior to Bainbridge/Orchard and with the two Johns pitting inside the line, it took some athletic pit action from Mick Orchard to retrieve the model well inside the line,

illegal in F2C but only just marginal in VTR.

A comp adjustment and a quick flick and the PAW was in the air before Green/Long, but the cook up and the faster airspeed of Toogood/Ward and Green/Long put paid to the idea that the tortoise could beat the hare!

All in all not quite the full day of racing that we were all expecting, but fun all the same.

Thanks to Garry and Jim for stepping in to run it and to all those that attended.

Rd1

Ht 1

Haywood / Haywood - CS - Dimple Dumpling- DQ

Bainbridge / Orchard - PAW Ifie Special - Mercury Mac - 3.36.62

Rd 1

Ht 2

Green / Long - CS - Voodoo -

3.58. 30

Toogood/ Ward - R250 - Texan -

3.27.00

Final

Toogood/ Ward - R250 - Texan -

7.12.70

Green / Long - CS - Voodoo -

7.16.00

Bainbridge / Orchard - PAW Ifie Special - Mercury Mac - 9.07.60

Duncan Bainbridge

London E5 0JB

T + 44 7956 370 648

E [duncan@east-two.co.uk](mailto:duncan@east-two.co.uk)

## Choosing the Best Pit Station

By Mick Orchard

### Discussion or Argument

Choosing the best Pit Station is always a matter of discussion or argument between pilot and pitman, it is always an interesting discussion between my pilot and me, but generally I have the casting vote, he only has to land it, I have to catch it!

Many years ago another pilot – Dave Clarkson wrote a piece that was pretty much on the nail, but he was a pilot! With the benefit of a few years and the fact that I have been a pitman for some years, some might say more than I care to remember!

I have reviewed that piece and added my take on what I believe to be a crucial element of how you win races.

### Known's that are known and unknowns that are unknown!

It is a given that the selection of the best pitting segment generally relies upon the choice that the team is given as the result of a draw done by the Contest Director.

This is either First, Second or Third choice.

If you have the luxury of First Choice, then you have carte blanche and if your choice of segment is wrong then the blame must rest solely on your shoulders.

Choosing the right segment might appear to be easy and a rather insignificant aspect of racing.

If you think like this then you are wrong; very wrong.

Where to Go?

Choosing the right segment is the key to winning races.

If you aren't winning races it may be worthwhile to look at your selection of pit segment, review it and change it if need be.

Let's face it; much of the UK racing calendar is sadly



subject to poor conditions, last year in particular, although the usual bad weather which affects the Nationals was nicely absent.

It is commonly regarded that the best segment is the downwind one, however sometimes this is not always the case.

During races which are held in windy or adverse weather conditions, even the most experienced pilot will have difficulties.

### Wind, wind, wind!

For the pilot the wind is the enemy; more so if there is less than 10 grams of tip weight in your race tuned Vintage Team race model.

Windy conditions and poor segment selection are a recipe for disaster.

So what can you do?

### What to Do?

When called into the circle for your heat, with your model all ready and your pilot raring to go you will generally but obviously not always find that the best segment is taken by the team that beat you in your last heat, oops, sorry just being cynical there!

There are usually or should be six segments painted or drawn in chalk on the circle, but even if one of those is anywhere near down wind, then the chance of getting that segment is one to three against!

Therefore it is essential that as a team, you have practiced flying from one which might not be the one that you love but one that you can use.

If you get Second Choice, then your preferred selection is a matter of judgment and almost always reliant on a good understanding of your model, its characteristics, weight, agility, flyability and most importantly, the ability of your pilot.

However the most important factor is the proximity to the down wind mark.

Even if the Second Choice is in front of the First Choice (i.e. in front of the downwind mark) in nearly all cases this indicated second choice is correct. (See sketches for further info)

A situation when the "best" case position is right on the downwind mark and is taken, then you should usually go forward to your second preferred choice.

At the least from this position the model will take off and if your pilot can and does react quickly enough, then the model get off in perfect safety.

From the position behind, however, especially in high wind the model may never get off, at best running in, at worst, taking out itself and another model.

This is the reason that most CD's opt to run two up races in extreme conditions – the chances are so much better when two of the pitting segments will allow safe take offs.

### Two up is not racing! ... and never will be!

However two up races should only be run when weather conditions are extreme, two up is not racing, it does not challenge either team and unless there are extreme or mitigating circumstances, CD's should attempt to avoid them.

### Conclusion

Finally two points for you to consider; especially if you are new to team race.

### First –

If your segment is covered in fuel from previous races or has rough patches, politely ask the CD permission to move the half metre to clear the obstruction.

Always move forward, never back, you don't want to kneel in that mess or on that bump when you are catching your model!

### Second –

My second point concerns the way that teams are selected to go into the racing circle.

Normally the CD does a draw or gets the pilots of the teams to draw straws for preference.

However, if the natural system is employed; where the CD allows the teams to 'fight' over segment selection is used. If you are dissatisfied it may be worth your while to point out to the CD that under the BMFA general rules that a draw should be used when considered necessary. It is up to the discretion of the CD.

By doing this you have a two in three chance of improving your segment.

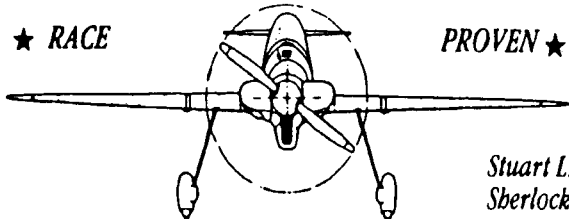
So it is usually worth asking for a draw.

In line with the age old adage of "If you don't ask, you don't get!"

**Good luck and happy racing.**

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F2C11 6.4 X 6.2  
F2C12 6.4 X 6.3  
F2C13 6.4 X 6.4  
F2C14 6.4 X 6.5

*Supercool .....  
First in Racing*

F2C11 to F2C14 now with Suzuki low Re, high Mach airfoils

## 2007/2008 QUEENSLAND CONTROL LINE CHAMPIONSHIPS

These were held on behalf of the Model Aeronautical Association of Queensland Inc. at Loganholme by the members of the Aeromodellers of Logan City Inc. on the 3,4,5 and 11 May 2008. A proposed informal team race and/or speed day on the 10<sup>th</sup> did not eventuate.

## COMBAT:

**Junior Combat** went ahead with only two entries and was convincingly won by Tom Linwood in two bouts. My expectation that Trent McDermott would at least match Tom went largely unfulfilled when his lack of "match practice" and slower model led Trent to revert to a more conservative approach than in recent times; quite fatal against a currently savvy opponent chomping at the bit to see how the world's best juniors fare against him.

**F.A.I. Combat** was flown to F2D modified rules. No one used up their Vintage models and only Peter Krenske and myself took advantage with ASP and Cipolla powered models. The standard was a bit variable with some early mid-airs, a lot of good bouts in the middle stages followed with a bit of carnage in the finals! On the whole, air combat must have been pretty good over the weekend as of my five losses from seven, two went the distance with two cuts apiece and one close enough for a re-fly!

**2.5cc Slow Combat** was next and from memory went quite well with most bouts going the distance and comparatively little damage occurring. Mark Dillon and Rod Smith made up for disappointing earlier results by taking first and third respectively. Paul D. moved up a place to second. Got to keep the kid in his place, hey Mark!

Being still a bit off colour I begged off entering **Open Combat** after watching Comiskey the elder flogging his Fora 36 oversize Wakkerman around. I had flown against Hoogie's similar gear in W.A. and couldn't see him half the time. Not to be attempted unless fully fit! Flying was impressive with only a few running into one another. Just imagine how good it could be with only 10% of the effort put into F2D.

**35 Slow Combat** saw Mark Dillon transfer from the sublime (his last year's OS32 model) to the slightly ridiculous, a Fox 35 Biplane! At least it added a bit of class. Young Tom was a bit handicapped by a very thirsty Fox Combat Special in his brand new Mauler 35 despite dad Andrew's late nighter effort with hacksaw, drill and file turning 12 x 50mm aluminium bar into a suction venturi. Comiskey the younger did well with his brother's usual Enya 35 driven Cosmic Wind especially as the outer wing was butt glued back in place a couple of years ago. His dad and I managed to mid-air our stunter-sized models quite spectacularly even though both will be back again next year.

## MICE RACING:

This event saw the return of old timers such as Bob Seeney and the debut of Peter Best. Good job that they did too as they ended up as our champion team. They were however hounded all the way by the other entrants especially class guru Chris Turner and his pilot Rob Edgerton. Van Richards-Smith and Ron Chernich were always on the pace and consistently threatening. Barry Felschow and Wayne Jackson had a model failure in the first heat but looked pretty good whilst motoring around, their day will come. Unfortunately the Taylor / McDermott team was unable to attend.

## F.A.I. AEROBATICS:

Unfortunately the wind blew up during the first round becoming quite unpredictable and gusty. As a result Joe Parisi reluctantly but sensibly withdrew his world champs model from the following two rounds after almost matching Kerry Ewart's first round score, the highest for the day! Kerry had his engine stop early in the second one and chose to not risk it happening again in the gusty third. Wayne Jackson figured that he would have little chance of

bridging the point's gap in the conditions and also sat out the third.

Well it must be an ill wind...Three guys who would be the first to admit that they enter mainly because they enjoy the event and to make up the entry numbers with little expectation of knocking off Joe or Kerry, were each justly rewarded for his gritty but fine effort. John Raymond flew beautifully to join the ranks of the experts in winning his maiden championship. Ron Chernich flying his 1988 built Gieseke Nobler showed why he used to be a top flier to just miss out and finish second while Van Richards-Smith using a Max II Ramrod that would have put some Bendix racers to shame, with a consistently rapid, heart stopping performance took third.

Once again Ian Heath did one of the worst jobs in aeromodelling with his renowned consistency "...I don't know any of this fellas so I've given them numbers" while yours truly undertook the arithmetic with stuffed sinuses.

## ROLL OF HONOUR:

Some years back I stopped naming individuals because it was too easy to take it all for granted and leave out someone critical to the success of an event. I apologise in advance should I do it again (complaints to my successor) but this last time I will bite the bullet and name those who justly deserve accolades. Firstly, all the entrants as there is no point in throwing the proverbial party is there? Most if not all went much further than the extra yard to be of positive assistance whenever they were able. Then there's former many times Pres. Noel Corney and stunt judge extraordinaire Ian Heath who spent three days doing the bulk of another worst job contender timing / cut judging combat. Rod Smith who is always there mostly even before he's needed. Peter Krenske who on top of everything else donated sandwiches and drinks for the first weekend. Mark and Paul Dillon. Mark keeps on amazing me with his dedication and work at all levels. ALC has been extremely lucky with our officials over the years. Paul, I'm really grateful for all those energy saving things you do for me. Peter Mills for saving us all from doing the hated Treasurer's job so expertly let alone everything else. Finally the Comiskey and Linwood clans who always fill any gaps when needed. The former have been supporting us since the dawn of time while Andrew and Tom have made three trips in just over a year. Thanks for being such great company and putting up with an old duffer; you're always especially welcome.

## MEA CULPA:

Mothers' Day! Yes, I did it again. No excuses but some reasons for it. We just do not have access to sufficient manpower to run two or three circles and events concurrently any more so it's not possible to hold the champs over one weekend. Any later than Mother's Day weekend often leaves only two weeks before those in NSW (unless they pinch our Eastcoast weekend in October). Going the other way runs into late Easters in April and crowds the Victorian ones. Australia Day is not always a long weekend and often is exposed to torrential rain and/or heatstroke! For some reason when choosing dates earlier this year, I thought MD was mid-month and we would be OK. So I fervently apologise for those subjected to family pressures and unable to attend. Thanks again and all the best in future,

(Brian Burke) AUS 2738  
May 2008



# QUEENSLAND STATE CHAMPIONSHIPS TABLE OF RESULTS

## FAI Combat:

1. Michael Comiskey (S)
2. Michael Comiskey (J)
3. Paul Dillon
4. Peter Krenske
5. Peter Mills
6. Tom Linwood
- =7. Mark Dillon  
Trent McDermott  
Rod Smith  
Peter Wallace  
Brian Burke

## Open Combat:

1. Mike Comiskey (S)
2. Michael Comiskey (J)
3. Trent McDermott
4. Peter Krenske
5. Rod Smith

## Junior Combat:

1. Tom Linwood
2. Trent McDermott

## Mouse Race:

1. Best / Seeney	66laps	45laps	145 laps
2. Turner / Edgerton	78	75	139
3. Chernich / Richards -Smith	17	70	123
4. Felschow / Jackson	1	37	

## 2.5cc Slow Combat:

1. Mark Dillon
2. Paul Dillon
3. Rod Smith
4. Tom Linwood
- =5. John Major  
Peter Krenske
7. Peter Mills
- =8. Brian Burke  
Wayne Jackson  
Rob Edgerton  
Mike Comiskey

## 35 Slow Combat

1. Peter Krenske
2. Rod Smith
- =3. Tom Linwood  
Brian Burke (W'D)
- =5. Mike Comiskey (S)  
Trent McDermott  
Michael Comiskey (J)

## F.A.I. Aerobatics:

1. John Raymond	955 pts	1011pts		1966 pts
2. Ron Chernich	978	981	152	1959
3. Van Richards-Smith	937	947	909	1884
4. Wayne Jackson	727	820		1547
5. Kerry Ewart	1057	222		1279
6. Joe Parisi	1055			1055

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If you would like to use this option just make a request to the Editor by email.


## From The VMAA Secretary.

I wish to inform you of the fees applicable for 2008/2009 financial year.

	MAAA	VMAA	Total
Seniors	\$60	\$41	\$101
Pensioners	\$60	\$41	\$101
Juniors	\$30	\$29	\$59

Please advise your clubs members as soon as possible to receive the fees back to the Club by the 1st July, to enable them to be covered by Insurance.





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


These businesses assisted CLAMF when the Toro Mower was in need of serious repair.

**Contact**

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

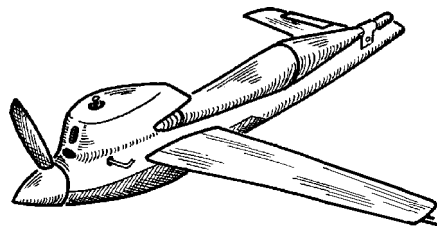
Phone	(03) 9544 8600
Fax	(03) 9540 0609
Address	42 Carinish Road, Oakleigh South VIC 3167
Email	enquiries@bechborge.com

**Engine Reconditioning Specialists**





## "SPEED NEWS"



CLAMF Aerosports is promoting "PERKY" speed as a fun and entry level speed event. The Hobbycave (see advert on back page) has exclusive rights to distribute the Blackhawk range of models including Perky. Perky kits are available from them now!

Members are now in the process of constructing Perky models we hope to have 4 models ready for the next speed competition at Frankston on Sunday 15<sup>th</sup> June 2008.

I have built a Perky just for fun and have a selection of old diesels that I can use. Last weekend I test flew my model with a Frog 2.49 bb motor. I will also try an ED 2.46, Enya 15 diesel, OS diesel, as the bolt patterns are the same.

Initially I was worried about the flying characteristics as the model balances on the leading edge. The first flight proved that the model performs and grooves well, also gliding in for a near perfect landing. Only when close to stopping does it fall over as u/c is on leading edge and quite tall. If you build a Perky get as much weight off the nose as possible, shorten u/c and bend it well forward.

Top speed was about 78 mph using a 7x10 OS wood prop @10000 rpm. Placing's for Perky are top speed and also the closest to the average speed. It is a bit of a chance event and winning is not every thing. I plan to develop my Perky model/engine combination for maximum speed.

Our next comp is on Sunday 15th June 2008. and hope we can get our 5 Class 1 entries again, perhaps even 6!

Murray is going to install an engine shut-off to his speed model, Harry perhaps you should too?

All you need is the simple wire on the steel ramp similar to the old Goodyear style units which are very easy to make and adjust.

I have just received some single blade props for the speed guys from Supercool. The old FAI styles worked fine and I am trying to locate some 6x6 2-blade props. Does anyone have any of the old Bolly props which were a copy of my old FAI prop?

Ron Savage who is not a member of CLAMF Aerosports (Ron?) is working on a wireless operated horn to place in the centre of circle. At present the unit is located on the outside of the flying circle and it is difficult hear the horn when flying a model.

An electrical wire has been installed under the concrete circle to facilitate operation of the horn – a remote device would be the optimum. The horn is to notify end of timing of speed flights.

We also hope to have our own Transitrace electronic timer as used at the recent World Championships. This will be courtesy of a friend of mine from NZ Callum Agnew who used to fly speed with us years ago when based in Australia. We hope to have Callum flying speed again soon.

Stuart Sherlock from Supercool props is still going strong. Rumours that Stuart was giving the prop making business away are unfounded. Please support Stuart's endeavours as he makes an excellent propeller at very competitive prices.

See you on 15<sup>th</sup>.  
Robin.



*Perky Speed had it's first try-out at Frankston when Robin Hiern flew his Frog powered model. (suitably painted in "Kermit Green")*  
*Up to a dozen of these models have been purchased and are in the process of being built.*





# **AROUND THE CLUBS**

The day before the recent club comp at Frankston was a cold miserable windy day and the forecast for Sundays contest day was more of the same.

As a result it was decided not to launch the carrier deck but an enthusiastic crowd turned up at the field regardless. As it turned out, the weather forecast was wrong, the skies cleared, the sun shone and winds were moderate.

Other events listed for the day were Vintage A and Classic B Team Race. It was decided to fly Vintage A over the concrete circle as rabbits had been busy digging pot holes in the grass circle and Classic B was not run over grass for the same reason.

Six teams flew in Vintage A.

The Results were:-

		Heat 1	Heat 2	Final
1. J.Hallowell/N.Baker	(Pluto, R250)	3.19.16	DNS	7.01.22
2. M.Wilson/L. Smith	(Voodoo 1, R250)	3.39.03	3.24.09	7.16.94
3. G.Wilson/M.Ellins	(Voodoo 5, Kerr Oliver)	3.36.37	DNS	7.46.28
4. H.Bailey/P.Roberts	(Olympian, CS Olly)	4.01.28	3.51.93	
5. K.Hunting/J.Hunting	(Dimpled Dumpling, Mars)	5.23.22	4.04.13	



*Vintage A competitors:*

*From left: Lance Smith, Peter Roberts, Murray Wilson, Harry Bailey, Neil Baker, John Hallowell, Ken Hunting, John Hunting, Mark Ellins, Graeme Wilson.*



*Mark Ellins gets in some serious practice for the World Champs with a Cox RTF model. :-))*



*Gavan Opperman did some sport flying with his OS Max III 15 Peacemaker*



*Murray Wilson holds a new Yeti Vintage Combat model he has just built for John Hallowell.*





# For Sale

For Sale  
SC 36. New in Box \$175 or offer  
Call Greg Ardill 0419639581  
Or email greggles47@optusnet.com.au



Castor oil for sale!  
Highest quality first pressing de gummed.  
Price: \$40 for 5 litres (including container)  
P&H \$10 in Victoria  
\$15 SA, TAS & NSW  
\$20 QLD, WA & NT  
Premixed diesel fuel also available – POA  
Ph Ken 03 9398 8244  
Email: combtkid@hotmail.com

During my recovery from a Knee reconstruction operation I am willing to construct Vintage Combat models (Liquidator or Dominator designs) for people who may not have time to build or just cant be bothered.

I will build a full model without the engine pod so people may fit and balance their own motors to models - \$55  
**OR**

I can make the complete model to run, if the motor to be used is a Super Tiger G15 or G20 and also Oliver Tiger - \$80

If any people are interested please let me know the details of what they require and if the model will be of a diesel or glow (for tank sizes 50cc or 100cc)

Ryan Leknys. Email [ryan.leknys@student.curtin.edu.au](mailto:ryan.leknys@student.curtin.edu.au)

Mobile is 0416310949 Call me after 5pm.

**"For Sale"** winding down **"Engines"** mostly Vintage

1. Russian "Sokol" 1972 series, 2.5cc BB, rear induction diesel. Excellent cond. \$90.00
2. English AM 1cc MkII Green Head "1961" diesel. Very good cond, strong compression. \$45.00
3. English AM 1.5cc FRV induction, blue head diesel 1962. Very Good cond \$45.00
4. Czech, MVVS 1.5cc 1970 vintage, FRV induction diesel. Like new. \$90.00

5. AM 25, 2.5cc English diesel 1960 Vintage, Very Good cond. \$50.00
6. Early Indian Mills 1.3cc 1974 series, side port diesel. \$45.00

The latest "For Sale" advertisements contact names will be available in the printed version of this newsletter.

## WANTED

Shipping container for storage use at Frankston Club field.

We are also on the lookout for a portable toilet for flying field use.

Any offers?

Contact the Club Secretary at [CLAMF@ozemail.com.au](mailto:CLAMF@ozemail.com.au)

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