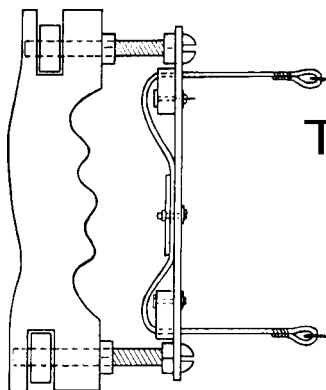


\$2.00



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 126

Produced by the Victorian Control Line Advisory Committee



October 2008  
INSIDE THIS ISSUE

Contest Calendars.  
Editorial  
Stuntmasters Trophy  
Handsome Young Hero Does Combat  
A Modelling Pilgrimage  
Contest Results  
Notices  
For Sale  
Wanted

**Copy Deadline for next issue is:  
Wednesday October 22nd 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 a CD 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

Oct-19	Vintage Combat & 1/2A Combat	Brimbank
Oct-26	Fun-Fly & Diesel Day	
	Speed Contest, Vintage A	
	Classic B	KMAC
Nov-09	<b>Speed</b> , Simple Rat, Aussie A,	
	Triathalon	CLAMF
Nov-23	Monty Tyrrell Classic Stunt Competition	KMAC
Dec-14	<b>Speed, F2C Team Race, Goodyear, 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,  
H. Bailey (03) 9543 2259  
Email :- [CLAMF@ozemail.com.au](mailto:CLAMF@ozemail.com.au)  
Web site :- <http://clamf.aerosports.net.au/>

**KMAC** Stud Rd. Knoxfield (opposite Caribbean Gardens) (Melway 72 K9) 10.00am start  
Contact :- Ken Taylor (03) 97380525  
John Goodge (03) 9761 7793  
Email :- [johnnogo@bigpond.com.au](mailto:johnnogo@bigpond.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.

The new BFCLMAC club secretary is Mathew Shears.  
Email: "Mathew Shears" [matshears@aapt.net.au](mailto:matshears@aapt.net.au)  
Ph home 03 5472 3881 Mobile 0432 491 794  
The newly elected club president is  
Alan Mattheison-Harrison  
email: [adharrison5@bigpond.com](mailto:adharrison5@bigpond.com)

DATE	EVENT	CLUB
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

**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**

<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 - SAT-</b>	(Ryde Epping Model Aero Club) - (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

**DOONSIDE-** Details of venue TBA.

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.

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.

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

Printed by Minuteman Press  
3/14-16 Hartnett Drive  
Seaford, VIC 3198  
Phone: 03 9773 5586

# TARMAC and CLAW 2008 Contest Calendar

Date	Time	State	Event	Site
		or Club		
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



## STUNTMASTERS TROPHY AT KNOX

28/09/2008.

KMAC recently held the Stuntmaster Trophy competition, with a total of 4 entries.

In good weather with just a little wind, all entrants managed flights with no dramas.

Judges were Kim Laughton and Ken Taylor with Brian Lang and Dave Lacey being trained to judge on the job, so hopefully we may have a pool of judges to call on in the future. This is to avoid the few doing the work all the time and burn them out as has happened in the past.

Lack of judges is the reason that not many stunt comps take place. We may have to get the fliers to fly a round and judge a round.

THANK YOU JUDGES.

	FL1	FL2	FL 3	
1st -D.GRINHAM	2649.5	2739	2819	STALKER.
2nd-M.ELLINS	2414	2535.5	2514	STALKER.
3rd-J.GOODGE	2169	2038	2012.	STALKER.
4th -A.FROST	1663	1835	1956.	OS 46.

Robin Hiern . KMAC Contest Director.

Next KMAC Stunt competition will be the Monty Tyrell Classic Stunt on November 23rd  
Speed has been included on the October 26<sup>th</sup> event

*A Model Engineering Exhibition was recently held at Monash University in Melbourne.*

*Some control line modellers were in attendance to show off some models and answer many of the questions that were asked.*

*This type of function is very useful for advertising our hobby to the many people out there that do not even know that our hobby exists.*



## Adelaide Aeromodellers Club

### 2008 Events Calendar

4. Vintage Combat ( at AAC) – October 18<sup>th</sup>
5. Grass Rat Race (at AAC) – November, date to be advised
6. Peacemaker / FliteStreak Stunt # 2 December 6<sup>th</sup>
7. Monthly Stunt Clinics: F2B, Vintage & Classic

Provisional dates: **October 25<sup>th</sup>, November 15<sup>th</sup>, December 20<sup>th</sup>.**

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**



Due to a production computer break down, this months edition is running a little late.

CLAC now have a new computer and after re-loading the software I am up and running again. Apologies for the unexpected delay.

Ed.



# THE HANDSOME YOUNG HERO DOES COMBAT – SLOW NATURALLY!

In his never ending quest for truth, justice and new thrills (who said cheap?) the Handsome Young Hero tried his uncalloused hand at the fearsomely named activity called...COMBAT!!!



He had studied hard to find the ingredients which would be sure to lead him to hither to unfulfilled success. He discovered that for slow combat events in NSW he would need two adequate models, powered by plain bearing motors that can swing a small range of propellers. (No not a range of small propellers!!)

He chose a basic profile model (presently unnamed while sponsorship negotiations are progressing). He covered the model in an attractive plastic film, which served the dual purpose of sealing the model and providing convenient bag to carry away any broken pieces.

Contest day arrived, and coincidentally so did our hero. It was bright and sunny, with just a little wind. Again surprisingly similar to our hero. The event had seemed to attract a group of combatants, very much unlike the usual run of the mill aeromodeller types. These looked like they would not be out of place in a rugby scrum. They were generally large with ostentatious muscles. The more obvious ones had one large eye in the middle of their forehead. Unperturbed by his own physical limitations in comparison with this group of gargantuan Visigoths, the HYH still chose to enter the event with the same blind optimism that has seen him progress to a level of mediocrity in all his endeavours. After a quick test flight to ensure he knew which way to hold the handle and to refresh his memory about the colour of his planes, the HYH declared that his readiness to commence. This lucky piece of timing coincided with the start of the event.

He found that he was first drawn to fly against a lad of about 12 years of age, with models that looked older than himself and held together with string and packaging tape. "No worries" our hero said to the stripling "I'll get a couple of cuts lead, then I'll teach you how to get a cut" The gathered crowd just nodded wisely, which made him think he was about to provide a lesson the lad would recall for many years.

Both models left the ground at the "GO!" and the HYH noted that they were of about similar speed during the level flight period. Just when the centre judge called "Commence Combat" our hero seemed temporarily confused – he says he was blinded by the sun. But when he refocused he saw three pieces of his streamer floating slowly to the ground. He asked what had happened, and the youngster politely said "I have just got three cuts, thanks for the lesson sir!"

The handsome young hero, in an unexpected moment of clear thinking knew he would have to fly extremely well to make up the cuts against him. He threw that model around the sky trying to line up his young opponent, but each time he was within distance the younger pilot would easily turn away from danger. At one stage the HYH was sure he had the lad worried as he said to him "Sir, I think you should just fly level for a while, I'm a bit worried about how red you are in the face, and I'm sure people can hear your hard breathing in the car park!" With that the HYH simply flew his model into the ground and cried like a baby.



For his next bout the Handsome Young Hero drew possibly the largest man he has ever seen. He was built like an industrial refrigerator with legs, he had no neck and he looked like he could crush nuts in his bare hands (wheel nuts that is!). Our puny hero knew that this would be a more physical encounter.

Again both planes were airborne at the "GO!" and during the level flight period the HYH discovered that the size of his opponent would present some interesting challenges if he were to try to get close enough to score a cut against his monster adversary. At the precise moment that the centre marshal cried "Commence Combat" our hero received a body check similar to being shoulder charged by a rampaging Willy Mason, and while he futzed around on his knees his opponent scored an easy cut. As his ample adversary smirked on how easy

it was, the HYH remembered the advantage of height, and so sent his model aloft in the hope of a favourable manoeuvre. And so it was that he found himself closing on the other's streamer. Just as he was about to deliver the telling cut a great hairy forearm appeared millimetres in front of his eyes. When the arm moved he found this ogre of a man standing behind him and the models in a line tangle. It was during this tangle that our hero's model scored a cut on the others streamer. Following this unlikely development the refrigerator was quickly able to fly out of the tangle and resume the aerial battle. Desperation now seemed to grasp the other fellow as he also had lost his first bout and he tried to catch our hero in a series of steep dives which seem to be aimed at the bellcrank. These attacks were skilfully avoided by our man. At this time the "Quit Combat" call was heard and both adversaries knew they would have to do this all over again.

This time at the "Go" the combat gods smiled benignly upon the Handsome Young Hero and he found he was flying alone as the mobile refrigerator was seen at the edge of the circle frantically flicking a fractious fiend that refused to fire. By the time he had discovered a faulty plug, there was little time on the clock and desperation in the air. The following contest was part WWF, part ballet and part 100 metres sprint and during this frantic activity the HYH suffered one cut, but his lead was sufficient for him to progress to the next round.



The next round saw our near exhausted hero drawn against a fellow who looked to be older than several continents and had a long white beard. His models were flawless examples of the modellers craft and seemed to shimmer softly in the sunshine. Yes our hero had drawn "The Zen Combatter"!! Some say he recites passages from the Rubaiyat of Omar Khayyam while flying combat. Some say he guided Joe Supercool to his Nats win in 1964, while others say he vowed never to fly open combat again after losing a famous stunt flier to the dark side. Whatever his reputation, our hero had to marshal his mental resources because he knew that while his previous bout had been a largely physical affair, this contest would be won or lost between the ears. On entering the circle he was greeted by his opponent with a genuine wish of good luck.

Both pilots had regulation starts and when the centre marshal gave the "commence combat" call, our hero expected to be withstanding an intense attack. Instead he found the Zen Combatter standing with his eyes closed flying lazy eights. Our boy quickly seized the initiative and produced two small cuts, allowing plenty of streamer for later attacks. Now the ZC did something totally unpredicted, he lay down on his back and launched an intense attack on our hero. It seemed almost magical that he could score, first one then quickly a second cut, whilst on his back. At this point he suggested that the HYH follow his lead and do combat from the prone position, saying as our boy settled to the ground "feel the energy of Maya flow through you to the stars" An eerie calmness overcame him, but his awareness was magnified to the extent that he felt he could single out a blade of grass and take the top off it without any problems. He was able to get a third cut against his fantastic foe and with only seconds remaining in the contest he knew he was all but assured of progressing to the next round. He then heard the Zenmaster say gently, "And thus endeth the lesson" and watched almost helplessly as two cuts were taken from him just as the "cease combat" order was given.

And so the Handsome Young Hero, with two losses is out of the event, feeling that he had learnt many lessons from his brief sojourn into a parallel dimension. What will be his next adventure? Will he find free flight fascinating? Is RC Rocking? Or will he be tempted by the dark side, even though he has sworn to never fly competition aerobatics. Whatever fate awaits him, this chronicler will be there to bring you, dear reader, the full account of his derring do.

Greg Ardill

---



*Some flying fields are better than others but here is the "grass" field that Dave Nugent is flying off at present in Mildura!*

# A Modelling Pilgrimage.

*The Editor returns to England and competes in the BMFA Nationals at Barkston Heath.*

*The last time that I competed at a British Nationals was in 1965. They were held at RAF Ouston; Newcastle Upon Tyne (Now called Albemarle Barracks and is still used for Model Flying). In this year FAI Team Race was won by Norm Kirton now living in the "Sawyer Valley" area of Perth Australia.*

My wife and I had been planning a trip to England and it seemed an opportunity not to be missed to fit in a pilgrimage to Barkston Heath, the home of the British Nationals. Of course I couldn't attend without competing in an event or two so an intensive three month model building programme was initiated to build a Barton B team racer and a new Vintage A model. Coincidentally another flying tournament was to take place in Portugal whilst I was overseas. This Tournament of "Wings of Portugal" is organised by Julio Isidro on behalf of SAM Portugal and is usually held during September. I decided to visit Portugal and compete also.

An R250 had been on order for some time and Steve Rothwell had the engine delivered in time to commence building a "Dimpled Dumpling". John Hallowell had flown in Barton B in England last year and he offered me the loan of his Irvine 25 engine. My model choice was to be a "Galaxie". My timing for building the models coincided with the start of Aussie winter, so some cold day's and nights in the building shed lay in front of me.

The models were ready to test fly two weeks before I was to fly out to England. (Cutting it a bit too close for comfort). Both models flew magnificently and with the help of my regular pit man Peter Roberts and engine man Robin Hiern a racing setting on both models was obtained. The newly run in but never raced R250 sounded strong and was a joy to start.

A mad panic ensued making a model box for transporting the models. Everything was packed, and off we set for Manchester in England. News had come through of the Australian T/R successes at the World Championships and I hoped it would be a good omen for my coming challenges.

In Manchester I was staying not far from the Barton club site (15 minutes drive) so I went and had a practice session with my Nats pitman John Daly. John used to pit for Dave Clarkson but had not flown competitively for 12 years. We soon had a setting on the "B" and were obtaining the same lap times as were obtained in Oz with a range of 42 laps to the tank. Barton B heats are 75 laps. Ken Morrissey from Irvine had a feel of the Irvine and declared it to have nothing wrong with it but that it probably needed more running time as most Barton B engines kept getting quicker with age. Because fuel and props can't be modified it was a case of make the most of what you have. The "Dimpled Dumpling" had good pace and range, so next stop was the Nationals.

In the two Barton B rounds we had reasonably good races and engine starts but the airspeed wasn't up with the quick guy's. Our engine revs would have been about 1000-2000 rpm down on the faster models. Our race times of 3:46.4 and 3:48.0 were well behind that of top team Heaton/Morrissey who did a race record time of 3:13.5 so we had done our best in Barton B but it was not good enough.

In Vintage A we fared better. The only problem that we had been having was due to the Rothwell starting in reverse. In the short time we had for model preparation we had not learned how to overcome this and during round one it added to our race time and we finished on 3min 56.0

In round two we were drawn against two British top teams. Toogood/Ward and Green/Long. Toogood/Ward were using a R250 and Green/Long had a hybrid CS Olly crankcase and R250 top end. This race was a ripper and Bailey/Daley finished in third place with a race time good enough to make the final which was to be a re-match with the teams we had just raced against.

## Heat Time

Green/Long	3min 19.2
Bailey H/Daly	3min 32.2
Toogood/Ward	3min 22.8

The final was a great race in the windy conditions and all teams finished. The same could not be said for many of the other race finals held on the day.

## Vintage A Final result

Green/Long	7min 07.6	First
Toogood/Ward	7min 37.7	Second
Bailey H/Daly	8min 48.2	Third.

*The VTR final race can be viewed on UTube "Vintage A TeamRace 2008"*

Next competition was to be in Portugal and Mike Bellamy had put his hand up to pit for me and he came over from



*Harry Bailey and John Daly prepare the "Dimpled Dumpling" for action on the Barkston Heath runway.*

Doncaster to Barton for a practice session with the Vintage A and Barton B models at the Barton Club site. We did quite a few tanks with the Barton B and performance was again reasonable. Vintage A was going strong and Mike fell in love with the Rothwell engine.

The weather in Portugal was more like an Aussie summer and we got in some more practice and were happy with what we had going for us. In the first Barton B heat we did a 3:33 which was faster than the best Nats time. Next heat was a perfect race, two first flick starts and we bettered our time to a 3:23.5 which was the fastest final qualifying time. The final was probably the best race of the competition. Great starts by all teams close racing and at the finish none of us knew who had won. Three seconds separated first and second and we came in third place eight seconds adrift.

## FINAL – BARTON B

*The three models from the Barton B final.*

150 LAPS			QUALIFYING TIME	RESULT
1	J. CATLOW - P. D. FINCH -M. P. JEPHCOTT -M.	GBR GBR GBR	3.29.3	6.59.9
2	J. ISIDRO - P. T. TOOGOOD - M. WARD - M.	POR GBR GBR	3.23.7	7.01.7
3	H. BAILEY - P. M BELLAMY - M. T. MEAGER - M.	AUS GBR GBR	3.23.5	7.11.8



In Vintage A we made the final again. The qualifying time of 3.27.3 was a PB and things were looking good for the final but we had to be content with a second place.

## FINAL – A VTR

170 LAPS			QUALIFYING TIME	RESULT
1	T. TOOGOOD – P. D. WARD - M.	GBR GBR	3.23.5	7.08.2
2	H.BAILEY – P. M. BELLAMY - M.	AUS GBR	3.27.3	7.56.3
3	J. CATLOW – P. D. FINCH – M.	GBR GBR	3.28.2	RET RUN IN

As a conclusion: - the Irvine is getting quicker but I suspect that we had not explored the possibilities for improvement that others have had the time to do.

Both competitions were good fun and if you ever get the opportunity to go to the British Nationals then don't let it slip. There is not enough space here to tell you all about it but it is a modelling pilgrimage not to be missed.

Evora was magnificent, the competition was not intense but the socialising with people from many nations was a joy. Julio Isidro provides free accommodation to overseas contestants, a banquet on the Saturday night and a coach is provided to get competitors from Lisbon to Evora and back and forth to the flying site at Evora Airfield. Julio and his production team do a great job of organising the event and attending it is highly recommended. He made me and my wife very welcome, and he informs me that he will be coming to Albury this year to compete in our Nationals. I hope we can make him feel as welcome here as he did for the many competitors in Evora

Thanks to pitmen John Daly and Mike Bellamy and battery persons Tom Meager and Nick Feeney as without your assistance the results we achieved could not have happened.

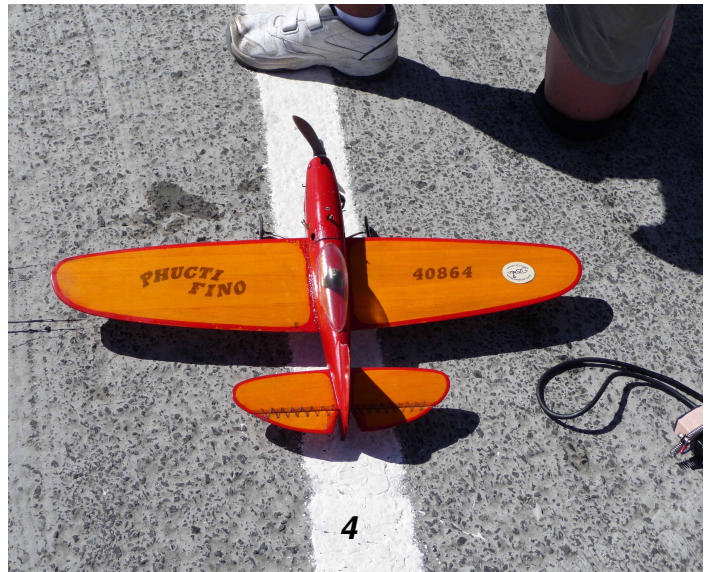
Harry Bailey



*Barton B finalist with their trophies in Evora.*

*Some of the attendees at the Evora closing ceremony.*

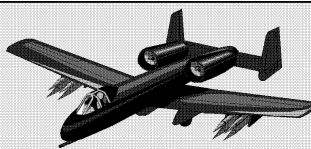




- 1 Phantom T/R In Evora.
- 2 Daytime catering area at Evora airfield
- 3 Julio presents trophies at the banquet.
- 4 Dave Finch's Barton B
- 5 Evora from our hotel.
6. Quickie Rat model that was loaned to us by John Bradley
- 7 Fuel ingredients could be purchased at the airfield
- 8 Barton club's flying circle



# CONTEST RESULTS



## Combined Speed at Frankston 17/8/2008

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 2	NovaRossi 21	N.T	10.12	D.N.S.	10.12	286.25	98.81%
2	R Hiern	FAI	Irvine 15R	12.80	12.98	D.N.S.	12.80	281.25	96.41%
3	N Wake	Class 1	Nova Rossi 12	14.91	15.07	15.18	14.91	241.45	92.96%
4	L Smith	Vintage Proto	Brodak 25 mk4	33.40	34.06	33.37	33.37	173.62	92.18%
5	J.Hallowell	Vintage Proto	OS25la	33.58	33.40	33.61	33.40	173.46	92.10%
6	R Hiern	Class 1	OS 12 tz	N.T	N.E.L.	16.40	16.40	219.51	84.51%
7	N Wake	Vintage Proto	Magnum 25	N.E.L.	38.26	37.89	37.89	152.91	81.18%
8	A.Nugent	Class 1	Nova Rossi 12	17.61	17.44	18.70	17.44	206.42	79.47%
9	M Wilson	Class 1	OS CZ11 PS	18.35	NT	N.T.	18.35	196.19	75.53%

## PERKY

Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h
A.Nugent	Perky	Super Tigre G15	43.40	46.07	46.67	43.40	133.49
J.Hallowell	Perky	OS 15fp	44.87	N.T.	D.N.S.	44.87	129.12
R Hiern	Perky	Taipan diesel	48.42	57.41	N.T.	48.42	119.65

## "SPEED" COMP at FRANKSTON 17/08/2008...

We finally had our speed comp for August after being postponed due to wet cold windy conditions last week.

A good entry with a few away etc, weather was good considering weather during week, it was good with a few sprinkles of rain, but ended out sunny and perfect for some speed "fun".

We had a new speed flyer in Andrew Nugent with his new "Arrow", powered by a very cheap base model Nova Rossi .12 car engine, cost from "Dinball" in Hong Kong of only \$160 US, it is still a "quality" motor but just the base model, still had good bearings, big shaft, ABC etc. very good value, for a "quality motor".

Who said speed is expensive? Dinball also has more cheap fancy versions, if you want.

Why buy a cheap imitation when you can buy the real deal, Novas are bullet proof.

Andrew did the work to convert it himself for aircraft, from my instructions. The motor is completely "stock" he just took out a head shim; it is only using standard plugs not turbo etc.

He ran it in properly on a 'small' prop and we test flew it last week, works like a dream, it has not blown the plug, he just starts it up and releases. It's better than some sports models.

Today he tried a few odd props some are hacked down [a lot] T/R props, finding the right prop is the secret.

At the moment it is running on low nitro 30% sport fuel. Just taking it slowly, it will pay off later in performance and long life.

Andrew is hopefully going to do a write up in the mag on his project X!!

I flew my old Irvine model in FAI, the motor is 12 years old and has had many flights. It was only semi retired after my Profi started to go. The bottom of the liner has been re-lapped so many times to restore taper that a lot of the chrome is missing, but it still goes and is very reliable.

After a big rest in the box it is going quick again, the holiday has done it good.

Winner of the closest to average speed in Perky is John Hallowell, he also won last comp even though the results failed to show. Only 3 in Perky this time our 4th one suffered hanger rash in Gavan's car and broke the wing tip, next time. Vern is building one as well as a few others...

Vern Marquette did not fly due to a knee injury but turned up as usual to help every one especially me, thanks from all of us.

Thanks also to Ron Savage who comes and times as well as helps out, he has also built a remote controlled horn to advise fliers at the end of the time run, Ron is not a member [yet].

Next speed comp is at Frankston September 14<sup>th</sup>.

**We are also able to fly at Knox so please advise me [the Knox Contest Director] of when and how many times we should fly our long line speed models there, so I can do a calendar.**

**Robin.**





*Left:- Andrew Nugent with his new "Arrow"*

*Right:- Andrew speed timing and Robin with the buzzer to advise pilot that flight has completed.*



#### Combined Speed at Frankston. Sunday 21/9/2008

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	J.Hallowell	Vintage Proto	OS25LA	35.46	33.28	N.T	33.28	174.09	92.43%
2	R Hiern	Class 1	OS CZ11 PS	16.67	16.73	16.65	16.65	216.22	83.24%
3	N Wake	Vintage Proto	Magnum 25	42.59	42.91	38.02	38.02	152.38	80.90%
4	A.Nugent	Class 1	Nova Rossi 12	17.39	18.13	D.N.F	17.39	207.02	79.70%
5	V Marquet	Vintage Proto	Enya 30 ss	N.T	<u>39.57</u>	D.N.F.	39.57	146.41	77.74%
6	M Wilson	Class 1	OS CZ11 PS	18.59	18.05	18.11	18.05	199.45	76.79%
7	M Ellins	Class 1	OS CZ11 PS	18.48			18.48	194.81	75.00%
8	V Marquet	S/Speed	PAW	N.T					0.00%

#### PERKY

J.Hallowell	Perky	OS 15FP	44.39	44.39	130.52
G.Opperman	Perky	OS Max .15	51.47	51.47	112.56
V Marquet	Perky	Taipan	58.30	58.30	99.38
R Hiern	Perky	Frog 2.49	58.68	58.68	98.73

#### WINNER PERKY AVERAGE SPEED

G.Opperman	Perky	OS Max .15	51.47	51.47	112.56
------------	-------	------------	-------	-------	--------

*Vern Marquet prepares for his new Perky's first flight.*



*Close up of Vern's Taipan diesel powered Perky. Note neat open cockpit design.*

*Robin Heirn's OS CZ11Pylon Special Arrow and Perky prepare for the action.*





Vern's Jaffa for Vintage Proto has Enya 30SS



Gavan Opperman's Hot Pink was winner of Average Speed in the Perky race.



John Hallowell's Rocket was event winner with 92.43%



Vern winds up his Perky in the Pylon.



Ron Savage (with stopwatch) did a top job of timing. Lance Smith (foreground) helped out as he was without model today.

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

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

Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"

**Southern Mowers**  
12 Stephansons Rd, Seaford  
Ph 9775 1015  
Fax 9775 1018

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

**Contact**

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

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

**Engine Reconditioning Specialists**

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



Would anyone have a copy of the Aeroflyte "Vulcan" plan.  
2.5cc stunter circa/ late 60's early 70's.

Please call me on (03) 9531 0305  
or email me at [kryon11@bigpond.net.au](mailto:kryon11@bigpond.net.au)

Ron.

---

Wanted 3 rossi mk1 or 2 cranks 10.5 dia new or very  
good cond

Wanted CS 11 Glow Speed Engine normal timed or piston  
and liner pin and rod

Wanted Arrow speed model kit  
Peter Chilton 02 9639 6023  
[peteandhel@optusnet.com.au](mailto:peteandhel@optusnet.com.au)

## Attention all Vintage Combat fliers!

The Brimbank Falcons control line model aircraft club is  
hosting a vintage combat competition on  
Sunday 19th October 2008

Start time: 11 am sharp

### Where?

Melways ref: MAP 15 C-5 - Brimbank  
Falcons flying field (not Knox!!!)

Exit Keilor Park drive exit on the Western ring rd or Calder  
Freeway ( if you are traveling from the city down the Calder  
freeway)  
Turn left at the roundabout ( Keilor Park drive , Stadium Drv &  
Tullamarine Park drive intersection ) into the Keilor park sports  
grounds.

The Brimbank Falcons club field is located next door to the  
second fenced council carpark (the one after the model car race  
track) on your left and directly opposite the Brimbank Council  
Works Depot when entering via Stadium Drive.

The club will provide barbecue sausages and some  
refreshments at nominal prices.

Dust off your old models and head out to Keilor Park for a fun  
action packed day!

Cheers  
Ken Maier

Ph H 03 9398 8244  
Mob 0433 797 058

## 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](mailto:ryan.leknys@student.curtin.edu.au)

Mobile is 0416310949 Call me after 5pm.

---

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](mailto:combtkid@hotmail.com)

---

I was cleaning up the kids room and I have come across  
an AEROFLYTE AURORA KIT 121.  
1220 MM SPAN PATTERN PERFORMANCE STUNT  
CONTROL LINE MODEL FOR .35 TO .45 ENGINES.  
It is still in its original box ready to be assembled.

If one of your readers would like to buy it they can contact  
me on 0439868891 or at [silwork@bigpond.com](mailto:silwork@bigpond.com)

---

OS Pet no plug or NVA	\$ 30
-----------------------	-------

Taipan 2.5 Gold Head Rear exhaust incl muffler No venturi or NVA	\$ 50
--	-------

K & B 2.5 side exhaust Rear induct wth carby No prop washer or nut	\$ 40
--	-------

Force 46 R/C Aircraft Eng NIB muffler & tools	\$ 80
--	-------

Hitec Laser 4 Transmitter And receiver Fre 36.410 Certified by Aero Tech Geelong.	\$ 90
--	-------

Contact :

---

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

---

# AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

**SURFACE  
MAIL**

**[www.hobbycave.com.au](http://www.hobbycave.com.au)**



**Supplier of Control Line, planes, engines, parts, pilots  
& accessories.**

**Distributors for Brodak**



**& RSM**



**For further information & details go the website or  
contact Shane Adams on 0438556998.**