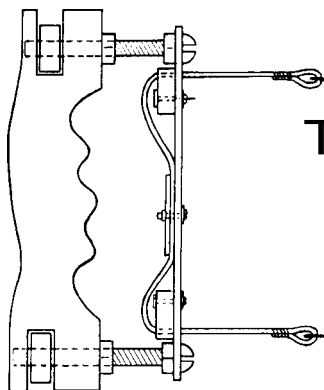


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# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

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Number 130

Produced by the Victorian Control Line Advisory Committee



March 2009  
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**Copy Deadline for next issue is:  
Wednesday March 18th 2009  
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:- [hbbailey@optusnet.com.au](mailto:hbbailey@optusnet.com.au)



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR

Mar- 7th-9th **South Australian State Championships**

Murray Bridge/Callington

Mar-15 **F2C Team Race, Goodyear, Mini Goodyear, F2F and Classic FAI T/R** CLAMF  
 Mar-22 Hearn's Trophy for Vintage Stunt. KMAC  
 Mar-29 Combined Speed KMAC  
 Apr-5 Clag Flying Day Moe  
 Apr-10,11,12,13 **Victorian Control Line State Championships**

Apr-26 (Anzac Day long weekend) KMAC  
 May-3 Aussie Day, Vintage Combat  
 CLAG/Brimbank at KMAC

May-10 Mothers Day  
 May-17 Navy Carrier, Simple Combat, Open Combat CLAMF  
 May-24 Classic B, Vintage A, KMAC Club Day

KMAC  
 Jun-7 Clag Flying Day` Moe  
 Jun-14 Speed, FAI & Mod Combat, 1/2A Combat CLAMF

Jun-28th KMAC Club Day KMAC  
 Jul-12th Speed, Balloon Burst, Limbo, 2.5cc Rat Race (Riverside Trophy) 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 0439 972 006  
 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.

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)



## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2009

**\*\* Events which form part of Team Selection for 2010 World C/L Championships.**

DATE	CLUB	EVENT
7-9 Mar	S.A. Monarto & Callington	<b>SA STATE CHAMPIONSHIPS</b> <b>** (incl. F2A, F2B, F2C, F2D)</b>
7-8 Mar	MDMAS. (Mitchell Hill Fields, Muswellbrook)	2009 HUNTER VALLEY CHAMPIONSHIPS. Contact Luke Anderson
Sun 15 Mar	KMFC	KMFC 500 Lap race
Sun 29 Mar	SSME	Phantom, Vintage A, Vintage 1/2A and Bendix
Sun 5 Apr	KMFC	F2B Aerobatics and Novice F2B.
11-13 Apr	CLAMF & KMAC	

### **VICTORIAN STATE CHAMPIONSHIPS**

**\*\* (incl. F2A, F2B, F2C, F2D)**

Sat 18 Apr	KMFC	Club Stunt (Novice)
Sun 19 Apr	KMFC	Diesel G/Year, Sabre Trainer and 2.5 Diesel Speed.
Sun 26 Apr	KMFC	1.6 and Slow Combat
Sat 2 May	KMFC	Club Racing
2-3 May	MDMAS. ( Mitchell Hill Fields Muswellbrook )	VETERANS' GATHERING. Contact Luke Anderson 0409409367
2-4 May	QLD. ALC fields, Chetwynd St, Loganholme	

### **QUEENSLAND STATE CHAMPS**

**\*\* (incl. F2A, F2B, F2C, F2D)**

**Sat 9 May W.A. Venue TBA. W.A. State Championships**  
**\*\* (F2B only)**

Sat 30 May	KMFC	Club Stunt (Novice)
Sun 31 May	SSME	F2B Aerobatics

**6-8 Jun CLAS. Venue TBA CLAS. NSW C/L STATE**

**CHAMPS \*\* (F2B and F2D)**

Sun 21 Jun	KMFC	Diesel Goodyear, Sabre trainer Racing & 2.5 diesel speed
Sun 5 Jul	KMFC	AGM, 2.5 Stunt and Club Racing.
Sun 12 Jul	Doonside event to be held at SSME	F2B Aerobatics
Sun 19 Jul	KMFC	1.6 and Slow Combat
Sat 1 Aug	KMFC	CLUB STUNT (Novice)
Sun 9 Aug	KMFC	F2B Aerobatics and Novice F2B.
Sun 16 Aug	KMFC	Diesel Goodyear, Sabre Trainer Racing & 2.5 Diesel Speed.
29-30 Aug	COWRA MAC.	4th OILY Hand Diesel Day. (Contact Ian Cole 0427 015 792) Details TBA.
Sun 30 Aug	SSME	Slow Combat (Bonus points for WW2 Style model).
Sun 13 Sep	KMFC	Classic Stunt, Vintage Stunt & Palmer event. Details TBA
Sun 20 Sep	KMFC	Club Racing & Slow Combat

Sun 27 Sep SSME F2B Aerobatics  
**3-5 Oct NSW. Venue Twin Cities, Albury**  
**CLAS.NSW C/L STATE CHAMPIONSHIPS.**  
**\*\* (F2A and F2C)**

**3-5 Oct CLAS at Kelso Park**  
 City of Sydney Championships

Sun 11 Oct KMFC *Gordon Burford Day.*  
 Stunt - using G B engines in any of the  
 Australian planes selected for  
 previous Veterans gatherings at  
 Muswellbrook.  
 Sabre Trainer fly past.  
 Speed - any G B engine up to 0.19cu.in.  
 Special event- simultaneous flying of  
 G B engined planes.  
 Concours G B engined planes of any  
 kind.  
 Swap meet

Sun 18 Oct KMFC Club Racing and Diesel Goodyear

Sun 25 Oct SSME Phantom, Vintage A, Bendix T/R,  
 Vintage 1/2A

Sat 31 Oct KMFC CLUB STUNT (Novice)

Sun 1 Nov SAT (Kelso Park) F2B Aerobatics

Sun 15 Nov KMFC Slow Combat and 1.6cc

Sun 22 Nov NACA (Gateshead H.S.)  
 Classic Stunt & Cardinal Stunt.  
 (I.Smith Ph:024975 2292)

Sun 22 Nov KMFC Vintage T/R, 1/2A,  
 A (2 divisions) and Vintage B.

Sun 29 Nov KMFC KMFC Christmas Party and Fun Fly

Sun 6 Dec Doonside. **To be held at SSME**  
 F2B Aerobatics

**Dec 28th 4th Jan.2010 63rd MAAA Nationals\*\***

**63rd NATIONALS. Albury NSW \*\*(hosted by Victoria)**

**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.

**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-** (to be held at SSME) Luddenham.

## Western Australia Contest Calendar 2009

May 9 W.A. State Champs for F2B at Lumin  
 Christie Field

Jun 13-14 W.A. State Champs F2C at  
 Whiteman Park

THESE TWO EVENTS ARE FOR W/CHAMPS  
 QUALIFYING

On behalf of **Aeromodellers of Logan City Inc,**  
 I hereby announce the  
**QLD State CL Championships for 2009**, to be  
 held on 2-4 May at ALC. All FAI events are W-C Team  
 Qualifiers. Entry forms are available on the following  
 website:  
[www.f2alc.com](http://www.f2alc.com)  
 Peter Krenske  
 Secretary, Aeromodellers of Logan City Inc



**Adelaide Aeromodellers Club**

### 2009 1st Quarter Events Calendar

SA CL State Championships: Monarto & Callington -  
 March 7, 8, 9th

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



**Hearn's Trophy**

**Vintage Stunt event**

To be held at the Knox flying field on  
 Sunday the 22nd of March 2009  
 All models to be on the flight line by 10 am

Model and Engine age points only  
 to apply

**Any queries contact John Goodge**  
**0439 972 006**



Email: - Steve Rothwell [steve@smrpl.com.au]  
 Web site: - [www.smrpl.com.au](http://www.smrpl.com.au)





# Farewell to a Well-known Veteran

Some people will be sad, some will be amazed, some will breathe a sigh of relief...

At the model aeroplane display held on February 21st 2009 in conjunction with the Hastings Day celebrations (Hastings is a bayside town on Western Port, southeast of Melbourne), a large contingent of aeromodellers and spectators witnessed a significant day in history: Keith Baddock's profile-scale control-line model of the Lockheed P38 Lightning is now officially "dead"...

The model was built many years ago; our estimates suggest it might be as many as 20, but it's definitely at least 18 years ago. Originally intended as a stepping-stone to a more complex and detailed model, Keith has since used the profile model to compete in WWII combat events, perform at a number of public displays (including a couple of Dandenong shows and Avalon Airshows) and has flown it to many placings in scale competitions at state and national level. While it could never be a serious contender for static points (being a profile model, covered in heatshrink film, with minimal scale detail - and evidence of various repairs over the years!) the flying capabilities of the model often meant it was a genuine challenger in overall score. Perhaps the highlight of its Scale life was the second placing in F4B at the recent 2008/2009 Nationals held at Albury. Keith is the first to admit that there was a large slice of luck involved, with low entry levels and some problems suffered by other competitors, but such an achievement is still a great effort with such a simple model.

The contest record of the model shows:

2<sup>nd</sup> place in Stand-off Scale at South Australian State Championships October 1989

6<sup>th</sup> place in Stand-off Scale at Bendigo National Championships 1990-1991

1<sup>st</sup> place in Stand-off Scale at Victorian State Championships April 1991

1<sup>st</sup> place in Control-line Scale at the P&DARCS Scale Rally April 1991

5<sup>th</sup> place in Stand-off Scale at Victorian State Championships 1992

6<sup>th</sup> place in Stand-off Scale at Ballarat National Championships 1995-1996

1<sup>st</sup> place in Stand-off Scale at Nowra National Championships April/May 2000

2<sup>nd</sup> place in F4B Scale at Albury National Championships 2008/2009

The day at Hastings proved to be a fitting exit - finishing not with a whimper, but a bang! This large r/c and control-line display often features a variety of warbirds so the model was very well received, getting a big build-up by the announcer. After a smooth take-off and a few level laps, the inboard motor cut out during a touch-and-go, then the fairly strong wind blew the model in and with slack lines Keith could do nothing to prevent the resultant spectacular cartwheel. Half a wing here, over there is an engine nacelle, that's the elevator and the other piece of wing beyond that... The crowd loved it!

In his typical generous way, Keith allowed a couple of young boys from amongst the spectators to take home a piece of the wreckage each as a souvenir - they may not know the significance of the chunks of balsa they now have, but I'm sure they will be well pleased with their memento of the thrilling crash they witnessed. Not so sure their mothers will be as happy...



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.

It is also a mine of useful information on contest rules and recently had a "plans" section added.

They can be viewed at the CLAMF Aerosports website

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

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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.

*Some of the control line display team at Hastings*



# Fora Pioneer Diesel Engine Tested

## Introduction

Few amongst the F2D Combat fraternity would be unaware of the prominent position gained by the Fora Combat engine, which was designed by Serguey Uzikh and Vadim Savenko of the Krakov Aviation Institute in Ukraine. Through its various stages of development, this engine has become the popular choice at the pinnacle of this very competitive field of specialist engines. More recently, the folk at Fora have broadened their range to include the potent 36 for AMA Combat, a clone of the wonderful Star 2.5 diesel for F2E combat and an 020 engine to meet the gap left by the erstwhile Cox TD 020.

The subject of this engine test is the Fora Pioneer 2.5cc diesel, also known abroad as the Junior. News of a new "sport" engine specifically for control line work is cause for jubilation enough these days and doubly so from a manufacturer with such a pedigree.

We believe it is intended to fill the role of basic training engine for combat work and directed principally at the home market. It is indeed fortunate that arrangements have been made to supply them to the United Kingdom on a batch basis. Those excess to immediate demand are offered on Ebay and for the moment are reasonably readily obtained.

## Construction

The Fora Pioneer is of conventional design, with front rotary induction via the crankshaft and two ball bearings for crankshaft mounting. It departs from the now customary three-port Schnuerle loop scavenging to a more traditional reverse-flow layout with opposing transfer ports perpendicular to two opposing exhaust ports. This was one of the alternative porting layouts patented by the good Doctor Schnuerle to overcome the inefficiencies of piston baffles in two-stroke engines. Variations of this porting have been widely used in model engines by Frog, Cox, Barbini and others - most notably from an Australian perspective by Gordon Burford for his Taipan Series 70 2.5 diesels and the 1.9cc Tyro from almost 40 years ago.

Also like the Series 70 Taipan, the Fora has an unfashionably "long" bore to stroke ratio (13.9mm bore & 16.3mm stroke) giving it a relatively tall cylinder. Along with provision for a 12mm main crankshaft journal diameter and a seemingly generous carburettor intake boss (relative to the modest 3.2mm diameter choke) it has a bulky appearance. The four long bolts retaining the cylinder assembly look "agricultural", but do the job without complicating manufacture (and disassembly by the customer). The crankshaft employs a pressed in crankpin to reduce manufacturing costs. It has a plastic backplate, AAC piston/cylinder and an aluminium head with push-pull contra piston. The use of light alloys has kept overall weight to a reasonable 139 grams.



*Fora pioneer sets new standards for general purpose diesel engine quality.*



*Form and function. The Fora measures up against the Taipan Series 70 diesel.*

The piston & cylinder assembly is worthy of admiration. No compromises here. The cylinder appears to be machined from bar stock. Integral fins retain bore roundness. Jigging to machine the four ports would be quite tricky, as they are all inclined upwards. Finish on the hard chromium plated bore is up to the highest Ukrainian/Russian standard. The piston is machined from a casting. Wide bosses (with drilled oil lubrication holes) support the hollow steel gudgeon pin and centralise the conrod on the crankpin.



*The porting arrangement. Lovely work on that piston.*

No chance of the conrod rubbing on the backplate with this engine. The piston skirt is reduced by arched cut-outs fore and aft to clear the crankweb and allow gas flow to the transfer passages towards the bottom of the stroke. Along with a tapered cylinder bore, careful attention has been paid to the piston skirt profile in the interests of reducing friction. The band for sealing compression is approximately 1.5mm deep and located midway between the top of the gudgeon pin holes and the top of the piston. This sits approximately 0.005mm proud of the remaining skirt, which tapers slightly smaller towards the top and bottom of the piston. The conrod is neatly turned to a circular section of approximately 4mm diameter, measures 28mm between centres and has a bronze bush for the 4.5mm big end.

The needle valve assembly uses a clamping nut to secure the needle, which extends a relatively short distance from the crankcase. The spraybar intersects the edge of a plastic venturi insert with a single tangential jet. The propeller is retained by a steel M6x1 hex nut.

### Bench tests

From the outset, this engine was a happy runner, responding well to the usual starting technique of a few choked turns to prime the crankcase before flicking the prop. Restarts were very good on propeller sizes of 8 inches and more. The Pioneer was less accommodating at the compression settings needed for flat out running with 7 inch props. Knocking was evident if under primed and false starts on peak lean needle setting were not uncommon. This is unlikely to be of concern in a combat model (its intended use) and can of course be overcome by careful setup in a racing model or opening the needle by ¼ turn. Response to mixture adjustment was very good, with the needle holding a running setting perfectly from one run to the next. Adjustment of compression is comfortably done using the 10mm end of a four-way modeller's box spanner, which also fits the prop nut. Actual adjustment is quite gradual compared with engines having a "full bore" contra piston. There is ample compression adjustment range across all useable speeds without resorting to shimming the entire head up or down. At no time did the Pioneer show a tendency to overheat as all that conductive aluminium dissipated the heat superbly. For this reason, some care was needed to avoid loading the engine with more compression than necessary for the job. It was not prone to starting backwards or "playing dead" if over-primed. In all, it is a thoroughly easy-going engine.

It was apparent that the Pioneer's power output was not "intoxicating". Peak power of just under 0.3 BHP was delivered anywhere from 14000 RPM up to when vibration began to be of concern above 16000 RPM. Torque was a relatively modest 24 oz-in at 10,000 RPM and dropped in a linear fashion at the rate of one oz-in per 1000 RPM thereafter. The fuel used had 20% castor oil, 30% ether, 50% kero and 2% 2-ethylhexyl nitrate added.

### More power

It seems dedicated competition types are always looking to use "sport" engines in low-key competition classes. Of course that leads to the dedicated "tinkerers" extracting more power than standard. The Fora Pioneer is a designated engine for Barton Classic Team Race, where it has figured prominently in race results. No doubt the racing boys have given attention to fuel formulation. I expect the oil content could be reduced to 15% without problems and perhaps 10%, which would aid fuel economy. Lance Smith reports that his Pioneer is happy running on "Timmy Tiger" brew at 1.3% ignition improver.

Subsequent checks of our test engine showed no hint of mechanical problems. Measurement of port timings gives a clue to the modest performance. Exhaust duration is 146 degrees and transfers remain open for 116 degrees. OK so far. Crankshaft intake opens 30 degrees after bottom dead centre and closes 2 degrees before top dead centre. Compared with "standard" intake timing numbers of opening 45 degrees ABDC and closing 45 degrees ATDC, this seemed out of whack. There was some comment that the first batch of engines delivered to the UK exhibited fuel spitting from the carburettor – a sign of excessively late intake port closing. Perhaps this batch had been adjusted to far the other way? The intake window of our test engine's crankshaft was modified with a Dremel tool fitted with 5mm grinding bit to close 30 degrees ATDC. That's still conservative, but sufficient perhaps to show if we were on the right track.

A second series of tests gave a fairly consistent average improvement of 800 RPM for all of the test propellers, to give the values below.

Propeller	RPM
APC 10x4	10,000
Graupner 9x5	10,600
APC 9x6	10,400
APC 9x4	12,200
Graupner 8x5	13,100
Cox 8x4	14,400
APC 8x4	15,300
APC 7x6	15,500
APC 7x4	17,300

The outcome is a handy increase in both torque and power, without affecting any of the Pioneer's general handling characteristics. Power and torque curves for both series of tests are shown. Peak power from the modified engine nudged 0.35 BHP somewhere between 16000 and 17000 RPM, at which approximately 22 oz-in of torque was recorded. These are reasonable figures which perhaps not surprisingly are very similar to a good Taipan Series 70 diesel, except that the Pioneer's peak power is developed at somewhat higher RPM. Knowing how successful the Burford engine was for general purpose and Club competition work, owners of a Fora Pioneer (after modification) can expect the same solid performance. An 8x6 would be a good choice for general flying and combat (perhaps the engine should be allowed into Vintage Combat?). A 7x7 or 7x6 would be fine for racing.

Those seeking more power might try experimenting further with port timing. Alterations to cylinder timing are restricted to shimming, although increasing transfer port timing in this way might push the exhausts too far up. Further crankshaft timing mods might be a good thing, but are of course irreversible. Enlarging the carburettor choke can be expected to improve power.



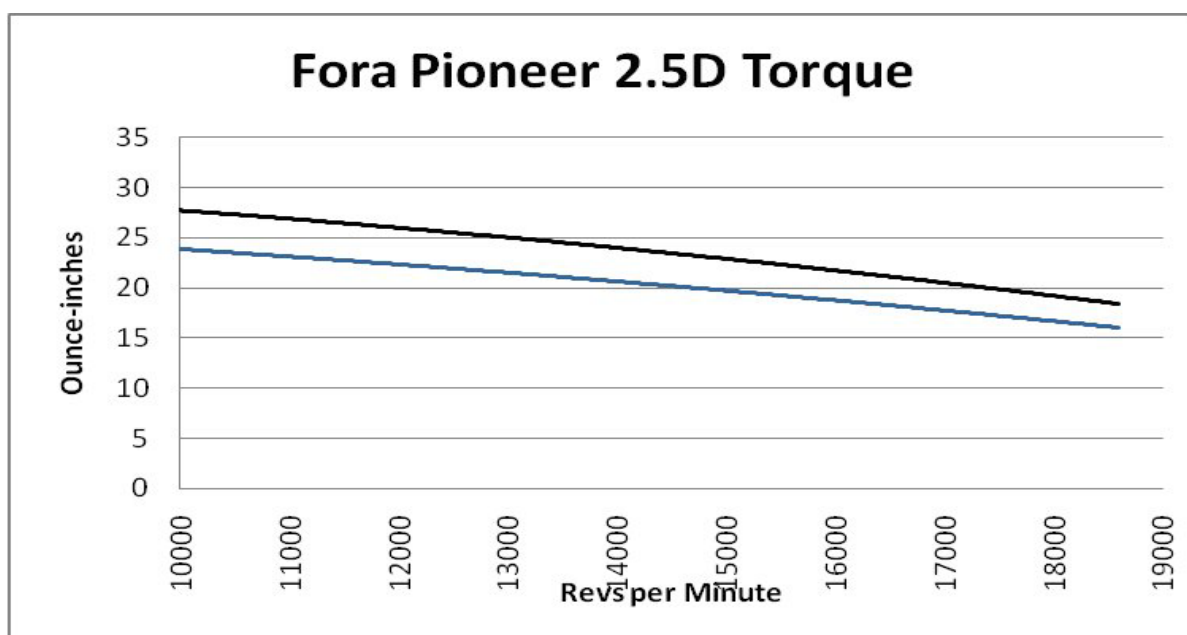
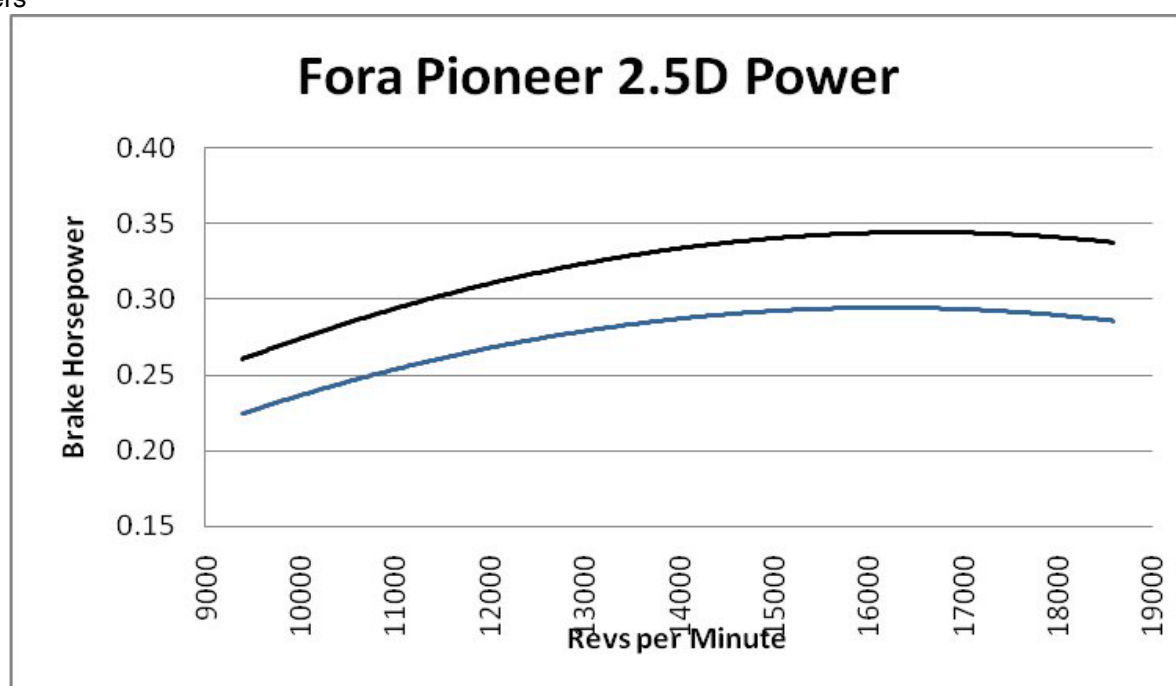
Upping this to 3.5mm diameter would be safe enough for combat, or perhaps larger for racing. Those with the means might replace the original venturi insert with something less primitive. We noted a degree of uneven running which can be attributed to the “hanging drop” syndrome. That is a shortcoming of many carburettors having one or more tangential fuel jets at the throat wall. With no definite direction to the incoming stream of fuel, a proportion will go the wrong way and accumulates at the top of the venturi throat. This “snowballs” and when the hanging drop is large enough, it falls into the engine causing a moment of rich running. A lot of experimentation is needed to get the correct venturi profile, and this may only work at a narrower range of speeds than desired. There are two popular alternatives; feed the fuel through a tubular “wick” into the centre of the choke area, or revert to the proven layout with a spraybar through the choke. I prefer the latter, because they always work and are easier to do.

One area where better performance appears to be restricted is in attempting higher RPM. Vibration is difficult to cure and the Pioneer has this in spades just above where we recorded peak power. Despite a modest piston/conrod assembly mass of 4.9g there is not much more counterbalancing available from the 4mm thick crankweb.

### Conclusion

While not in the upper echelon of modern performance engines, the Fora Pioneer aims at a much neglected niche for general purpose control line work. It scores very highly for the quality of manufacture, which is excellent in every regard. Its ease of use, minimal running-in time and flexibility are attractive virtues, especially for someone new to the game. Power delivered in its standard form is adequate for its intended user group. We showed that a simple crankshaft modification can improve power output without affecting its good manners. Is it worth the typical sale price of around AUD190 plus postage? Let the market decide.

Maris Dislers



# CONTEST RESULTS



## Vintage A & Classic B Team Race at Knox.

Perfect weather greeted a small but enthusiastic bunch of flyers at the Knox field on Sunday morning, February 22nd, 2009. Winds were light and variable and temperatures in the high 20's were a welcome relief from the mid 40's a couple of weeks back. The brown grass on the KMAC field was to be expected as the drought continues in south east Australia. This flying field is situated on a flood plain and normally stays green most of the time.

This Frankston Club meet was good practice for the upcoming South Oz and Victorian State Champs. Most teams used old gear, preferring to keep the 'good stuff' for the big ones. However, it didn't stop everyone from having a really good team race day with lots of fun in the sun.

Classic B was won with an old Swooper with OS FP 25 that is so worn it takes a good dozen flicks to start when hot! For once the B25R's have taken a back seat. All Vintage A finalist were using R250 engines.

### Vintage A final teams

#### Vintage A.

1. Hallowell/Baker	3.26.63	3.47.12	<b>7.13.00</b>
2. Ray/Ray	3.28.84	3.49.07	<b>7.39.40</b>
3. K.Hunting/J.Hunting	3.42.59	3.39.50	<b>7.59.03</b>
4. J.Hunting/K.Hunting	3.24.78	DNS	
5. Bailey/Roberts	3.52.35	3.41.57	
6. Wilson/Wilson	DNF	3.42.91	
7. Nugent/Smith	3.43.18	3.50.62	

#### Classic B

1. Hallowell/Baker	3.32.40	3.26.75	<b>6.57.50</b>
2. Wilson/Smith	3.22.72	3.15.56	<b>7.07.78</b>
3. Ray/Ray	3.23.62	3.33.56	<b>7.58.09</b>
4. Hunting/Hunting	3.51.94	DNF.64	
5. Bailey/Roberts	4.30.13	3.54.44	



Classic B teams from the final.

## Sun Feb 8th at Frankston Vintage Combat

1. Bryce Young	W W W
2. Harry Bailey	L W L
=3. Michael Lewis	W W D
=3. Ken Maier	W L D
=5. Tony Casselli	L L
=5. Murray Wilson	L L

After the rain had cleared and some Navy carrier flights had been completed, Vintage combat took place on the very dry northern circle at Frankston.

With only 6 entrants everyone was kept on their toes with pitting and cut judging duties being shared amongst the group.

There were a few untidy bouts during the day, and with the time getting away from us, it was decided that the 3rd round would be the last.

Congratulations to Bryce Young for having 3 good bouts and coming out on top.

Our next vintage combat competition will be the Victorian State champs on Monday 14th at Frankston, hopefully there will be some more grass.

Happy Building!

Murray Wilson

## 'Arrival of the Day'

at the Carrier Deck competition at Frankston 8th Feb 09

More pictures and results at

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



Mark 'Top Gun' Ellins flying the Corsair on final approach. Undershoot condition develops – below deck height !



Fully committed the Corsair hits the ramp...



Big power recovery saves the day... and the model !



# 62nd Nationals Aerobatics Reports.

## Reports By Peter White

Alexandra Reserve in Albury was the venue for all C/L aerobatics events which were run from December 29th through to January 3rd. The short cropped grass surface was marked out for one competition circle and two practice circles. Throughout the week temperatures remained quite high while the constant south-easterly breeze tumbled in over the high freeway fencing about 200 metres away and some trees bordering the oval.

The format for F2B was for four rounds to be flown with the best three to count for the final score. One round per day was flown with Expert and Advanced classes alternating mornings and afternoons.

Conspicuous by their absence were the Jatsenko models.... this must have been the first nats for some time where none were flown.

### Expert Class.

The event was CDd by Paul Turner. Judges were Joan McIntyre, Ken Dowell and Murray Howell.

Frank Battam used his Saito 56 Beringer Gee Bee which though rather battle scarred appeared to handle quite well. Frank has campaigned this model on and off for a number of years.

Tony Bonello, Brian Eather and Bruce Hoffman each flew Firecrackers - Tony powering his tidily finished example with a Saito 56, Brian employing a Stalker 2/2 in his O/D and Bruce running a Saito 56 which replaced his Saito 72 that seized in an earlier round. But for an omitted manoeuvre in two rounds, the results for Brian may well have been very different.

Mark Ellins put in some good flights with his ex-Doug Grinham Jazzer hauled around by a Stalker 61 LT EX that has ample power for the job.

Doug Grinham had some troubles with his Stalker 61 LS not producing its usual power and running inconsistently. He eventually found a tiny leak in the tank which could well have been contributing to the problem. When the Stalker was on song his Starcraft handled the conditions quite well.

The high revving MVVS 51 used by Herb Hanna to power his 115% enlarged AMA Special aka Grondal Nobler ran flawlessly. Although the MVVS has had nearly a decade of use it is still quite lively. The model turns very crisp corners and sits well in the air.

Steve Masterton's Bat out Of Hell (a modified Impact) with its transparent finish was powered with an ST 60 which normally runs like a typical ST 60 but because of suspected tank problems Steve elected to pass on the last round.

Serial practiser and eventual winner, Joe Parisi flew four solid rounds with his PA 61 powered O/D Sky Rider. Joe's flights as usual were neat and tidy with consistent bottoms although he found that on muffler the PA didn't have the braking effect in the wind that a pipe

would have provided.

New Zealander Matt Spencer, flying in a clockwise direction, alternated between his semi-scale Super marine S5 Racer/ST51 and a P38 with two OS 35Ss, both models having some engine problems and being blown around in the wind, causing Matt some anxious moments. Takeoffs and landings on the floats fitted to the S5 were surprisingly good.

For the first three rounds Reg Towell used his Saito 72 powered Sea Fury, switching to a Sea Fury/ Enya 61CSX combination for the last flight. The Enya, although virtually unrun, ran a healthy four cycle and appeared to provide ample power while Reg as usual produced good square manoeuvres and generally neat intersections.

Paul Turner seemed to be off his game while doing battle with his unco-operative O/D Wind Wonder powered by a Stalker 61LT EX which was not an entirely happy motor. At some points it showed signs of performing as it should while at other times it ran erratically indicating that it possibly needs a lot more running to settle in which seems to be a characteristic of many Stalkers. Paul hit a very rough patch of air in his fourth round which kept him on his toes for most of the flight.

Yours truly's Stalker 61LS powered GEO XL handled quite satisfactorily, sitting well in the turns. The reasonably new Stalker ran well, if a trifle noisily, putting out good power on straight fuel.

As a point of interest, motors used were Enya 61 CSX (1), MVVS 51 (1), OS 35S (2), PA 61 (1), Saito 56 (3), Saito 72 (2), Stalker 61 2/2 (1), Stalker 61LT EX (2), Stalker 61 LS (2), ST 51 (1), ST 60 (1).

### Advanced F2B Aerobatics.

A total of eight flyers competed in this section which was CDd by Paul Turner and judged by Herb Hanna, Paul Turner and Peter White.

South Australia's Peter Anglberger stepped up with his now familiar FW 190/ST46 combination to produce enough good manoeuvres to eventually and comfortably take out first spot.

Col Collyer's ST46 powered Intrepid 40 appeared to be flying reasonably well in the first round but he passed on the second and opted for the last two rounds to use a semi scale Lovins Cupid with an OS 40 FP providing the urge. Col seemed quite at home with the attractive little gull-winged model.

Perennial Denver Harvison has persisted for many years with unco-operative ST51s but seems to have finally conquered them - or at least one of them. Quick starts and reliable running enabled Denver to concentrate on guiding his modified Reg Towell Cauldron through the pattern although he was troubled by the wind in a couple of flights.

The ex-Tony Bonello (?) Enigma/ST60 flown by Andrew Heath performed well with the old Tigre sounding quite happy. Although some of the square manoeuvres were tight and rushed, Andrew's flying overall was of a high enough standard to secure third place.

After swapping ST46s in practice prior to the start of competition, Don Keysecker was finally finding enough power to pull his ex-Reg Towell Cauldron aka Gotcha 5 safely through the pattern but a total wipe-out in Round 1 saw him switch to his classic Pow Wow with an OS 35S. Don handled this model with more confidence than he did the larger model in the remaining three rounds.

Ex Sydney-now-Perth flyer John Quinlan who competed as a junior in the mid to late 70s appeared out of the sunset with a Stalker 51RE and an ARF Score which, although on the heavy side at 62oz, was hauled around easily by the sweetly running Stalker. During initial flying with it in WA John replaced the original Super Tigre type NVA with an Enya unit.... from that point on the .51 performed faultlessly in practice and at the Nats. Round 4 ended rather ingloriously when the fin clipped the ground following a very low pullout in the outside squares. Fortunately, no serious damage was done to the model.

Queensland's Van Richards-Smith commenced Round 1 with an elderly Ramrod and a noisy OS 35S while the remaining rounds were performed with an ST60 and a modified Sig Magnum. A rather spindly rearward mounted U/C on the Magnum caused Van some anxious moments on landings, with the model coming very close to nosing over.

Matt Spencer competed also in this event with both the twin engined P38 and the Super marine. Matt had troubles with one or the other of the OS 35s not being happy to start and then cutting early during the flight. While the P38 was able to manoeuvre on one motor, its performance against the wind was definitely not competitive.

The motor tally for those who would like to know ran as follows: OS 35S (5), Stalker 51 (1), ST46 (2), ST51 (2), ST60 (2).

### **Classic Aerobatics Report**

Judges for Classic aerobatics were Paul Turner and Brian Eather, while Paul also officiated as CD.

The contest consisted of two flights with each flier's higher score being used to decide the final placings.

The breeze was still up, coming in from the southwest as it had on the four previous days and blowing into the morning sun.

Peter Anglberger's choice of model was the attractive little Grondal Nobler powered with an OS 35S. The plain dark colour scheme didn't do its lines justice but it handled well under Peter's control.

Frank Battam flew his now familiar red and white Nobler/ST46 - a combination that handled the breeze with few problems. Frank's Nobler appears to be stable and predictable in the breeze even though it tends to place small flats on the bottoms of the round manoeuvres.

The three year old take-apart Phoenician belonging to Doug Grinham was flown through two good patterns with its Bristunt ABC OS 35S running nicely. Doug manages quick starts and strong consistent runs with this motor.

Apart from some wandering intersections, Doug's patterns were quite smooth.

Don Keysecker again put his OS 35S Pow Wow into action. Whilst it handled the F2B pattern on previous days reasonably well, it was better suited to the Classic pattern with no 90 or 120 degree turns other than the wingover. Flying quickly, it cut through the wind without too much trouble.

Another Pow Wow, this one an OS 40FP powered example, was flown by Victorian Dave Lacey. A new model, it sported a very good finish in a classic red, yellow and black colour scheme. Dave wasn't entirely comfortable with it at this point, missing some bottoms and intersections here and there.

Steve Masterton took part flying an ST 46 powered Chizler with which he top scored the first round. During the second flight, the Chizler clipped the ground on a very low pullout but despite bending an under carriage leg, it remained airborne and the motor continued running enabling Steve to fly out the remainder of the pattern with more caution.

Victorian Alan Matthieson-Harrison flying in his first Nationals contest was running a quite powerful early model Merco 35 in his Mk2 Thunderbird to put in some quite reasonable manoeuvres although intersections and bottoms tended to wander a little. Alan's T'Bird tracked well in all manoeuvres.

Van Richards-Smith took to the air with his Ramrod and its raucous OS 35S all of which was getting along quite well in the first round when the entire nose assembly parted company with the model and landed five or six metres from the pit area. This mishap put an end to Van's further participation in the Classic event.

Prolific builder, Ken Taylor brought out his She Devil, his take on the old Bob Palmer Go Devil, which sported a very well done transparent tissue finish and a healthy Fox 59. Unfortunately he lost control in the overhead eights when the model flew out of his line of sight behind him. Ken's ongoing neck and back problems make this a difficult manoeuvre for him to keep track of. The resulting damage meant that he was unable to fly Round Two or Vintage aerobatics the following day.

The black and orange Mk2 Thunderbird of Reg Towell's flew superbly to clinch the event with the top score in Round Two. Reg has been successfully campaigning this model for some years and is very comfortable with it.

Peter White's recently finished Nakke with a consistent running Veco 35 performed quite satisfactorily despite being in need of some more flight trimming.

The following motors were used :OS 35S (4), ST46 (2), OS 40FP (1), Brodak 40 (1), Fox 59 (1), Merco 35 (1), Veco 35 (1).

### **Vintage Aerobatics.**

The last of the aerobatics events for the Nationals was flown on Saturday January 3rd by which time the weather had settled to provide pleasant conditions for the day.

Paul Turner took on static judging and CD duties while

the eagle eyes of flight judges Ken Dowell and Reg Towell watched every move the models made.

As is usual, static points were added to the higher of the two flight scores to determine the final placings.

Peter Anglberger's neatly built Ambassador put up a good showing powered by a red head Sabre 2.5 diesel. Peter had the motor running on a clean setting with scarcely a blip while the little '51 design appeared to be stable yet quite responsive to the controls.

Frank Battam powered his 1948 Hot Rock with a sand cast Fox 35 that gave its usual solid run. Despite the small thin section wing, the Hot Rock turns quite well and shows little sign of stalling in the squares. Frank has been flying this model for some time and seems to be quite happy with it.

Sydney flyer Brendan Farrell's late-40's Li'l Duper Zilch flew quite well in Round One with its OS 29 Twin Stack doing a remarkably good job. Unfortunately Brendan, who was flying in his first Nationals, came to grief with the model in Round Two when it flew off into slack line territory and was badly damaged.

**Note:** *Regrettably, on 10th February, Brendan succumbed to the kidney problems that he had suffered for quite some time. He was a regular and popular member of Kuringai Model Flying Club in Sydney.*

Eventual winner Doug Grinham again brought out his 1947 Jamison Special/Atwood 49 which he has been flying for at least four years. The neatly finished Jamison with its generous wing area and quite modern wing section flies extremely well in Doug's hands.

A teardrop exhaust K&B Torp. 29 powered Don Keysecker's Li'l Duper Zilch through two quite reasonable patterns. Although some of the round manoeuvres were not super-imposed, the model seemed to handle fairly well.

Dave Lacey's 1954 Hearn's Demon employed a healthy old Frog 500 to provide the urge. The Demon flew quite quickly causing Dave to rush some of the manoeuvres such as the vertical eights and the squares.

Mick Lewis, flying in his first Nationals, entered an OS LA 40 powered Viking which appeared to handle well, scoring identical points in both flights. With some club contests under his belt, Mick's flying is showing increased confidence.

To his stunned amazement, Alan Matthieson-Harrison had the inboard wing of his Glo Chief 29 powered Hearn's Demon fold early in the second flight causing extensive damage. All seemed to be normal in the first flight with nothing obvious occurring that could have weakened the wing.

Peter White's All American/Fox 35 combination motored around quite quickly as it usually does, due probably to a chronic tank problem. The model, with its typical All American quirks, flies quite well.

Motors used in this event were : Burford Sabre 2.5 diesel (1), Frog 500 (1), Glo Chief 29 (1), OS 29 Twin Stack (1), K&B 29 Teardrop (1), Fox 35 (2), OS LA40 (1), Atwood 49 (1).

## **MAAA Nationals results that were not published in last months edition of ACLN**

### **F2D Combat**

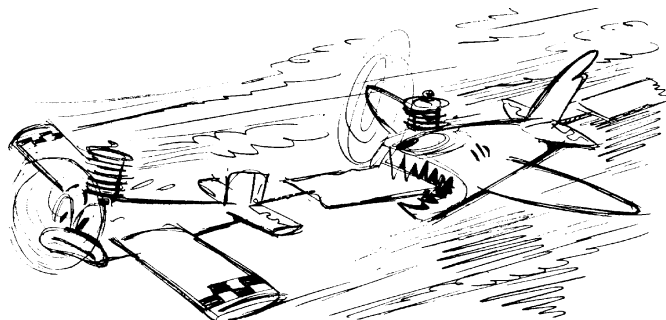
<b>Competitor</b>	<b>FAI #</b>	<b>Result</b>	<b>Places</b>
T Linwood	65234	WWLWWW	1
M Comiskey(S)	5116	WWWLWL(W)	2
M Comiskey(J)	52825	WWWLWL(L)	3
B Bellis	11740	LWWL	4
G Wilson	5894	WWLL	4
R Bellis	11675	WLL	6
T Mc Dermott	55270	LL	7
M Wilson	45798	LL	7
R Smith	25852	LL	7
P Krenske	41314	LL	7

### **Junior placing's**

T Linwood	1
T McDermott	2

### **Open Combat**

<b>Competitor</b>	<b>FAI #</b>	<b>Result</b>	<b>Places</b>
T Linwood	65234	LWWWWW	1
B Bellis	11740	WWWLWL(W)	2
M Wilson	45798	WWLWWL(L)	3
M Comiskey(S)	5116	WWLWL	4
M Comiskey(J)	52852	WWLL	6
P Krenske	41314	WLWL	6
B Burke	2738	LL	8
T Mc Dermott	55270	LL	8
R Bellis	11675	LL	8
R Fry	11924	LL	8





## Slow Combat

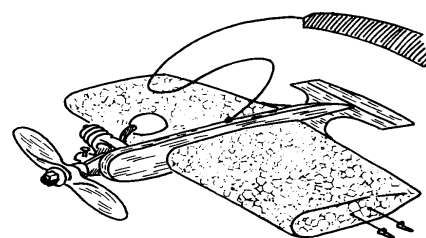
Competitor	FAI #	Result	Places
P Krenske	41314	WWWWW	1
M Dillon	7868	WLWWL	2
T Linwood	65234	WLWL(W)	3
R Owen	5245	WWL withdrew	4
R Smith	25852	LWWL(L)	4
B Burke	2738	LWL	6
K Baddock	29574	LWL	6
M Comiskey(S)	5116	WLL	6
T Mc Dermott	55270	LL	9
R Fry	11924	LL	9

## Junior placing's

T Linwood	1
T McDermott	2

## Vintage Combat

Competitor	FAI #	rd1	rep	rd2	rd3	rd4	rd5	rd6	Places
R Owen	5245	L	W		W	W	W	W	1
P Lewis	68150	W			W	W	W	L	2
T Linwood	65234	W			W	W	L		3
M Comiskey(S)	5116	W			W	W	L	ret	4
B Young	24812	L	W	W	W	L			=5
M Usher	55440	W			W	L			=5
A Caselli	13316	W			W	L			=5
K Maier	19055	L	W		W	L dq'd			=5
R Fry	11924	bye	L	W	L				=9
H Bailey	30210	W			L				=9
B Bellis	11740	W			L				=9
M Ellins	20704	W			L				=9
J Stivey	8603	W			L				=9
S Walton	9097	W			L				=9
G Wilson	5894	L	W		L				=9
M Wilson	45798	W			L				=9
M Lewis	66350	W		L					=17
B Burke	2738	L	bye	L					=17
M Dillon	7868	L	L						=19
M Shears	65056	L	L						=19
B Fry	58778	L	L						=19
R Bellis	11675	L	L						=19
R Smith	25852	L	W	withdrew					23
P Krenske	41314	L	withdrew						=24
M Mc Dermott	12373	L	withdrew						=24



## F4B – Scale

COMPETITOR	STATIC	FLIGHT	TOTAL	PLACE
<b>B. Hoffmann</b>	1703	1830	<b>3533</b>	<b>1</b>
<b>K. Baddock</b>	978	1056.3	<b>2034.3</b>	<b>2</b>
<b>W. Shurmer</b>	963	929	<b>1892</b>	<b>3</b>
<b>T. Bonello</b>	1716.5	-	<b>1716.5</b>	<b>4</b>
<b>C. Blake</b>	-	-	-	-

## 1/2A Combat

Competitor	FAI #	Result	Places
M Wilson	45798	WWLWWWWW	1
G Wilson	5894	WWWWWLWL	2
K Baddock	29574	WWWWWLL	3
M Ellins	20704	WWLWL	4
A Caselli	13316	LWWL	5
M Lewis	66350	WLWL	5
S Walton	9697	LWWL	5
H Bailey	30210	LWWL	5
R Smith	25852	WLL	9
P Krenske	41314	WLL	9
T Mc Dermott	55270	LWL	9
M Dillon	7868	WLL	9
M Shears	65056	LL	13
R Owen	5245	LL	13
B Burke	2738	LL	13
K Maier	19055	LL	13



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## **The 62<sup>nd</sup> National Control Line Model**

**Aircraft Championships** were a great success, with a total of 223 entries in 23 events. Although strong winds were experienced on most days, the weather remained fine and the flying was of a high standard.

All flying sites were well prepared for the events held. Alexandra Park was used for the grass control line events. Albury Council is thanked for providing this venue in excellent condition and for sponsoring F2B. Club members beautifully prepared the hardstand site at Twin Cities club.

Twin Cities club members worked hard all week to provide food at the hard stand and at Alexandra Park. They also hosted the BBQ and Swap Meet that was attended by 84 flyers and their families. All in attendance appreciated the roast dinner.

The Nationals Dinner was held at the Commercial Club in Albury and was attended by 120 modelers and their families. An informal atmosphere encouraged the guests to mingle and renew old acquaintances. C.L.A.S. president Peter Norrie welcomed all including our National President Mike Close and Secretary Kevin Dodd to the 62<sup>nd</sup> Nationals. Mike spoke to the gathering, wishing all an enjoyable and rewarding Nationals.

A Nationals is expensive to organize and run. The M.A.A.A. is congratulated for its financial support. Without M.A.A.A. funding Nationals event entry fees would be much higher, probably resulting in fewer members participating.

The Nationals coordinators are to be thanked for their hard work in making these Nationals one to remember. So too are contest directors, judges, timekeepers, tabulators and all who gave time to the Nationals effort. Thank you also to the modelers and their families who, in many cases, traveled long distances to showcase their skills. The organizing committee trusts that you had an enjoyable and rewarding 62<sup>nd</sup> Nationals.

Brian Eather

## **COMBAT**

Entries in Combat were up on previous Nationals run by NSW. This was the first year NSW offered 1/2A and Vintage combat. There were 73 entries in the five events offered resulting in 124 bouts being flown.

The conduct of pilots and pit crews was superb. With only 3-5 minutes between bouts the pressure was high. Co-operation provided by all made it possible to complete the busy schedule. Special thanks go to Brian Burke, Bruce Bellis, Andrew Diduszko and Richard Justic for their assistance in cut judging and central marshaling. This has been a successful Nationals for Tom Linwood. He is a NSW junior who made his mark by taking 6 trophies. Tom will be a huge force to reckon with in the future.

Peter Norrie

## **SCALE**

The F4B Scale event at the Albury Nationals was well supported with five entries. The contestants displayed enthusiasm and passion that were seen in the quality of their models and flying.

There was a preference for twin-engine aircraft with Bruce Hoffmann's single engine CAP 231 the only exception. The models ranged in size from 1m – 1.9m wing span. Models also varied in complexity.

Tony Bonello's B25 Mitchell had a working pneumatic undercarriage and sequenced undercarriage doors, flaps and throttles all controlled by a Fly-By- Wire electronic system.

Bruce Hoffmann's CAP was most impressive in flight with the smoke generator leaving a white trail behind. Warren Shurmer's F7F Tigercat and Keith Baddock's P38 Lightning used three control lines systems for throttle control. Colin Blake withdrew his Mosquito from competition due to engine problems.

After a week of strong wind Saturday morning greeted the contestants with perfect flying conditions. The flying conditions were matched by the perfect venue at the Twin Cities club hard circle. Tony Bonello chose not to fly without his regular ground crewmen Ian Gapps and Andrew Heath. Ian received the sad news that his father was seriously ill and both left to be with him.

When all flights were completed and the scores tallied, 1<sup>st</sup>. place went to Bruce Hoffmann, 2<sup>nd</sup>. place to Keith Baddock and 3<sup>rd</sup>. place to Warren Shurmer.

Thank you Manor House Motel for providing the excellent room for static judging. Many thanks and appreciation is extended to the judges Denver Harvison and David Hegarty and also to the tabulator Suzanne Hegarty for the time and effort they put into the event.

Tony Bonello

## **AEROBATICS**

All the aerobatics classes were held on Alexandra Park. The grass surface was well prepared by Albury Council but was regrettably showing signs of the drought. The cricket scoreboard facility was utilized as the nerve center for computer tabulation and score display.

The weather during competition was very testing with moderate to strong winds experienced on all days except for the last day when Vintage was flown in good conditions.

Contestants came from Queensland, South Australia, Western Australia, Victoria and New South Wales. Competition was held in good spirit with all entrants well prepared and ready to fly when called. There were no protests with officials having an easy time running the events.

In F2B Expert Joe Parisi from Qld. seemed to be untroubled by the wind and was a worthy winner while Peter Anglberger from S.A. showed that a smaller model can fly well in poor conditions by winning Advanced

In Classic many pilots made their own problems by forgetting manoeuvres, doing too many manoeuvres or doing them the wrong way. In round one Van Richards-Smith was disqualified after jetisioning his muffler. The bad luck story goes to Ken Taylor who lost sight of his model in the overhead eights and crashed. In round two some very good flying was seen, with none better than Reg Towell who blitzed the field, propelling himself from 4<sup>th</sup>. Place to 1<sup>st</sup>. with a super flight of his T'bird.

The last day of the Nats. was time for some fun. Out came the Vintage stunts, nine in all. The weather was almost perfect. In Round One the contestants were a little tentative with many flying high. Round Two was a

more serious affair. Some really good flights were produced with Peter White topping the flight scores. Sadly his Static score let him down allowing Doug Grinham to beat him overall by just 4 points.

Brendon Farrell, Michael Lewis and Alan Matthieson-Harrison were new faces competing in Vintage. They were enjoying themselves immensely. We hope to see more of their flying.

Paul Turner

## RACING

**F2C**, held at the beautifully prepared hardstand at the Twin Cities club, produced some very good times. Some competitors using the new thicker lines. The Fitzgerald/Ellins team posted a quick 3:03.09 heat time and went on to win the final.

**F2F** produced good, close and enjoyable racing. The Fitzgerald/Baker team produced good heat and final times to win the event. Neil's pitwork looked clean, quick and easy. Again, as in F2C, the strong wind resulted in a "run-in" in the final.

**Class 2** saw a battle between 21 and 29 size engines. Consistency won the day for the Bailey/Ellins team with only 18sec. spread across 5 teams. Close racing indeed.

**Classic B and Bendix** were flown on the grass at Alexandra Park in very strong wind. Hard work and good preparation resulted in close flying in Classic B. The wind was so strong during the Bendix final that the Wilson/Ellins team model stalled on the glide and fell out of the sky costing them a win.

**Goodyear and Mini Goodyear** was flown on the hard stand. The Ray/Ray team finally had a nationals win in Goodyear after years of trying. Good finishes and nice decals make these models look really "racey". Mini Goodyear was fast and loud. The times were very good with all three teams in the final capable of winning. Single blade props are very popular in this event.

**Vintage A** was flown on the grass with thirty-four competitors kept in check by Alan Lumsden. "Dimpled Dumpling" and "Voodoo" models are most popular. This event brought very close, fast racing. In **Division A** the Potter/Harvey team had exceptional airspeed and displayed a polished performance to win in a very good time. The R250 engine proved to be popular and superior. It was good to see two juniors and a combat flier competing in **Division B**. We need to encourage more people to enter this division.

The loud and fast **Open Rat** models brought WIN TV to the hard stand. In the heats the large engines performed well but had problems in the finals allowing the more reliable smaller engined model of Bailey/Walton to take out the event.

**Junior Rat** was flown on the last day at the grass field between bouts of combat. All three junior entrants were flying Combat. Again consistency, hard work and practice paid off for the winning team of McDermott/McDermott. It was great to see all three teams enjoy themselves while providing entertaining racing.

Richard Justic

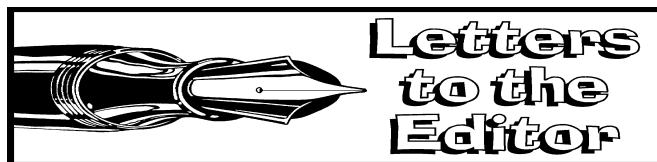
## SPEED

**F2A** was flown at the hardstand in windy, dusty conditions. With low air pressure competitors had problems obtaining good engine settings. All competitors used the Profi engine. Times were close with Ian Gapps the eventual winner with a speed of 284.58kph.

**COMBINED SPEED.** Jets, although a separate event, were flown with the Internal Combustion engines.

Robin Hiern flying his Novarossi 12 powered model, achieved 265kph for 102% of the record. This cannot be claimed as a record as an FAI observer was not present. Robin also achieved 254.78 kph 99% of the record with his Novarossi 21 powered model. Of note was Andrew Nugent, who has been flying speed for only a few months, finished in 6<sup>th</sup> place in class 1 with his "budget" Novarossi 12 model using only 30% nitro. The jet guys made many flights but recorded only two official flights. A few jet models hit the ground in the very windy conditions resulting in some engines being badly damaged.

Robin Hiern



G'Day Harry,

*I am sending a cheque to Graeme Wilson for a subscription to ACLN.*

*I would also like to receive copies by email which I understand are available at no extra cost.*

*I don't think there is much C/L activity in Tas, but Peter Allen and I have been flying regularly at the HMAc field at Richmond (near Hobart) where a mown C/L circle has been established. We are trying to re-learn a few manoeuvres and are using mainly PAW .15 and .19 diesels, as models of this size are a bit more crash resistant than the larger variety.*

*Many years ago I was a very competent C/L stunt flyer and won the State championship some time in the 1950's. However a long lay-off, together with the restrictions of an aging body and slowed reflexes is making the re-learning process quite a challenge.*

*I was saddened to read in ACLN of Derry Brown's death. Derry stayed with me one Easter back in about 1950 when he visited Hobart, together with Monty Tyrrell and Don McLaren for a great weekend of C/L flying. We held a stunt competition and a team race and for an impromptu finale about six "big sixty" stunts were flown in formation. As you can imagine the noise and spectacle was really something, but eventually there was a tangle of arms, legs and lines and the resultant prang must have been one of the most spectacular in C/L history!*

*Regards,*

*David Christian*

*Cambridge*

*Tas 7170*

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## Navy Carrier 8/2/09 at Frankston

Sunday's rain and cool breeze was a welcome change after Saturday's brutal 46.4 C and 80kmh wind. The Carrier Competition got under way once the rain cleared. Models flown were all Profile Class 2 (up to 0.40 cu in), the Bearcats and Corsairs were built from the old GS kits which are now being reproduced by Brodak, and were all powered by HP 40F engines, the Wildcat is an OD with a Merco 29 for power. Slow speed times were not that impressive mainly due to the breeze and lack of practice. Only Murray and Peter managed 100 pt landings, Mark, Graeme and Paul all needed a few passes to hook a wire... with Paul trying hard to drill a hole in the deck !!.. Andrew borrowed a Bearcat to see if it was as much fun as it was in the 70's when he last flew Carrier, but unfortunately stuck it in the drink and drowned !!.

Place	Competitor	Model / Engine	High Speed	Low Speed	Landing	Bonus	Total
1	Murray Wilson	Bearcat HP 40	25.97 77.	32	100	30	183.35
2	Peter Roberts	Wildcat Merco 29	29.34 77.	50	100	20	168.16
3	Mark Ellins	Corsair HP 40	24.72 66.	46	75	30	146.74
4	Graeme Wilson	Bearcat HP 40	25.00 61.	73	80	30	146.73
5	Paul Stein	Corsair HP 40	24.66	66.35	25	30	81.69
6	Andrew Nugent	Bearcat HP 40	26.22	44.16	Splash	30	48.44

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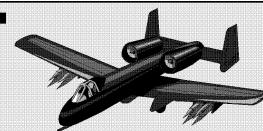
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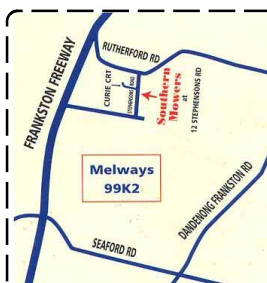
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