

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 141

Produced by the Victorian Control Line Advisory Committee



March 2010
INSIDE THIS ISSUE

Contest Calendars.
Contest Results
Notices
Building a Ramrod
63rd MAAA Nationals Reports
Navy Carrier News
For Sale
Wanted

**Copy Deadline for next issue is:
Wednesday March 17th 2010
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



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR

Mar-6,7,8.	South Australian C/L State Champs	Monarto and Callington
Mar-7	CLAG Flying Day	Moe
Mar-14	Mini Goodyear , Simple Rat Race, Simple Goodyear	CLAMF
Mar-28	Club Day – Aerobatics	KNOX
Apr-2,3,4,5	Victorian C/L State Champs	
	See inside this issue for detetails	CLAMF/KNOX
Apr-4	CLAG Flying Day	Moe
Apr-11	Speed , Classic Stunt, Classic FAI T/R	CLAMF
Apr-25	Club Day – Aerobatics	KNOX
May-2	CLAG “All Aussie”/Vintage combat	Knox
May-16	F2F , Aussie A T/R, 1/2A Combat,	CLAMF
May-23	Stuntmasters Trophy & Yeoman Trophy (Novice)	KNOX
Jun-6	CLAG Flying Day	Moe
Jun-20	Vic State Champs:- Midge , 1/2AT/R, Simple Rat Race, Mini Goodyear	CLAMF
Jun-27	Club Day – Aerobatics	KNOX
Jul-11	Speed , Carrier Deck	
Jul-25	(Knox AGM)	
Aug-8	Speed , Classic Stunt	CLAMF
Sept-12	F2F T/R , Classic FAI T/R , Vintage Combat	CLAMF

Events will be flown in order of printing.
Events in **Bold type** will be flown over hard surface.

CLAMF Frankston Flying Field, Old Wells Rd, Seaford (Melway 97J10), 10.00am start
Contact :- G. Wilson (03) 9786 8153,
H. Bailey (03) 9543 2259
Email :- clamf@ozemail.com.au
Web site :- <http://clamf.aerosports.net.au/>

KMAC Stud Rd . Knoxfield (opposite Caribbean Gardens) (Melway 72 K9) 10.00am start
Contact :- Ken Taylor (03) 97380525
John Goodge 0439 972 006
Email :- johnnogo@bigpond.com.au

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

Brimbank Falcons Stadium Drive, Keilor Park Recreation Reserve, Keilor. (Melways ref 15 C 5). Regular flying day 3rd Sunday of each month 10.30am.
BFCLMAC club President is Mathew Shears.
Email: “Mathew Shears” matshears@gmail.com
Ph home 03 5472 3881 Mobile 0432 491 794
Club Secretary is Steve Vallve
email chitwillow@gmail.com, phone:5782 1693.



COMING EVENTS



DATE	EVENT	CLUB
6th - 8th Mar	SA STATE CHAMPIONSHIPS	S.A. Venue TBA
Sun 7th Mar	Brendan Farrell 500	KMFC
13th, 14th Mar	2010 HUNTER VALLEY CHAMPIONSHIPS. (Luke Anderson-042 0926890) (Mitchell Hill Fields, Muswellbrook)	MDMAS.
27th, 28th Mar	For details, look up www.gscmar.com	
	GRAND AERO RALLY	Luskintyre
Sun 28th Mar	Phantom, Vintage A, Vintage B, Vintage 1/2A and Bendix	SSME
2nd-5th Apr	VICTORIAN STATE CHAMPIONSHIPS	
	VMAA. CLAMF and KNOX. Events TBA	
Sun 11th Apr	F2B Aerobatics	KMFC
Sat 17th Apr	Club Stunt (Novice)	KMFC
Sun 18th Apr	F2B Aerobatics	
	Doonside (to be held at SSME)	
Sun 18th Apr	Diesel G/Year, Sabre Trainer and 2.5 Diesel Speed.	KMFC
Sat 24th Apr	1.6 and Slow Combat, Vintage Combat	KMFC
1st-2nd May	VETERANS' GATHERING. Contact Luke Anderson 042 092 6890 (Mitchell Hill Fields Muswellbrook)	MDMAS.
	QUEENSLAND STATE CHAMPIONSHIPS	
	Dates and venue to be advised	
Sat 29th May	Club Stunt (Novice)	KMFC
Sun 30th May	F2B Aerobatics	SSME
12th -14th Jun	CLAS. NSW C/L STATE CHAMPIONSHIPS	CLAS. Whalan
Sun 4th Jul	AGM and Club Racing.	KMFC
Sun 11th Jul	Vintage B, Vintage C, Diesel Goodyear	SSME
Sun 18th Jul	1.6 and Slow Combat, Vintage Combat	KMFC
Sat 31st Jul	CLUB STUNT (Novice)	KMFC
Sun 8th Aug	F2B Aerobatics	KMFC
Sun 15th Aug	Diesel Goodyear, Sabre Trainer Racing & 2.5 Diesel Speed.	KMFC
29th-30th Aug	4th OILY Hand Diesel Day. (Contact Ian Cole 0427 015 792) Details TBA.	
	COWRA MAC.	
Sun 29th Aug	Combined Speed	SSME
	(contact Ron Blomberry for details Ph: 9956 5952)	
Sun 29th Aug	Electric Powered Stunt. F2B and Novice (contact I.Smith 4975 2292)	
	NACA	
Sun 12th Sep	KMFC Triathlon	KMFC

Sun 19th Sep Warbirds Stunt
(for details, contact Ian Smith Ph: 4975 2292)

COMSOA

Sun 26th Sep F2B Aerobatics SSME

3rd-5th Oct CLAS. NSW C/L STATE
CHAMPIONSHIPS. (F2A and F2C)
NSW. Venue Twin Cities, Albury

Sun 10th Oct Gordon Burford Day. (Details TBA)
SWAP MEET KMFC

Sat 30th Oct CLUB STUNT (Novice)
and Club Race KMFC

Sun 31st Oct Phantom, Vintage A, SSME
Vintage B, Bendix T/R and Vintage 1/2A

Sun 7th Nov F2B Aerobatics SAT (Kelso Park)

Sun 7th Nov Slow Combat and 1.6cc,
Vintage Combat KMFC

Sun 14th Nov Combined Speed SSME
(contact Ron Blomberry for details Ph: 9956 5952)

Sun 21st Nov Cardinal Stunt and Classic Stunt.
(I.Smith Ph:024975 2292)
NACA (Hunter Sports H.S.)

Sun 21st Nov Vintage T/R, 1/2A, A (2 divisions)
and Vintage B. KMFC

Sun 28th Nov KMFC Christmas Party and Fun Fly
KMFC

Sun 5th Dec F2B Aerobatics Doonside.
To be held at SSME

COMSOA- (City of Maitland Soc. Of Aeromodellers.) - Don
Macindoe Memorial Flying Field, Raymond Terrace Rd, East
Maitland. UBD Newcastle map 51

KMFC - (Ku-ring-gai Model Flying Club) - St. Ives
Showground, Mona Vale Rd, St. Ives.

NACA - (Northern Area Contest Aeromodellers) - Hunter
Sports 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.

Adelaide Aeromodellers Club



2010 Provisional Events Calendar

Mar 6th SA State CL Championships Official
Practice

Mar 27th Adelaide Aeromodellers Club Open Day

April 17th Free Flight Day: Chuck Glider and Delta Dart
competitions

May 8th Vintage and Classic Stunt

June 19th Vintage Combat #1

July 24th Grass Rat Racing

Aug 8th Novice and F2B Aerobatics #2

Aug 14th/15th tbc by Whyalla MFC
Whyalla Show CL Competition

Sep 11th Vintage Combat #2

Oct 9th Vintage A Team Racing

Nov 6th Peacemaker Flite Streak Stunt

Dec 11th Novice and F2B Aerobatics #3

Provisional Dates for Scouts Air Activities Weekends at
Armstrong near Blanchetown:

22nd and 23rd May – Flinders Park Scouts

21st and 22nd August – Hope Valley Scouts

Notes:

1. All AAC events at Unley Rd are on Saturdays,
dates are provisional
2. Start time of all competitions is 11.00 am. Practice
from 9.00am
3. All AAC events to be held at the AAC field, Unley
Rd City opposite BMX Park
4. All entrants must be MASA members and with
valid 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 4516

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Building a Ramrod.

After attending the 2009 Veterans Gathering at Muswellbrook I decided to have a go and build the Vets Gatherings 2010 model, the Ramrod. For those who don't know, each year a vote is taken on a Free Flight, Control Line and RC model for the gathering to create a theme. It's a great idea, and good to see a heap of new models all getting built.

I ordered my short kit from Dave Brown and I decided I would use a Sabre 29 since KMFC also hold the Gordon Burford Day event each year and they have a stunt comp using the Vets Gathering models, with Burford engines. I found a Sabre 29 on eBay and paid too much for it, but I got it without too much trouble or wasting any time and it works.

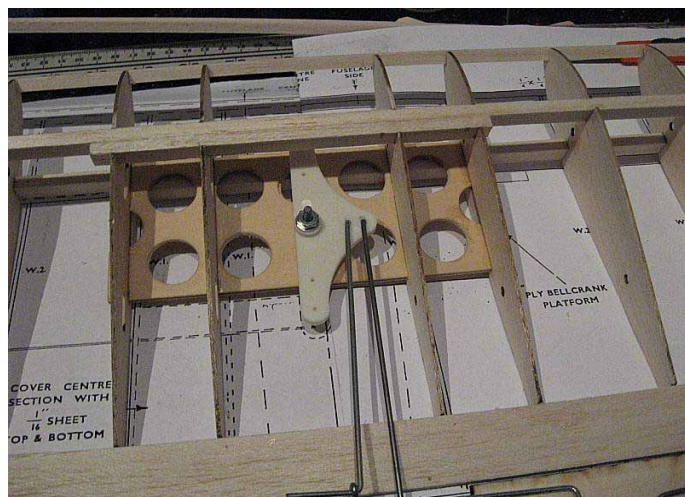
Once the kit and engine arrived (in June 2009) I started gathering the rest of the bits n pieces needed for this project. Once I got started the first thing I noticed was how well cut those Dave Brown kits are, worth every cent. I hate cutting plywood and this kit has all the bits cut perfectly.

The kit is a short kit and comes with ribs, bellcrank mount and wing tips only for the wing, so I first started out by getting the balsa stripper out and making up the LE, TE and Spars. Then I set about putting it all together. Dave puts a little standoff on the bottom TE side of the ribs to negate the need to use a spacer bar during construction of the wing, then later on you just cut them off with your hobby knife. This is a great idea.

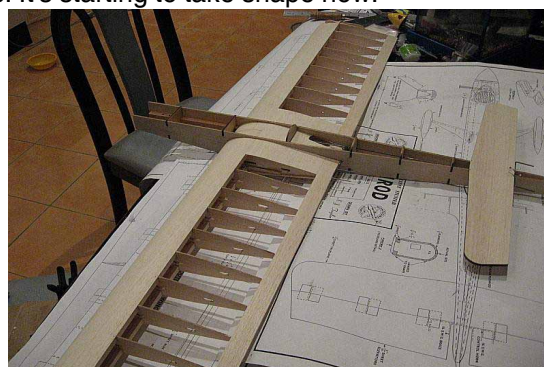


I had a 3" SIG heavy duty bellcrank so no need to buy that bit. I decided to drill a few 20mm dia holes in the bellcrank mount because it felt too heavy. In fact I noticed the overall design of this model seems overly strong compared to other stunters I have built. There is a fair amount of reinforcing in the wing, ie extra spars in the centre and a TE brace. The fuselage bottom sheeting calls for 1/8" sheet where I would normally use 1/16" or 3/32". The wingtips are made out of 1/8" balsa where I would normally use 1/16" and 3/32". There is also a lot of bracing here and there, so it should be a good strong aeroplane.

Next I decided to bend up some wire control horns, I could have made these like they do nowadays but I decided to go with as shown on the plan. I also clipped the fuse together just to see how it will look and to bend up the landing gear. I need to get my motor fitted up next, before I start work on overall fuselage construction.



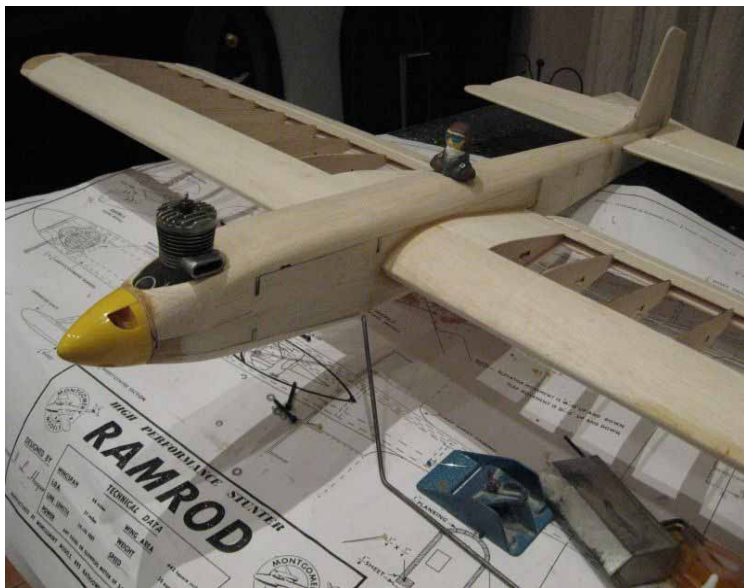
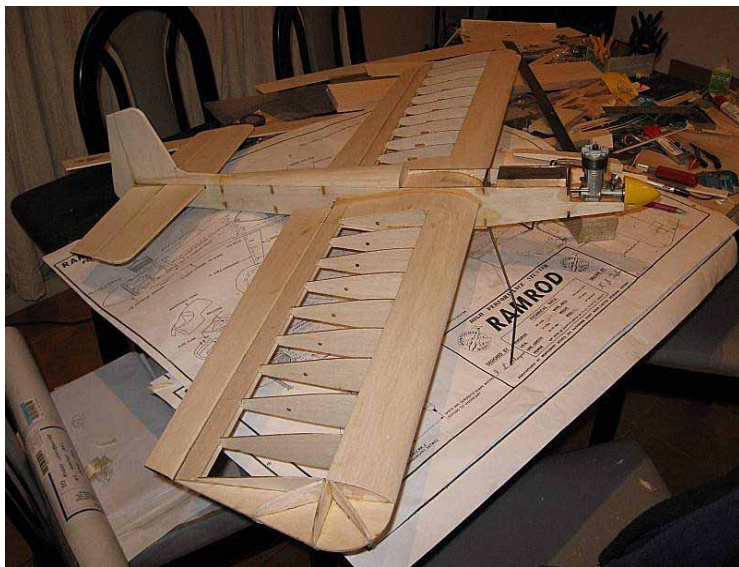
Next step fitted fuselage, tail plane and controls. It all clipped together so nicely due to the excellent lazer cut parts. It's starting to take shape now.



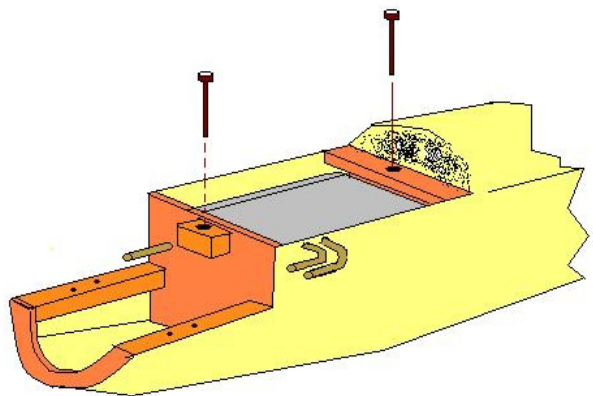
Next stage was to build up the tail section. A nice bit of planking to be done and finalise control setup.



Then back onto the front of the model for construction and shaping the engine cowl.



At this point I came to a little problem. How do I mount the engine cowl, as the plan offered no suggestions. So after a bit of thought I came up with an idea.



After this was worked out I finished the engine cowl, cockpit and built the undercarriage and wheel pants.



It is now August and I'm taking a rest because I have until next May to finish this thing. So after a couple of months break I get back to the model to prepare it for covering and painting, the part I dread. After a solid week of work while I'm on Christmas holidays I got the job done. I was thinking all along while building the Ramrod about colour and finally decided to do it similar to Tony Farnans original 1957 contest Ramrod which I had seen in old b&w photos on VicStunt.





At this stage, the engine has been run and it purrs nicely. Just waiting for a good day to take it out for it's maiden flight.

The Ramrod is a nice easy model to build with only a couple of difficult bits to work out ie engine cowling, wheel pants and colour scheme. I encourage everyone to have a go and come to the 2010 Vets Gathering at Muswellbrook in May to see them all fly.

Warren Leadbeatter
AUS 14782
Port Stephens NSW

63rd Nationals Combat reports:

Open Combat,

Open combat was flown on Sunday 3rd January in near perfect conditions. Light winds with the temperature around 30 degrees.

There was an impressive field of a dozen fliers which contrary to the sceptics of this event shows that its popularity as a national's event certainly hasn't waned.

The variety of types of models used and motors used were very mixed.

There were built up frames and foam/built up F2D type models as well as the big traditional "foamy" powered by your old OS FSR or K&B 40 type engines.

There were your Nelson.36's, Fora .36's at the top, Fox combat specials, Wiley.36 combat engine, GMS's and a couple of new to the event fliers used impressively powerful & lightweight LEO .37 engines.

Generally the standard of flying was quite high as this event attracts experienced pilots from F2D & 1/2A who enjoy the extra line tension a flat out open model can provide.

Throughout the day there was the usual carnage associated with this event. Open combat attracted the largest spectator crowd of any model aircraft event at the nationals by far. From the very start many spectators had assembled themselves along the side fence to watch the ensuing aerial battle. The crowd cheered and oohed all day long. The finals provided some spectacular combat flying. Young NSW champ Tom Linwood with his calm and very precise flying style using well sorted Nelson.36 powered models finished the day in first place. Next was young Trent Mc Dermott with his very fast Fora .36 powered models and Murray Wilson came in a well deserved third place having been plagued by the speed disadvantage of his slower models.

The top two fliers were juniors with the third place getter just turned ex junior a couple of years prior so hopefully this event will only gain in popularity

Ken Maier

CD Graeme Wilson

Pictures by Danny Maslowicz



½ A Combat

Half A combat was flown on the afternoon of the 4th of January in rather hot and occasional windy conditions.

The field was a little down on the previous year with only a dozen entrants taking to the skies. Never less the overall standard of flying was very high.

After getting off to a shaky start and surviving the onset of a mini tornado which carried up a couple of meters into the air the CD's tent along with about a dozen 1/2 A models from the adjoining pits, the event ran smoothly for the remainder of the day.

The flying equipment used was universally standard in that most competitors used Russian made 1/2A models powered by the reliable & powerful Cyclon JAK .09 diesel engines.

At the end of the day this combination of engines and models had filled the 3 top places.

Murray Wilson took a well deserved first place by having flown in top form throughout the day. In second place was the dark horse and relative newcomer Mike Lewis who by scraping through some very close finishes as well as a couple of terminal mid airs earlier on, just managed to get through to the finals with a very battered up last remaining model.

Tony Caselli managed a well deserved third having put up a spectacular show for every win against some of the best competitors in the earlier bouts.

CD Ken Maier

Vintage combat

Vintage combat was flown to Victorian rules and was by far the most popular CL event at the 63rd Australian Nationals with 25 entrants showing up on a very hot and breezy Tuesday to do battle.

Two flying circles were used and the running of the event was done using the knock out system with a loser's repechage being the last life only in the first round.

The running of the event was well organized and was run without a hitch the whole day.

Models used were primarily the Anduril MK 1 with a few competitors using other types with probably the Ironmonger design being the next most popular.

Many different types of engines were used. Most popular makes used were the Super Tigre G20/15 diesels, CS & R250 Oliver Tiger diesels, MVVS D7 diesels and PAW diesel engines.

A last minute model colour 20% addition rule to clear Mylar covered models made for a variety of unusual colour schemes.

After plenty of broken models, ego's & engine crankcases together with the odd diesel starting finger wound the battle of attrition had just four competitors left to fight out the top three places.

The eventual winner having overcome his first round loss was the veteran NSW south paw & multiple Open Combat champion Mike Comiskey who managed to make his equipment work and how! His ST G15 glow engine powered Anduril MK 1's running a metal tank fed by crankcase pressure just blitzed the field with their phenomenal airspeed and consistency.

Second place went to Tom Linwood and had come through without a loss but his R250 (Steve Rothwell replica Oliver Tiger 2.5 cc TR Diesel) powered models were no match for airspeed and long arm tactics of Mike's G15 which was clocked at a very impressive 26 seconds for 10 laps.

A well deserved third place went to a very exhausted Tony Caselli who flew the Rothwell R250 in an Anduril MK 1. Tony had flown to the finals in 2 prior combat events in the lead up days to this event. The extremely hot weather conditions on the vintage day and the one prior had finally taken their toll on him.

CD Richard Justic

Reports by Ken Maier

Nationals F2B Report

The 63rd Australian Nationals were held in Albury, NSW, from December 28th 2009 to January 5th 2010.

Peter White reports.

Albury is a rural city in south eastern New South Wales on the NSW-Victoria border. In a country the size of Australia, it is probably the most central a venue available and it is relatively close to Sydney and Melbourne, the two strongest aeromodelling communities in the country. Melbourne is about 200 miles away; Sydney, 350; and Adelaide 590. Brisbane is 860 miles away—a two-day drive—but Perth is 2280 miles—a solid four-day drive. For those looking for a little pick-me-up after a tough contest, about 30 miles west is Rutherglen, home to two of Australia's internationally acclaimed classic wine styles, Rutherglen Muscat and Tokay or, for the politically correct, Liqueur Muscadelle.

The aerobatics events were flown on grass at Alexandra Park where there was room for up to seven circles; allowing for plenty of practice. The entire area was well mown for our purposes.

Weather was very warm throughout with light breezes that changed direction constantly and were accompanied by the occasional thermal. Rounds One and Two of F2B saw most fliers chasing the ever-changing breeze while the wind was up a little more for Rounds Three and Four bringing with it some turbulence from nearby trees and a factory across the road.

These conditions continued on into Classic and Vintage days causing the occasional minor surprises.

Four rounds were flown with the best three averaged to for the final score.

Thanks must go to all who officiated or helped in any way—in particular, CDs Doug Grinham and Paul Turner; judges Joan McIntyre, Alan Matthieson-Harrison, Frank Battam, Russell Bond, Herb Hanna, Peter Koch and Peter White; tabulators Sue Hegarty and Steve Vallve; various score sheet runners and line pull tester Don Keyssecker.

Advanced

Seven flyers competed for the honours with last year's winner, Andrew Heath, again coming out on top with his ST60 powered Enigma flying well. Andrew's intersections and bottoms moved around a little while shapes were generally quite good. He also has a fine running 60 to make the job easier.

Col Collyer tended to fly high and large in Round One but improved on this in Round Two. He passed on the last two rounds due to commitments in other events.

Perennial Denver Harvison flew his familiar derivative of Reg Towell's Cauldron with an ST51 that started and ran flawlessly. Denver, who flies on his own most of the time, found his heights and shapes, particularly squares, varied somewhat and passed on Round Four.

Don Keyssecker's Vector/OS LA46 combination appeared to handle well. Don, whose flying has improved over the last year or so, was caught by some surprise wind direction changes that blew him around.

Jon Witzke put in a reasonably good Round One with his LA46 powered Tutor looking quite steady. Unfortunately, during practice prior to Round Two the model was wrecked, putting an end to Jon's part in the competition.

Mike Davies, also flying a Tutor/LA46 acquitted himself very well in his first Nats aerobatics competition to take out second spot. Mike is a combat flyer who shows a lot of promise in the aerobatics circle.

Peter Koch took out third place with a Vector/LA46 setup that performed quite well. Peter's heights and sizes improved as the event wore on and he settled in to the competition. As with many, his loops and intersections tended to wander.

CD for the event was Paul Turner and judges were Russell Bond and Peter White.

Expert

Brian Eather competed with his familiar Stalker 61 powered Firecracker, putting in good open shapes with consistent bottoms. In Round Three he encountered some weird turbulence causing him to battle for three laps to get his model up to 45° for the outside squares. An omitted set of manoeuvres in his Round Three flight may have changed the possible outcome for Brian.

Flying a quite new slightly modified Firecracker/Stalker 61LS combination, Bruce Hoffman put in some quite good manoeuvres although bottoms tended to vary. Bruce had the misfortune to flame out in the wingover in Round Two but managed to land inverted with virtually no damage.

Dallas (Herb) Hanna flew his familiar red and blue enlarged Grondal Nobler, aka AMA Special, after a mishap with his new model in pre-Nats practice. His MVVS 51 ran flawlessly at quite high revs while the model sat well in the air and flew crisp corners.

Flying his O/D Firefly, Doug Grinham ran a side mounted Stalker 66 in a solid four-cycle through all manoeuvres. The side mount arrangement totally eliminated the quirky behaviour shown by most inverted 66s. Although he missed some of his intersections, Doug flew the Russian influenced profile model through some precise squares with neat pullouts.

Eventual second placegetter, Joe Parisi, powered his Hot Pursuit, a slightly modified Trivial Pursuit, with a superbly running piped PA 75. Joe, as usual, put in countless practice flights over the duration of the Nats capping off his efforts with four very sharp competition flights.

Western Australia's John Quinlan flew Round One with his Score powered by a Stalker 61LS. Arriving on the death knock and having too little time to really zero in on a needle setting, he battled through his only flight with slightly rich motor. Later that day John was called back to Perth by business matters and had to forfeit the remaining rounds.

Mark Ellins again slotted in some good flying between his various racing events. The Stalker 61LT EX in his ex-Doug Grinham Jazzer started and ran excellently. Mark is capable of putting in a reasonably neat pattern despite competing in other pressure events at the same time.

Eventual winner by a narrow margin, NSW's Murray Howell is, like Joe, an intense competitor who puts in the time in the practice circle with appropriate results. Murray flew a Yatsenko Shark, barely putting a foot wrong while the Retro 60 produced power to spare irrespective of the heat, humidity or wind—an impressive combination.

Queensland's Noel Corney returned to Nats competition with a Stalker 76 powered Trivial Pursuit. Some on-going run problems with the 76 caused Noel to pull out after flying two rounds.

Having improved the control geometry on his Wind Wonder, Paul Turner was able to put in some good patterns aided by a much more consistently running Stalker 61LT EX. This motor had caused Paul some grief for the last year or so with erratic running but appears to have settled in at last to do the right thing.

Peter Anglberger from South Australia showed up with a nice flying Vector 40/OS LA46 setup. He had a few problems keeping the model on track when the wind came up but in general the model performed well. Peter this year stepped up to Expert class where his improved skills can be put to the test.

Seasoned campaigner, Reg Towell joined the fray with his Sea Fury derivative built around a Beringer wing with a swept forward hingeline giving more flap area. Reg's Saito 72 put out plenty of power to haul the 67oz model around with ease.

Making a return to the Nationals scene after a twenty-five year absence was SA's Russell Bond. Russell flew his O/D Bandolero 7 with an impressive PA 75 on muffler providing the urge. Despite weighing in the low 70ozs the Bandolero is quite snappy with no obvious stalling tendencies. For his first major comp in a long time, Russell handled the pressures

well.

NSW flyer, Steve Masterton has been showing steady improvement for some time. Pullouts tend to vary in height but generally are neat. In an early practice session Steve seized a bearing in his Stalker 61 Pro Series. His replacement motor, a retimed Stalker, ran in a strong deep sounding four-cycle with a gentle break up top to haul his Firecracker easily through the pattern.

Tony Bonello's Enigma 111 with its smooth running ST60 put up a good showing, its attractive green, red and white colour scheme standing out in the air and on the ground. While bottom heights varied a little Tony's manoeuvres were generally well shaped and smooth.

CD was Paul Turner and Judges Joan McIntyre, Alan Matthieson-Harrison and Frank Battam.

Control Line at the 63rd MAAA Nationals

Mid-thirties temperatures, lots of sunshine and occasional gusts of wind strong enough to demolish two pop-up gazebos were all taken in stride by a truly good natured bunch of competitors from WA, SA, Vic, NSW and Qld. A fantastic 28 entries in Vintage Combat. Some welcome new(ish) faces among them made their mark in the final standings. Like Trent McDermott and his awesome Fora 36 powered model that helped him to second place in Open Combat.

Other highlights were long time campaigner Noel Wake's first and second trophies in Combined Speed, the incredibly close result in Vintage A Team Race (now a Rothwell R250 benefit), decided by only 5/100ths of a second. A cracker final in Classic B Team Race, now spiced up by the newly legalised BB engines. The next World Champs team members showing their class in the F2 events. And Doug Grinham winning Vintage Stunt with the third ever flight of his All Australian/Sabre 49 combo. "Not so amazing" said Doug. It's my sixth example of this aircraft. Doug's been in the game for a while.

Maris Dislers

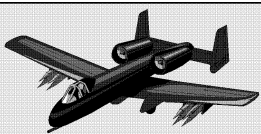
Results from the Mini Goodyear event that was postponed at the Albury Nationals and run at Frankston on February 14th

Mini Goodyear	Rd 1	Rd 2	Final
1. G.Wilson/M.Ellins	3:37.79	DNS	7:22.69
2. J.Hunting/K.Hunting	4:21.43	4:01.94	DNF148 (blown plug)
3. M.Wilson/P.Stein	4:01.90	DNS	DNF 48 (crashed)
4. C.Ray/J.Ray	4:19.31	4:12.47	
5. H.Bailey/P.Roberts	DNF 56	5:34.82	



M Wilson/P Stein. M Ellins/G Wilson. K Hunting/J Hunting

CONTEST RESULTS



"COMBINED SPEED/ PERKY AT FRANKSTON 14/2/2010"

Good calm, but warm weather greeted us for our first speed comp for the year; we have not had one for a while.

The usual regulars turned up, but a few others did not.

I have got to the stage of giving up the fight to promote speed after 35 years, even though I love the event.

Andrew Nugent did not have a good day. He had 1 flight with his Class 1 but blew a plug so put it away and got his Perky out, he had just recovered it in silk instead of tissue as it had some holes, and gave it a spruce up, but on starting it caught fire and was almost destroyed. I rushed and got my water drink bottle and put it out, but to no avail. I don't think it will fly again.

Noel flew his new Perky with a Force 15 motor, it went OK, Paul and Murray flew Pauls Perky with a Super Tigre G15RV, having given up on the McCoy 19 Spark.

I flew for the first time in 4 months after right shoulder surgery, but flew left handed as I am not allowed to fly on the repaired arm till May, so I flew my Gook 2.5 ED Racer glow 1953, model and Perky left hand as they fly well. Flying the Perky is a misnomer as it flies so well you just hold the handle, I have used the FAI handle once and put it in yoke and took hands off and it flew itself [It did have a tether]

It has a forward c/g but flies great, yet is manoeuvrable and grooves, better than any Trainer.

Ron Savage has nearly finished his Perky, just needs work in the paint shop.

Ken Hunting won Combined with his fast Midge with PAW power. You do not have to spend a fortune to win.

Ron Blombery is promoting speed in N.S.W. hurray! Finally some one is doing something up there so I hope he gets support. The first competition day was due last Sunday 14th but had to be cancelled because of the bad weather, so is now March 20th. Ron had 15 yes 15 models promised, so hope they turn up on the 20th. There are 2 more competitions planned I think one is August 29th. All are at Luddenham.

Our next comp is the Vic State Champs at Easter.

I read Joe Supercools article about forward c/g in last months ACLN. I don't like forward c/g models, some of the European models especially Kingfisher had long nose forward c/g, but when the motor cut they did not glide that well and landed hard. This could damage model and prop which is a bad thing as once you get a good prop that works you should protect it as you cannot always duplicate it and props can take hours to tune to perfection. Added to that, whilst you are repairing you are not modifying or developing the motor etc.

Some of my early side winder FAI models [1976] had the balance around 50% and they flew great, glided and grooved.

Lately I have had a few dogs of FAI long narrow wing models that flew straight but low on downwind side and high on up wind, the faster it went the lower it went, and I could not pull it up off the deck.

No amount of c/g forward and back made any difference including 2 new wings and another boom and tail. I chased this problem for 10 years. Finally I reset the tail so it did not have any tailplane tilt to prevent tail [on outer side] rubbing on the ground on landing and it flew much better, yet other models use that system all the time.

No amount of aligning of surfaces etc made any difference, yet it glided great.

I have never worried too much about c/g but I do not like it too far forward. I like my models to land gently and glide to stop when I want them to. I can glide for many laps to cool the motor down especially a pipe motor as that enormous heat soak transfers into engine, I can glide it for as long as I like or get tired.

Conventional models seem to be less of a problem than long narrow chord asymmetric type models.

Robin.....

Pos	Name	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	K Hunting Midge	PAW	9.82	9.57		9.57	151.35	92.48%
2	A.Nugent Class 1	Nova Rossi 12	16.31			16.31	220.72	83.63%
3	R Hiern Vintage 2.5cc	ED Racer glo.	10.09	D.N.F		10.09	143.55	83.55%
4	H Bailey Class 1	OS CZ11 PS	17.43			17.43	206.54	78.26%
5	N Wake Proto	Force .21	31.28	31.89		31.28	185.22	77.13%
6	N Wake Vintage Proto	Magnum 25	N.E.L					0.00%

PERKY

R Hiern	Perky	Super Tigre G20/15	43.43	43.32	42.59	42.59	136.03
A.Nugent	Perky	Super Tigre G20/15	43.22	FIRE		43.22	134.05
M Wilson	Perky	Super Tigre G15 rv	57.73	51.17		51.17	113.22
N Wake	Perky	Force 15	48.05	46.02	47.26	46.02	125.89
P Stein	Perky	Super Tigre G15 rv	64.41	61.82	63.10	61.82	93.72

AVERAGE SPEED == 120.58 KPH
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Engine Reconditioning Specialists



Andrew Nugent and his "well done" Perky
Picture by John Hallowell



More Nationals Stunt Reports

Classic Aerobatics. Report by Peter White.

The event was CD'd by Doug Grinham and judged by Alan Matthieson-Harrison and Herb Hanna. Placings were determined by taking the higher of the two flight scores.

Although the breeze was fairly constant there were no surprises for anyone and happily, no casualties. The eights were flown "lazy" style but with vertical intersections in the horizontals as opposed to the usual 45° intersections some found this uncomfortable to do at first.

Seven of the models flown this year had appeared at previous Nats - Dave Lacey's immaculately finished Pow Wow with an OS 40FP, Doug Grinham's aging but well kept '51 Nobler with a Double Star 40, Frank Battam's "Green Box" Nobler/ST46 combination, Peter Anglberger's dark green Grondal Nobler/AMA Special with an OS 35S for power, PJ Rowland's colourful red, white and blue Stalker 61 powered Nobler, Reg Towell's familiar black and orange Mk11 Thunderbird/ST46 combination and Steve Masterton's aging and battle scarred Chizler with a reliable ST46 up front.

The remaining seven new models, although not necessarily recently built, included Don Keysecker's two tone blue Kismet. This Ken Taylor design from the late 50s was powered with a happy sounding OS 35FP which hauled it around with ease.

Benalla's John Floate produced a very neat late 50s Ramrod running a Brodak 40 that put out ample power for the job. John's 40 started well and ran sweetly at all times while the model turned well and appeared to be quite stable in flight. Jon Witzke's Nobler, although on the heavy side, was hauled around quite well with a Fox 35. Jon's tank was marginal in capacity which meant that he had to tune the Fox with little four cycle and fly the pattern with the minimum required laps to complete the pattern.

Mark Gordon flew a nicely built All Australian with an Enya 35 111B through some quite respectable manoeuvres. The Enya performed well, producing plenty of power and switching cleanly in the right places.

Peter Rowland's reasonably new Nobler with a vivid blue and red colour scheme on a white background really stood out on the ground and in the air. Peter's well used OS 35FP is still giving reliable service after more than a decade's running.

Tony Clifford's Phoenician, built early in 2009 and powered with a Tower 40, handled quite well despite needing a little further trimming. Flying in his first serious comp in many years and first ever Nationals aerobatics comp, Tony acquitted himself very well.

My five year old Rondinelli Venus handled the conditions pleasingly with the HP40 Gold Cup running well. Up until early in 2009 I had been flying it quite slowly at 5.4-5.5 second laps and was never happy with it. Around that time I accidentally set it leaner, giving a 5 second lap which completely changed (and improved) the flight characteristics and the feel. Now flying at 5.1-5.2 seconds per lap it will definitely see a lot more air time.

Vintage Aerobatics. Report by Peter White.

Vintage aerobatics was run as the last of the aerobatics events. As for all of the previous aerobatics rounds, the breeze, although generally not uncomfortable, was everpresent and at times turbulent.

The event was CD'd by Dave Lacey and judged by Alan Matthieson-Harrison and Peter Koch while static judging duties were handled by Ken Taylor.

Of the eleven models entered, six were on their first Nationals outing. Dave Lacey's Jamison Special/K&B Stallion 35 setup handled well in the conditions as did Frank Battam's Jamison Special with its healthy sounding Atwood 49. Don Keysecker flew his last year's Li'l Duper Zilch again powered with the teardrop exhaust Torpedo 29 that runs so well. Eventual winner, Doug Grinham, produced a beautifully built Hearn's Hobbies All Australian with an early model Sabre 49 in the nose. Doug had the motor cut early in Round One but he rallied in Round Two with the highest flight score for the event.

Jon Witzke this time had no worries with the tank range in his Nobler/Fox 35 setup. Jon was more confident in Round Two where he was able to settle and slightly improve his score.

The Gordon Burford designed Wombat flown by Maris Dislers performed well aided by a sweetly running CS 2.5 diesel. A noseover on his Round One landing was of no help to his score. The Wombat was built to Maris's usual high standards with neat workmanship visible through dyed orange tissue.

Mick Lewis, flying last year's Viking/OS 40LA, had the misfortune to destroy the model in Round Two during the horizontal eights when he mistimed the change of direction into the outside part of the manoeuvre.

Paul Turner's faithful old Sabre 29 powered Wombat found the going a little tough in the breeze. It too suffered the indignity of a noseover on the completion of its Round One flight. Paul has been flying this model and motor setup for many years ... I first saw it in 1997 ... and getting good service from it in that time.

Peter Anglberger's tidy little Ambassador appears to handle well with a Sabre 2.5 providing the urge. Peter knows this model well as he has been flying it regularly for three or four years.

Tony Clifford entered the event with a recently completed Zilch X using an early Fox 29 for power. The model was attractively finished in purple dyed tissue with yellow and white trimming.

Once again I flew my All American/Fox 29 combination which worked quite well. The Fox 29 is an excellent little stunt motor that rarely gives trouble.

Thanks goes to those who took on official duties and to all others who gave any assistance to help with the running of the competition.



Navy Carrier News

On this occasion we transported HMAS Seaford over to the Knox field for the CLAG flying day. Almost perfect weather conditions for the five competitors that fronted to fly.

Mat Shears new model - an OD Wildcat powered by a fairly tired OS 40FSR proved a hit and looked the goods in the air. Mat plans to install a more reliable donk next time and this big sucker should fly really well. We certainly won't miss the side profile in the air !

The rest of the models were the usual HP40 powered Bearcats and Corsair as well as the Merco 29 powered Wildcat. A look at the scores indicates how important getting good landing points is, no one achieved a perfect 100pt landing this time. It only takes a few missed approaches or a wheel off the deck to really drop your score. Post competition Matt took the opportunity to compare model capabilities and flew 'Black Cat 201' achieving a perfect 3 point landing on his second pass.

Anyone interested in building a Carrier Model or wanting some information about Navy Carrier should check out the CLAMF Website at: <http://clamf.aerosports.net.au> or come along to any Carrier Comp, we always have a spare model (the legendary Black Cat 201) for anyone wanting to have a go.

Place	Competitor	Model/Engine	High Speed	Low Speed	Landing	Bonus	Total
1	Paul Stein	Corsair HP40	25.59sec	81.26sec	90	30	175.67
2	Murray Wilson	Bearcat HP40	24.73sec	84.23sec	85	30	174.50
3	Mark Ellins	Bearcat HP40	27.07sec	79.98sec	65	30	147.91
4	Mat Shears	Wildcat OS40	28.22sec	66.06sec	85	20	142.84
5	Peter Roberts	Wildcat Merco 29	27.68sec	106.82sec	40	20	139.14



Peter's Merco 29 powered Wildcat conducts a fly past HMAS Seaford



"Mat gains his Bearcat 201 endorsement"



Mat Shears brought along his newly completed model for a test flight.

2010 VMAA CONTROL LINE STATE CHAMPIONSHIPS CALENDAR

Friday 2nd April –	CLAMF –	F2C Team Race Rd 1 & 2 – 1.00pm Start. F2F Team Race
Saturday 3rd April –	CLAMF –	F2A Speed – 9.00am Start. F2C Team Race Rd 3 & 4, Final Combined Speed – hard surface F2D Combat
	KMAC –	Vintage Stunt – 10.00am Start. Classic Stunt
Sunday 4th April –	KMAC –	Combined Speed – grass – Start 9.00am Sharp. F2B Aerobatics – 9.00am Start. Vintage A Team race Classic B Team Race Vintage Combat
Monday 5th April –	CLAMF –	Goodyear – 9.00am Start. 1/2A Combat

Entries to be received by 1st April 2010, **no** entries on the day.

Interstate entries can be phoned through to G.Wilson 03 97868153 by the 1st April.

Practice to be done prior to event, each day to start at stated time.

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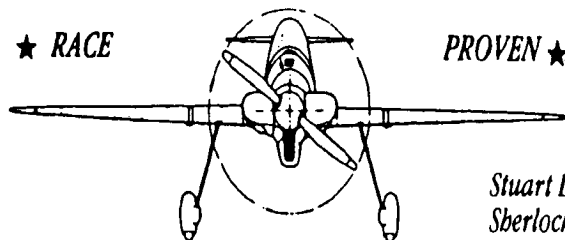
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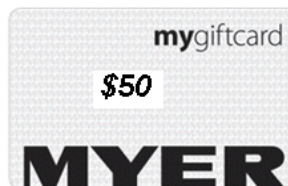


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Tell your friends about "**Australian Control Line Nostalgia**", the most comprehensive summary of Australian Control Line on the World Wide Web.

Ron Chernich has installed a new control line discussion forum as an adjunct to ACLNostalgia. Looking a bit like the Barton forum (it's powered by a new version of the same free software), we hope that in time it will grow to become a worthwhile Australian contribution to the aeromodeling scene. See it at www.dkd.net/forum and register to check out all its features.

Back issues of ACLN are archived, indexed, and may be searched here.

<http://www.dkd.net/clmodels>

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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"

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