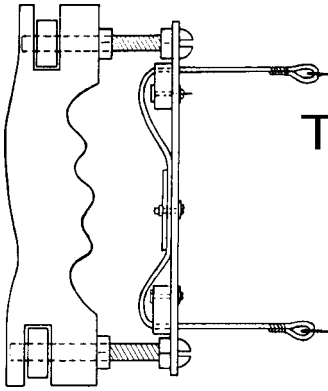

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THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 123

Produced by the Victorian Control Line Advisory Committee

July 2008

INSIDE THIS ISSUE

Copy Deadline for next issue is: Wednesday July 16th 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:- hbbailey@optusnet.com.au

COMING EVENTS

VICTORIAN CONTROL LINE CONTEST CALENDAR

Jul-13	**Speed,** Balloon Burst, Limbo, 2.5cc Rat Race	CLAMF
Jul-27	Yeoman Trophy F2B Stunt Competition	KMAC
Aug-10	**Speed,** Classic Stunt, Simple Rat, Simple Goodyear	CLAMF
Aug-24	Fun-Fly & (up to) 2.5cc Day	KMAC
Sep-14	**Speed,** 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	**Speed,** Simple Rat, Aussie A, Triathalon	CLAMF
Nov-23	Monty Tyrrell Classic Stunt Competition	KMAC
Dec-14	**Speed, F2C Team Race, Goodyear, Mini Goodyear**	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
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

The KMAC AGM will be held at the KMAC flying field on Sunday August 3rd starting at 11am.
All committee positions will be declared vacant and interested parties are invited to attend.

Regards,
Peter O'Keeffe / Pres. KMAC

COMING EVENTS

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

DATE	EVENT	CLUB
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. (**KMFC 50th Anniversary.)**	KMFC

Sun Dec 28 - Sat Jan 3 2009.
62nd MAAA Nationals at Albury NSW.

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

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) -
SAT- (Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.
SSME - (Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.
MDMAS - (Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook
DOONSIDE- Details of venue TBA.

Subscribers are reminded that they can receive Australian Control line News by email at no extra cost. This option would allow you to view the pictures in colour as soon as it is ready to be sent to the printers for publication.

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

TARMAC and CLAW 2008 Contest Calendar

Date	Time	State or Club	Event	Site
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

Adelaide Aeromodellers Club

2008 Events Calendar

1. *Triathlon – August 23rd*
2. *Peacemaker / FliteStreak 50th Birthday Stunt – September 6th*
3. *Whyalla Classic Stunt,Slow Combat, 500lap Grass Rat Race – Sept. 13th&14th*
4. *Vintage Combat (at AAC) – October 18th*
5. *Grass Rat Race (at AAC) – November, date to be advised*
6. *Peacemaker / FliteStreak Stunt # 2 December 6th*
7. *Monthly Stunt Clinics: F2B, Vintage & Classic*

Provisional dates: ***June 21st, July 5th, August 9th, September 20th, October 25th, November 15th, December 20th.***

Dates may change depending on demand and weather. These are not contests, but will cover coaching and judging by your 'peers' in simulated contest conditions.

Notes:

1. *All days are Saturdays, dates are provisional*
2. *Start time of all competitions is 11.00 am. Practice from 10.00am*
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*

For more info contact Peter Anglberger, tel 8264

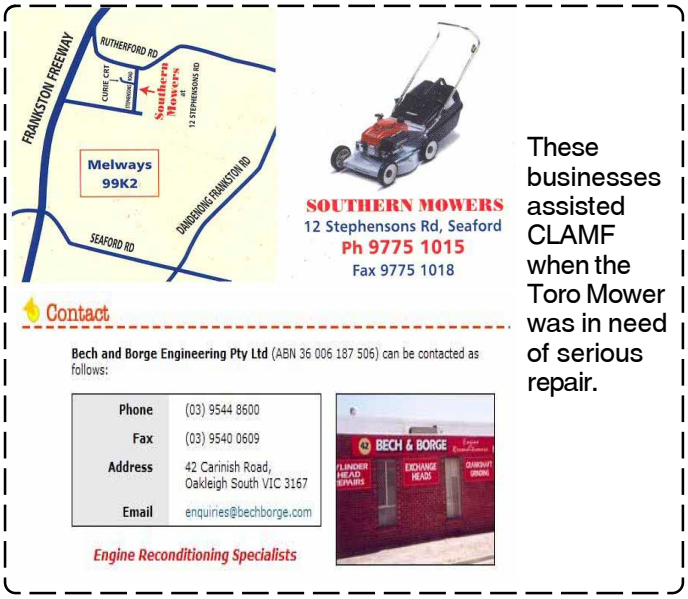
EDITORIAL

In a very short time our Australian Control Line World Championship team will be setting off for Landres in France to take on the worlds best in F2A (Speed), F2B (Aerobatics) F2C (Team Race) and F2D (Combat).

On behalf of all ACLN readers I would like to wish these dedicated modellers and their supporters all the luck and success they deserve at the Championships.

A reminder that at the end of the financial year the insurance cover obtained through your MAAA membership expires.

Be sure to pay your Club subscriptions before the end of July so that you continue to be insured.



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

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Successful Team Race Piloting – One Persons Guide

By Duncan Bainbridge

No one is ever too old to learn or to do anything; look at the rise of grey power and the popularity of the current crop of Vintage Team Race events.

Look also at the average age of the average F2C pilot; it must be over 50! However no one, experienced or just starting out as a racing pilot is too old or unable to be able to concentrate on improving their piloting technique.

Many people subscribe to the idea that VTR is most definitely not F2C and should not be covered by the same rules, models handle differently and speeds are not as fast. I agree and in VTR there is not the level of carnage that is prevalent in F2C.

But.... Across the board, air speed in VTR is increasing and with current piloting styles, speeds may need to be reduced greatly in order to decrease the number of accidents that do occur.

What follows is based on a number of ongoing discussions I have had with pilots and mechanics in both this country and abroad and a desire to update a piece by Dave Clarkson, informed by a number of pieces by Rob Fitzgerald, Chris Wee, Andy Sweetland, Racer X and Marlon Gofast and discussions with Tony Toogood, Dave Smith, John Green, John Hallowell, Dave Finch, Stuart Robinson and many others.

I feel it is always helpful shine a light on your own actions and endeavour to improve them.

Therefore I believe that Successful Team Race Piloting should be based on three overarching principles.

1.Know the rules
2.Always strive for the best results
3.Be considerate.

So what do I mean?

Well I believe they are all obvious.

1. The Rules

Regular blatant rule breaking will get you disqualified and a bad reputation. You should take time to read the rulebook and understand what each rule means and then you should learn and practice how to fly to the demands of the Rule Book.

2. The Best Results

It is important also to always strive to obtain the best results, isn't that why we persevere at out sport?

More frequently that not in VTR it is the fastest pilot, not the fastest model that wins, this means the winner is the pilot that knows best, how to fly to the demands and limits of the Rule Book.

3. Consideration

Why consideration, it is racing after all?

Yes, but think about No. 1, a bad reputation does nothing to endear you to other contestants, a bad rep for poor or bad flying, blocking and pushing or holding centre is not good, and it is good practice to treat others as you would wish to be treated, harsh, but fair is a good starting point.

The points that I have highlighted below are presented as a guide, and are meant to engender thought and perhaps dialogue.

Over the last five years there has been an increase in the level of leniency given to pilots in regard to interpretation of the rules.

This also applies to issues of safety and personal conduct on the flying field but it is important to remember that all CD's and Jury members are volunteers, they do the job because they want to, but in many cases they can't be everywhere at once and standards can and sometimes do slip.

Because of the generally competitive nature of pilots, they have taken every bit of this drop in standards to attempt to get away with as much as possible.

Sadly this has produced the untidy and accident-prone style of piloting that is currently accepted as being reasonable.

The points that I have listed are very simple and with a small amount of thought, practice, video and self-assessment can be of benefit to all pilots. In order to understand others, you must understand yourself.

The most difficult change to introduce is psychological; attempting to get pilots to acknowledge that there is always room for improvement.

Thus there are a few things which I believe should be considered.

Race Conduct

It is important to maintain a high standard of general race conduct.

When called for your race by the CD, try not to keep him waiting, get into the circle as quickly as possible and when your race is over, move back to the line check as quickly as possible, that way the day can progress smoothly.

When in the pilots circle remember to crouch down with your handle as near to the ground as practical, get into the practice of keeping your left hand in contact with the ground, good practice if you wish to compete in modern events and do not obstruct the other pilots.

If you finish first, allow your mechanic to move the model out of the flight circle and weight your lines so that other landing models do not snag them.

The pilot should move to sit outside and at the back of the pilot's circle.

Good Handling

The smaller the handle the better the handling; ditch that big monster combat or stunt style handle, get a top quality racing handle from Mike North Racing Products, or Mejzlik Model Bau or even make your own.

It is not difficult; a good comfortable sized bit of broom stick and some brake cable, with two finger separation, well soldered with some small Sullivan type clips will do the job, but remember race crashes can be caused by handle failure, so ensure that yours is up to the job, add a grouper that is about 200mm from the top of the handle and that is your lot.

Clothing

As a pilot don't do a David Cameron and try and hug a hoodie, avoid them at all costs.

Hoodies are bad news, as the hood can act like a magnet for someone else's lines. The same goes for big baggy jumpers, just use your common sense. Footwear should be a good pair of trainers, with lots of gripping tread, cross trainers is good, and leather soles are bad.

I think the days of pilots wearing platforms – i.e. the '70's are long gone, but hey who knows!

Always remember that when racing and especially when practicing, the mechanic should at all times wear a helmet, for safety and for best practice.

OK – the flying bit!

1st things first…

The Take Off

At the signal, your well trained Mechanic and race tuned model will start first flick, once the motor is going, all pilots must realise that the model is theirs, the mechanic should forget all ideas of holding, pushing or launching, with or without hand signals.

That all takes too much time, when the motor goes, let it go, don't waste time thinking.

Get rid of it as fast as possible, as a pitman, make your problem, the pilots problem and make it his as fast as possible.

It is up to the pilot to get the model off the ground and into the race.

Keep well ahead of your model and ensure that the pilot does not enter the race with a bang, or causing a bang, he must keep low, take off smoothly, moving forwards in a smooth forward motion towards the centre of the moving pilots circle, don't just pop up as that will cause chaos, and in no way endear you to your fellow pilots.

Also if your model doesn't go straight away, and you are still crouching with one hand on the ground, don't stand up in an attempt to encourage your mechanic, it will just annoy him and will annoy your fellow pilots and potentially cause an accident.

Keep your head down and out of the way, if you don't you will quickly be in the firing line as the fastest pilots fly the lowest and you will not be too popular if your big bonce gets in the way when it doesn't need to.

Normal Level Flight

The best advice on offer here comes from someone I consider to be one of the best F2C pilots in the world – Rob Fitzgerald, and is backed up by one of the UK's best pilots – Derek Heaton, age wise they are perhaps a few years apart but skill wise they are in my eyes legendary.

I have flown against both and have learnt a massive amount from watching and competing against them and I am first to admit that they are both heroes of mine.

Derek's NATS and worlds record is exemplary as is Rob's.

Rob has also produced a number of critical videos, which should be watched by all pilots.

Many years ago Dave Clarkson viewed DH as one of his heroes and the fact that Derek is still flying, speaks volumes.
From watching Rob and Derek, I have identified a few ways to obtain and maintain your best flying performance.

1. Style

Keep your handle right on your chest just under your chin.

This enables the pilot to keep the model in sight and you will learn to race with your model in a useful flying position, which is essential when the going gets tough in the centre circle.

The correct flying style.

Flying from lower down in front of the torso can lead to confusion and inability to overtake as your lines will get tangled with another pilot's body.

Flying from the top of the head ala 70's style will restrict your own vision and get in the way of less talented pilots, both are not good.

2. Flying Height

In vintage TR flying height has proved a particular problem, with many pilots flagrantly breaking the rules and using high flying to cut the distance around the circle that the model has to travel, and as a result, lead to the potential to cause accidents.

Therefore it is important to remember that the natural horizon represents the lowest effective limit for level flying.

So as a pilot you should apply that as a rule of thumb and practice so that you are able to fly just above the horizon.

In a perfect world the contest organisers will provide height markers in a vivid colour to FAI specification, but at most of our domestic competitions this is sadly a luxury oft not provided so my rule of thumb is worth applying.

It is best practice to try and learn to trim and fl y your model eyes off, whilst still knowing where it is.

Thereby allowing you to watch and see where the models of your fellow competitors are.

An important ability to develop is the practice of looking at your pitman on each passing lap this assists in the maintenance of good communication and is second only to a radio link between pilot and pitman.

It is also useful to note specific landmarks around the circle in the middle distance, which will enable you to maintain your own orientation, regardless of your pitman, the jury other pitman and wind, etc.

Maintaining Level Flight

The way you physically navigate the pilots circle is crucial to the way you race your aircraft. Practice walking tight circles using small steps.

If you can walk on your toes, (giving a slight height advantage); even better.

Avoid big bounding steps or running, as both reduce your effective height and serve to compound any blocking your fellow pilots may be trying to implement.

When blocked, act quickly and push against the arm of the blocking pilot keeping as close to the body of the blocker and get your flying hand up on his shoulder, or as high as possible.

If you do get blocked, avoid at all costs being pushed to the edge of the pilot's circle where you will be forced into the navigation of big circles at a running pace.

Small circuits, at the centre of the pilot's circle with small bouncy stops will maximise your height as previously mentioned, and with contribute significantly to the overall airspeed of your model throughout the race.

"If you do get blocked, avoid at all costs being pushed to the edge of the pilot's circle where you will be forced into the navigation of big circles at a running pace."

It is important to ensure that your model doesn't have to work too hard; the higher your handle position means that your model has to generate less lift in order to remain at a racing height between the height markers, therefore less drag is developed and less drag equals greater airspeed.

Overtaking

To any good and correct pilot, overtaking is the most difficult part of a race.

Difficult overtaking.

Generally in any race class; be it mini Goodyear or open B, racing speed differentials between models are usually quite small and to get your overtaking done successfully and legally in the time the rule book dictates, requires speed, skill and practice, practice, practice.

The key to successful overtaking is to manoeuvre your body in behind the back of the pilot you wish to overtake,

fly your model right on his shoulder and get your hands up and over his head when your model is directly behind his.

Pull hard to get over and clear the overtaken model by at least ½ m.

At all times continue to walk forward using small bouncy steps whilst avoiding cross lines for no more than necessary and move through the centre of the pilots circle.

At no point should the overtaking pilot stop the forward movement of the pilot's circle.

(You can see this in greater detail in if you watch Rob Fitzgerald's video at http://www.fesselflug.eu/html/downloads.html downloads.html #robert

Overtaking appears to be simple.

But to do it correctly and quickly without blatant rule infringement is difficult.

A simple descriptive solution for the overtaking pilot is to walk forward, taking those small bouncy steps holding your handle up to bring your model level, but to the rear of the model to be overtaken.

Then aim your left shoulder at the rear of the left shoulder of the pilot to be overtaken.

Get as close as possible and you will find that you are in the perfect position to overtake; hop over and walk forward without pivoting or stopping and continue racing.

The key facts are practice, practice, practice.

- Small bouncy steps
- Tight pilot circle
- Don't cross lines and never fly from the back of the circle
- Walk forward and don't stop

Landing

Usually referred to by US Naval aviators as a controlled arrival, the job of landing a team race model is often more difficult than it looks.

Especially when the model you are trying to land has two wheels.

Perfect landings each and every time are achievable, but good techniques and practice, practice, practice is essential.

In VTR, where the use of shutoffs during races is not permitted, it is a case of practiced teamwork so that the pilot knows to the lap or two when the engine will cut. As it cuts the pilot must move to the outside of the forward moving pilot circle, extend your arm and move to the inside of the pilot circle get your head down and keep down, looking out for any other models already on the ground, keep the model in board until the last minute over flying the other pit stations where possible.

Remember that the F2C pit stop overfly guidance does not apply to VTR, however if you can do it, it is good practice, but when your models is on the ground and running in to your pitman stretch out, don't pull in, and do not overstep the pilots circle until the model is in the hand of your pitman.

When it is, keep your flying hand, as close to the ground is practicable with your alternate hand in contact with the ground.

This is not a rule requisite in VTR but is good practice and a necessity for modern TR events so why not?

Good practice is best practice.

For modern events where shut off use is allowed ensure that you have practiced the distance from shut off to landing and only shut off after you have started to move out of the pilots circle.

Sight, Sound, and Speech

In 2008 Physiology is a very interesting science and plays a crucial role in the life of our full size pilots, so why should it not apply to model flying?

Eyes –

Always watch what is occurring, not just your model but the race around you.

Ears –

Listen to your fellow pilots (but avoid conversation. Concentrate on the job in hand)

Listen for warnings and listen to your pitman (easier if you have a radio link) Listen to your motor.

Henry Nelson once said "the pilot has his hand on the needle." This Zen like statement is more than right!

Mouth –

Always engage the brain before releasing the mouth.

As I said earlier, CD's and Jury members are volunteers who carry a demanding and very important role, it is all too easy for contestants to 'fly off the handle' and vent frustration caused by a DQ or a poor time at race officials.

Any such behaviour is almost always counter productive.

Keeping a straight face and directing any such frustration through the correct channels if warranted will always stand you in good stead with the race officials and mark you out, not as troublemakers and 'hard done by souls' but as good sportsmen.

If you ever find yourself in a situation where you are DQ'd, politely ask for an explanation from the CD, not individual jury members, challenge the decision if you feel it is necessary or learn from your mistakes and don't put yourself in that situation again.

A considered and adult response will always win you respect.

An explosive response will stay with you forever and may be detrimental to the enjoyment of the sport for all.

Being prepared to listen and learn is essential.

Conclusion

The Greek philosopher Plato said "the minute you stop learning; you die."

The same applies to the development of your personal piloting technique. If you think that the quest to become a good TR pilot is difficult then you are on the right track. The getting of wisdom takes time, effort, dedication, and practice. It does not happen overnight.
But the end result is worth the heartaches, frustration, and the effort. CL racing is the zenith of our sport; there are no prizes for being second best.

Happy Racing

The Hearns Trophy was held on the 25th May and it was a beautiful sunny day with light to medium winds.

There were 4 contestants -
Doug Grinham - Starcraft / Stalker 61
Craig Hemsworth - KA-10'ish / Stalker 51
Alan Frost - Tutor 2 / LA46
Dave Nobes – Sukhoi / LA40

Craig put in a good first round flight, only to miss out on landing points due to a nose-over on landing. His other two rounds were both very good and he, along with Doug, were neck and neck till the last round for the Trophy.

Alan Frost was up next for his first ever stunt comp and maybe nerves got the better of him as he left out a couple of manoeuvres, but still put in a tidy flight and landed with 8 seconds to spare – cutting it fine I thought. It was great to see Alan step up to F2B for his first ever comp, as we all know how hard it is to learn to fly the pattern. It takes a lot of practice and sometimes models. A great effort, Alan.

Alan Frost with his "Tutor" 2. Alan used a LA 46 engine.

Dave Nobes flew a Sukhoi, which I think was a new model, and maybe not fully trimmed out yet. It struggled in the square manoeuvres. Dave missed out on landing points by being only 7 seconds over time. He flew all three rounds well but in the last round left out the overhead eights. This was strange as Dave had a caller with him. I don't know who was more confused; Dave or the caller, who shall remain nameless. Thanks for coming along and having a go, Dave.

Dave Nobes and his LA40 powered "Sukhoi"

At the end of the day, the Hearns Trophy was to be Doug's, just ahead of last year's winner Craig who also flew very well, and Dave coming in third. Doug, flying his Starcraft, put in three consistent rounds, and as the saying goes, Doug seems to be getting better with age. Well-done Doug.

Doug Grinham and his "Starcraft / Stalker 61" combination was the winner of this years Hearn's Trophy Contest

Thanks to all the flyers that entered, to judges Andrew Frith and Damien Sammut, to Frank McPherson for scores tabulation, and to Jenny Sammut for the BBQ lunch.

Next Stunt comp at Knox is the Stuntmasters and Novice Stunt on June 22nd.

C YA there. Damien Sammut

Come on! Perk yourself up a bit.

After some years on the sideline of model flying, I find myself not only writing for the newsletter again, but also writing on a totally different subject that I am alien to. SPEED. Yes I am writing a speed article.

I have been looking for a project to get me back into control line flying for some time. Then Paul Stein sent me an email with pictures of a quaint little 1940's speed model called a Perky. This is a small looking model with a built up wing and long ungainly looking undercart legs. Robby Hiern started to build one, which I saw, almost completed at a club meeting. After that I thought I'll build one.
I ordered a kit (that was an incentive) from Shane out at Hobby Cave and Robin kindly gave his engine cupboard a shake and 2 engines fell out. (Thanks Robin) So I now have a G20 and a G15 on a lend lease agreement!!!

Perky flyers and their models at the Frankston contest in June.

The kitted model arrived in the mail. It actually fitted in the letterbox so I thought was that the rest of it must have been coming tomorrow. No it was actually all there and 3 weeks later I had a finished Perky sitting on my bench.

If you are going to build one please throw out the undercart wire and use a heavier gauge as its to flexible, and also bend it so the wheels come right up behind the prop arc. Consider putting the elevator horn underneath the tail, as room is limited on top. Also put the lead-outs and bellcrank in the wing to allow room for the tank underneath the wing. I cut a hole through the main bulkhead and built a box for the tank to slide into, so it could be removed. I then used an old Vintage A T/R tank, I think that's big enough for the 16 laps required, but there's a bit more room if I need it.

At the time you are reading this we will have had our first Perky comp. I believe there will be 4 entries to begin with but I know at least 13 kits have been purchased. I'm sure there will be results and a brief write up elsewhere in this issue. This is a fun event and a great introduction to speed. So if you have an old engine (anything) grab a kit and get building.

Andrew Nugent.

AUSTRALIA'S FIRST "PERKY " SPEED COMPETITION. FRANKSTON VIC 15/06/2008.

POS	NAME	TOP SPEEDS MOTOR	1ST FLIGHT	2ND FLIGHT	3RD FLIGHT	FASTEST	MPH	KPH.
1	A.NUGENT	S/T G20/15	43.50	45.87	44.00	43.50	82.7	133.1
2	J.HALLOWELL	OS 15 FP	48.97	48.31	45.32	45.32	79.43	127.8
3	G.OPPERMAN	OS MAX 15	47.68	48.15		47.68	75.5	121.50
4	R.HIERN	FROG 2.49 D	51.50	52.16		51.50	69.90	112.49

PERKY IS FLOWN OVER 16 LAPS FROM A STANDING START.

PERKY RESULTS ARE ALSO TAKEN ON THE CLOSEST TO THE AVERAGE SPEEDS. THE DAY'S AVERAGE SPEED WAS 76.88 MPH.

GAVAN OPPERMAN IS THE WINNER ON THE DAY.

THIS WAS HIS FIRST COMPETITION OF ANY SORT SO CONGRATULATIONS GAVAN, IT PAYS TO ENTER JUST FOR THE FUN OF IT. HIS ENGINE WAS AN OLD OS MAX 15 NON SCHNEURLE

ROBIN HIERN.

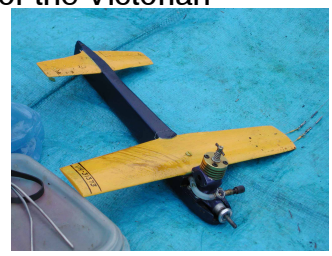
CONTEST RESULTS

The start of the day's winning flight.

COMBINED SPEED AT FRANKSTON 15/06/2008

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	FAI	Profi	12.60	D.N.S	D.N.S.	12.60	285.71	97.94%
2	N Wake	Class 1	Nova Rossi 12	14.82	D.N.S	D.N.S	14.82	242.91	93.52%
3	R Hiern	Class 1	RH-11 Speed	14.99	15.12	15.67	14.99	240.16	92.46%
4	K Hunting	Midge	PAW	12.02	9.80	D.N.S.	9.80	147.80	90.31%
5	V Marquet	S/Speed	Enya 15	22.51	D.N.S.	D.N.S.	22.51	159.93	88.85%
6	J.Hallowell	Vintage Proto	Brodak 25 mk4	35.10	37.06	D.N.S.	35.10	165.06	87.64%
7	A.Nugent	Class 1	OS CZ11 PS	16.41	16.13	d.n.s	16.13	223.19	85.93%
8	N Wake	Class 5	Novarossi 21	16.59	N.E.Laps	16.34	16.34	220.32	85.80%
9	M Wilson	Class 1	OS CZ11 PS	17.32	16.31	D.N.S	16.31	220.72	84.98%
10	V Marquet	Vintage Proto	Enya 30 ss	38.31	36.54	39.69	36.54	158.56	84.18%
11	H Bailey	Class 1	OS CZ11 PS	18.01	17.87	17.56	17.56	205.01	78.93%
12	J.Hallowell	Proto	Nelson&NR-21	38.50	33.61	31.38	31.38	184.63	76.88%
13	K Hunting	Vintage Proto	Brodak 25 mk4	40.16	D.N.S.	D.N.S.	40.16	144.26	76.59%
14	N Wake	Vintage Proto	FROG 500	D.N.F.	57.13	D.N.S.	57.13	101.41	53.84%
15	M Wilson	Vintage Proto	Brodak 25 mk4	D.N.F	D.N.S.	D.N.S.			0.00%

The conclusion of the **Victorian State Championships** took place at the Frankston field on Sunday June 1st. There were no interstate entries but it was non the less a busy day for the Victorian participants.



MIDGE SPEED		rd 1	rd 2	rd 3	best	engine
1.	Ken Hunting	10.56	9.68	dns	9.68	PAW
2.	John Hunting	14.19	12.56	9.75	9.75	Cipolla/PAW
3.	Colin Ray	11.34	11.58	11.63	11.34	Taipan
4.	Vern Marquet	14.34	N/T	13.25	13.25	Philtec
5.	Noel Wake	16.56	dns	dns	16.56	Yin Yan

Six different makes of engine were used in Midge Speed. Vern Marquet was using an Australian made "Philtec". That was the first time the editor had seen one of this manufacturers products used in a competition.

1/2A TEAM RACE		final	engine
1.	J.Hunting/K.Hunting	8:28.84	Oliver Cub
2.	M.Wilson/A.Lumsden	9:30.66	Oliver Schnerle
3.	G.Wilson/M.Ellins	9:38.09	Oliver Schnerle
4.	C.Ray/P.Stein	w/drew	Ctah

Mechanical difficulties prevented the Ray/Stein team from competing so the three Oliver powered models went straight into a final.

MINI GOODYEAR		heat	final	engine
1.	G.Wilson/M.Ellins	3:51.78	7:20.16	OS CZ 11 PS
2.	M.Wilson/P.Stein	3:51.97	7:41.34	OS CZ 11 PS
3.	C.Ray/J.Ray	4:01.91	9:09.66	CS 11
4.	J.Hunting/K.Hunting	5:03.80		Enya CX 11
5.	H.Bailey/P.Roberts	dnf 98		OS CZ 11 PS

More pictures from the Vic State Champs at:-
http://clamf.aerosports.net.au/

The first heat of the day was an example of how physical this event can be for pilots with three models rotating at speeds of 17 seconds for ten laps. Harry Bailey was probably on track to post a personal race best time before phsical fatigue had him shut-off the engine before the race end. Wilson/Ellins set another National record in the final race. This is all the more remarkable when you consider that the tank overflow vent had worked loose and was causing fuel feed problems.

SIMPLE RAT RACE		rd 1	rd 2	final	engine
1.	C.Ray/J.Ray	100	106	215	OS FP 15
2.	M.Wilson/M.Ellins	97	102	203	OS FP 15
3.	J.Hunting/K.Hunting	108	dns	176	OS FP 15
4.	H.Bailey/P.Roberts	96	97		OS FP 15
5.	B.Young/K.Maier	89	88		OS FP 15

OS FP 15 engines had a monopoly in this event and the "Cosmic" Ray's used theirs to notch up 215 laps in the ten minute final.

CONTEST RESULTS

Half A Combat results from Frankston 15/6/2008

1/2A COMBAT	1	2	3	4	5	6
1. Ken Maier	W	W	W	L	B	W
2. Murray Wilson	W	B	L	W	W	L
3. Tony Caselli	W	L	W	B	L	
4. Michael Lewis	L	W	W	w/d		
6=. Stephen Reeve	W	L	L			
6=. Reeve Marsh	L	W	L			
7. Harry Bailey	L	L				
8. Mark Ellins	L	w/d				

Pictured Left to Right are Murray Wilson, Ken Maier and Tony Caselli. All three flyers used the same type of model/engine combination. (JAK 09 diesels in Igor Dimentiev models)

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

Can anyone help me with any of the following :-

* Copy of 1/2 combat rules as currently flown in NSW and Victoria;
* Copy of plan for late model 1/2A Combat Model or details of supplier of RTF models;
* C/L Needle valve and venturi for AP .09 Hornet;
* Aluminium bearers for above;
* Needle valve assemblies for old Profi 2.5 combat motors (black heads);
* Plans or details of Aeroflyte "Taipan Trainer" circa 1972.

Please Contact Mark Dillon @ flyerdillon@hotmail.com or Ph. 0417 618 439

For Sale

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

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

Contact:-
Ray (07) 3814 2308
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