



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 143

Produced by the Victorian Control Line Advisory Committee



May 2010  
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**Copy Deadline for next issue is:  
Wednesday May 19th 2010  
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**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

May-2	CLAG "All Aussie"/Vintage Combat	Knox
May-16	<b>Speed, F2F T/R, 1/2A Combat, CLAMF</b>	
May-23	Stuntmasters Trophy & Yeoman Trophy (Novice)	KNOX
Jun-6	CLAG Flying Day	Moe
Jun-6	Vic State Champs:- <b>Midge, 1/2A T/R, Simple Rat Race, Mini Goodyear</b>	CLAMF
Jun-27	Club Day – Aerobatics	KNOX
Jul-11	<b>Speed,</b> Carrier Deck (International postal comp).	CLAMF
Jul-25	(Knox AGM)	
Aug-8	<b>Speed, Classic Stunt</b>	CLAMF
Sept-12	<b>F2F T/R, Classic FAI T/R, Vintage Combat</b>	CLAMF
Oct-17	<b>Speed, Simple R/R, Simple Goodyear.</b>	CLAMF
Nov-14	Triathlon, <b>Speed.</b>	CLAMF
Dec 12	<b>F2C T/R, Goodyear.</b>	CLAMF

Events will be flown in order of printing.

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

**CLAMF** Frankston Flying Field, 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](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 President is Mathew Shears.  
Email: "Mathew Shears" [matshears@gmail.com](mailto:matshears@gmail.com)  
Ph home 03 5472 3881 Mobile 0432 491 794  
Club Secretary is Steve Vallve  
email [chitwillow@gmail.com](mailto:chitwillow@gmail.com), phone:5782 1693.



## COMING EVENTS



CLUB	DATE	EVENT
	1st-2nd May	VETERANS' GATHERING. MDMAS. Contact Luke Anderson 042 092 6890 (Mitchell Hill Fields Muswellbrook)
		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.)

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

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 Events Calendar

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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contact Shane Adams on 0438556998.**



# Classic T/R.



Hi all. It's been a bit slow with Classic T/R down here in Victoria over the last 12 months. But a little news is at hand. John Hallowell and I flew a bit of a demo again at the state champs. Unfortunately for John this was a bit of a disaster as his up line broke and his nice looking Tigress smacked into the concrete and was destroyed. Luckily the Rothwell engine was ok. I flew my new Red and white Russian model which went ok but sounded a bit heavy.

The following weekend we were due to have our first Classic comp for the year. The weather turned out to be very windy but did improve enough to get some testing in.

Keith Baddock braved the conditions first with an original old (very old) Turtle looking design with a G20 up front. Went ok in the conditions at about 30 sec for 10 for up to 50 laps. It only had a standard 1/8 carbi so this can be improved upon. Keith tried a few props with very little performance gain between the them.

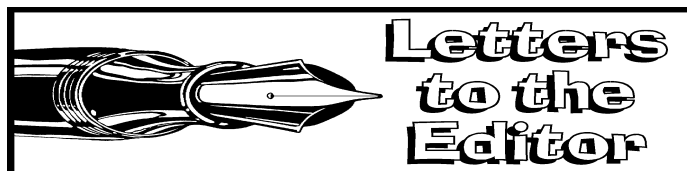


I pulled out my (pictured above) Russian (copy) model since the conditions seemed ok. I also tried a few different props with little change in performance from prop to prop. I even tried a cut down Don 7x7 which seemed heavy especially on take off. Eventually we settled on a cut down APC 7x6. This seemed to sound the happiest although not perfect but was consistent through the tank. Performance is about 24.5 for 10 at 34 laps range. The engine I'm using is a standard G20 which has the top of the piston relieved. Cox Carbi is 3.4 mm with a standard fuel brew and 1.8% ipn.

Also after a pretty average 12 months trying to get an Oliver to go. (I don't have a Rothwell) I am now in the process of putting a Fora into my green Picus. It will be a few weeks before I get it ready so I'm looking forward to see how it goes.

Well that's about it for now. I know there are a few other Classic FAI's being prepared. Our next scheduled comp is in Sept but if anyone wants to fly before then please let me know and we will arrange something.

Andrew Nugent.



Harry, regret there is a significant error in my gyro article from last issue of ACLN. Please carry erratum as follows

*Erratum on "Gyroscopic Behaviour of Propellers" in ACLN #142*

*The calculation of the propeller gyroscopic moment was in error, as the moment of inertia from the expression*  
$$I = 0.55 * .09 * .002$$

*The correct expression is*  
$$I = (0.55 * .09)^2 * .002$$

*The incorrect expression exaggerates the moment of inertia by a factor of 20. Please refer to my website at*  
[www.supercoolprops.com](http://www.supercoolprops.com) *to review the corrected article.*

*Apologies.*

*J. Supercool*

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## Prize winners from The Victorian State Championships Raffle

1. Fran Redden, P- 51D Mustang
2. Winston Aslin, P40K Tiger
3. Bill Cecil, Grumman Guardian Navy Carrier
4. Theo Cascalli, OS 40LA C/L
5. Mark Poschkens, Brodak B40
6. Pauline Byrne, Enya SS15S
7. Peter Koch, Bunnings Gift card
8. Mark Usher, Myer Gift card
9. Michael Lewis, Bottle Jim Beam

Commiserations to all those that bought tickets but failed to win a prize. Your participation was greatly appreciated.

**"Special thanks to Hobbycave, CLAMF Aerosports, Robert Owen and Tony Caselli for their support of the 2010 VSC C/L Raffle"**

# SSME Combined Speed Day, 20 March 2010

Following the re-scheduling of the event because of bad weather, we were rewarded with a fine day. The temperature rose to 34C in the afternoon, humidity was low at around 45%, and there was virtually no wind. Although the Density Altitude was not favourable at around 2400ft, that did not reflect in the results. There were 13 models registered, and although not all of these flew, it was certainly the biggest speed event in NSW in most people's memory. Models were entered in three categories: F2A; MAAA; and Open (for vintage and non-MAAA classes). Although several Vintage models were brought along, none recorded a time.

Ian Gapps demoralised everyone by starting early and recording a speed of 291.3 kph, which is 97.8% of the Australian F2A record. Most people thought that would be the winning time for the day. However, after several attempts, one of which broke the "Flight with Attached Dolly" record, John Goodwin's Nelson 15 set a new 2.5 Diesel speed record of 201.68 kph. With Neil Thomas hot on his tail at 194.07 kph and out to reclaim the record, also with a Nelson 15, this will be an exciting class to watch and compete in.

Richard Justic flew his new Nelson 29 model, and when it finally got onto its (very fat!) pipe, it recorded a speed of 262.74 kph. As this engine was on it first day's flying, it holds lots of promise. There were three Midges flown, all of which had some difficulties with the grass surface, both on takeoff and landing (which was another term for crashing).

Andrew Heath was Contest Director and kept the event moving along at a good pace. Wishing to fit in "just one flight" with his F2A model during the lunch break, he was surprised to learn that his time of 12.18 seconds was within 0.75% of his own Australian record. A second flight and potential record attempt did not quite make it. In Class 5, Ron Blombery recorded his fastest time yet with his new Novarossi 21 model, but it was well and truly beaten by Pete Chilton's Novarossi flown by Richard Justic.

In summary, a great day, and one which augurs well for the future of C/L Speed in NSW.

At around 2pm most people adjourned to the tether car track to hopefully watch world 10cc champions Picco and Strobel set another world record. Although Picco recorded a run at 340 kph, the high afternoon temperature was not in their favour, and several seized engines later, it was all over.



Right:- Andrew Heath and Profi F2A model.

Left:- John Goodwin's Nelson 15 record setting model.



## RESULTS

Entrant	Class	Best Time	Speed (kph)	%Record	Category Rank	Overall Rank
<b>F2A</b>						
Ian Gapps	F2A	12.36	291.30	97.80	2	3
Andrew Heath	F2A	12.18	295.57	99.25	1	2
<b>MAAA Current</b>						
Richard Justic	Class 2	11.03	262.74	90.70	2	6
Ron Blombery	Class 5	15.89	226.56	88.25	3	7
Peter Chilton	Class 5	15.19	237.00	92.32	1	5
Ron Blombery	Class 2	ATT				
Greg Ardill	Class 1	DNS				
<b>Open</b>						
Neil Thomas	Midge	12.54	115.55	70.59	4	9
Neil Thomas	2.5 Diesel	18.55	194.07	97.57	2	4
John Goodwin	2.5 Diesel	17.85	201.68	101.40	1	1
Peter Chilton	Midge	13.55	106.94	65.32	5	10
Richard Justic	Midge	12.29	117.90	72.02	3	8
Ron Blombery	Vintage CI 2	DNS				

Report by  
Ron Blombery



# VINTAGE A & CLASSIC B T/R, V.S.C. 2010

Control line enthusiasts were blessed with near to perfect flying conditions for the Victorian State Champs Super Sunday on April 4th, 2010 at the Knox field. Combined Speed, Vintage A, Classic B, F2B Aerobatics and finally Vintage Combat meant there was rarely a moment without a model in the sky. Great for the spectators too although you need to be early to get a good car parking spot!

After Speed CD Lance Smith had got through the grass event program, VTR CD Keith Baddock was quick to organize a draw and get his event underway. It was going to be a long day and it was important that there were no delays. As it was, Vintage Combat finished in twilight, not quite as dark as that WA Nats at Busselton where Mark Ellins beat Stuart Sherlock in Vintage Combat using the lights from a nearby hockey field to see their models!

Back to the racing... Just eight teams fronted for **Vintage A** and each one had a good chance of taking away the prize. It was going to depend on a lot of factors as to who makes the final... not the least being where the engine actually stops in the circle. If it stops in the wrong spot, it will easily add 5 or 6 seconds to a time. Such is the unpredictable nature of old time team racing that doesn't allow the use of shutoffs to control landings. Maybe a thought for future rules updates?

Round one was soon underway and it was this country's No.1 VTR team of Rob Fitzgerald and Paul Stein that set the standard for the others with a mighty 3:10.72 which is a record for the new 52' lines. They wisely decided to skip the 2nd round as there was simply no way that 3 teams would beat that time.

Murray Wilson and Lance Smith had decided to use Lance's engine and save Murray's fast one for use during their European trip later this year. Their 3:24.7 first round was workmanlike but their second round time of 3:19.57 with the pink and black D.D. was good enough for 3rd spot in the final, tipping out Hallowell/Baker by 2/100th of a second!

Down from Sydney town, Richard Justic was on the handle for Andy Kerr and put a 3:23 in the CD 's notebook in round one. They were granted a reply in round two but suffered a few setbacks on the ground during this race and could only manage a 3:26.19.

3:23 was certainly the flavor of the day with Harry Bailey and Peter Roberts also doing a 3:23.81 in round 1. However, a few Gremlins crept into their system and prevented another decent time. John Hallowell and Neil Baker returned a 3:23.37 first round and a 3:19.59 second round. They also joined in a reply for Andy and Richard for, you guessed it, another 3:23.

Graeme Wilson and Mark Ellins did themselves proud with two exceptional times of 3:20.53 and 3:15.85. All that F2C work over the past couple of days was keeping these boys razor sharp. And it showed as Mark had a near perfect tune on the R250. These remarkable Australian made engines were used by all competitors.

Jim and Colin Ray were putting in the time with plenty of pre race practice. But although their model was quick, a fast time proved elusive on the day. The same could be said for the Dream Team of Ken & John Hunting who also couldn't manage to post a time that would scare the frontrunners.

Time for the final. All three Dimpled Dumplings were smartly away, their R250's singing a fine, high-pitched

song. It was a good, clean race flown in near perfect conditions. The ghostly grey Stein machine had a slight edge on speed over G.Wilson /Ellins and M.Wilson/Smith. Fitz was nailing the landings and Paul was displaying great hand/eye co-ordination to catch the bouncy model. Very soon it was all over with yet another win to Rob Fitzgerald and Paul Stein in what must be a world record time of 6:31.56 for Vintage A on 52' lines. All three teams flew well under 7 minutes which was a very good effort.

## Results of VINTAGE A at VSC, April 4th, 2010:

1. Fitzgerald/Stein	3:10.72	DNF	<b>6:31.56</b>
2. M.Wilson/Smith	3:24.72	3:19.57	<b>6:48.56</b>
3. G.Wilson/M/Ellins	3:20.53	3:15.05	<b>6:52.60</b>
4. Hallowell/Baker	3:23.37	3:19.59	
5. Justic /Kerr	3:23.53	3:26.19	
6. Bailey/Roberts	3:23.81	4:03.57	
7. Hunting/Hunting	4:23.91	3:35.00	
8. Ray/Ray	3:43.53	DQ	



M Wilson/L Smith R Fitzgerald/P Stein G Wilson/M Ellins

Now for the much-anticipated **Classic B** contest. The last rules update has provided even closer results with the new ball raced engines mixing it up with the established PB engines. It may come as no surprise to those 'in the know' that the fastest and best engine in Classic B is the Enya PB prepared by that internationally renowned 'motor man', the late Alan Barnes of New Zealand. This engine actually comes from the Lance Smith collection but is being campaigned by Paul Stein part of a joint development project.

Once again, eight teams were lined up to do battle. Perhaps the biggest shock given the superb weather was the failure of any teams to dip under 3 minutes. A few certainly got close with the Cosmic Rays recording their best ever heat time of bang on 3 minutes.

**The bottom line is that Classic B has done it yet again with an exciting display of extraordinary SUPER CLOSE racing! The first 6 teams recorded: 3:00, 3:01, 3:02, 3:03, 3:04, 3:05. Amazing, huh?**

Hot favorites Rob Fitzgerald & Paul Stein had a first round they would rather forget with the Enya .25/Rocket combo, but true to form they unleashed their potential and recorded a smart 3:02.75, good enough for 3rd spot in the final.

Just ahead in the heats were Graeme Wilson and Mark Ellins who did a first round 3:01.97 with their Brodak and decided to sit on their time. It was a gamble that paid off with only the Cosmic Rays dipping under that time.

The Cosmics were on fire, posting their best heat time ever of 3:00.28. How unlucky not to make it into the 2:50's! The Lance Smith prepared OS FX 25 in their trusty old Crescendo has ensured Jim and Colin Ray are back where



they belong in Classic B... as genuine contenders for winning the race.

Much was expected of current SA Classic B champ Mark Poschkens. Unfortunately his pilot Maris Dislers was unable to be present, but Mark had an ace up his sleeve in the person of Richard Justic. Together they put in two very fast times of 3:05 & 3:06 with the GMS Rocket, to barely miss out on making the last three. They only needed to be a few seconds faster. After the Worlds, you can be very sure the Posh man will be working on this...

Harry Bailey and Peter Roberts were hoping to see the Irvine powered Galaxie make it to the final three and gave it a good shot in the second round to end up missing out by only 1.72 seconds. Make no mistake, this Irvine is capable of blitzing the opposition, as a 2:57 heat and 3rd place at the last Nats clearly showed.

The Dream Team are capable of a much faster time than they posted at this meet. They are still working on getting their systems right for that often elusive smooth, consistent and fast engine run. Practice makes perfect...or so I am told!

Certainly Lance Smith has put in the hours down at Frankston sorting out engines and models. However, despite a very good piloting effort from Murray Wilson, they found themselves a scant 34/100th of a second away from a finals qualifying time. However, Lance would have been proud to see all the Classic B engines he has worked on performing so well. We are very fortunate to have Lance and Andrew Nugent prepared to do quality work preparing racing engines. This means Classic B is in better shape than ever with competitive 'on the pace' engines just a phone call away.

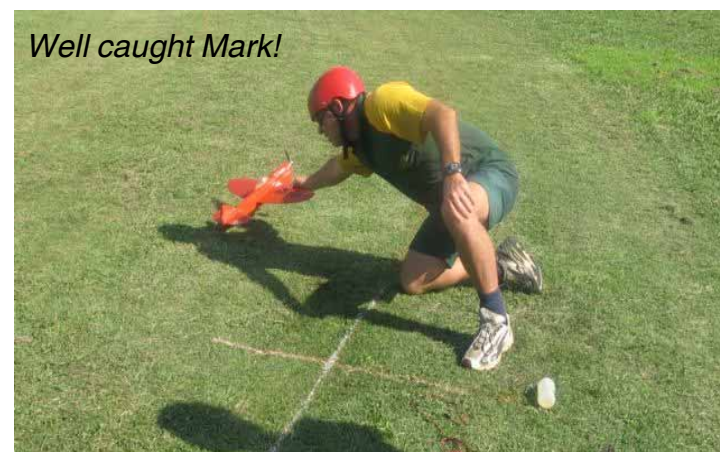
John Hallowell and Neil Baker had a suspected blockage and subsequent slow time first round with the Streak. The second round looked much more promising with a one flick start and speed to burn with the B25R red Swooper. But it all came unstuck at the pit stop when another model glided in on top of the Swooper distracting the pitman and causing a broken wing. It was going well enough for timekeeper Lance to declare it would have easily been a sub 3 min. time if a normal stop had been made without the incident.

At CD Keith Baddock's command, all teams were smartly away in the final. The Enya quickly established a lead with good airspeed. The Ray's were keeping close and the OS FX was going really well... could they again win this title? However, they were going to 3 stop and that was always going to be difficult. Graeme and Mark were going for a 2 stop and must have got hot as the engine refused to fire up at their pit stop, so their race was effectively over. Meanwhile, Rob Fitzgerald and Paul Stein finished the 10 mile 140 lap race in fine style with a new record of 5:49.40. Hearty congratulations to the winners!

#### Results of CLASSIC B at VSC, April 4th, 2010:

1. Fitzgerald/Stein	3:51.41	3:02.75	<b>5:49.40</b>
2. Ray/Ray	3:03.97	3:00.28	<b>6:41.60</b>
3. G.Wilson/Ellins	3:01.97	DNS	<b>7:30.50</b>
4. M.Wilson/Smith	3:03.09	DNS	
5. Bailey/Roberts	3:17.90	3:04.47	
6. Justic/Poshkens	3:05.09	3:06.84	
7. Hallowell/Baker	3:41.28	DNF 43	
8. Hunting/Hunting	4:28.35	DNS	

John Hallowell  
AUS 1984.



# 2010 VICTORIAN CONTROL LINE STATE CHAMPIONSHIPS

## RESULTS

### F2F TEAM RACE

	rd 1	rd 2	final
1. K.Hunting/J.Hunting	4:57.28	4:25.66	9:42.63
2. P.Cameron/R.Fitzgerald	Disq	4:12.44	9:50.75
3. M.Wilson/M.Poschkens	4:28.57	5:14.37	DNF 71
4. J.Hallowell/L.Smith	6:21.84	4:59.68	
5. G.Wilson/M.Ellins	DNS	5:43.75	
6. B.Young/P.Stein	6:42.10	DNF 42	
7. H.Bailey/P.Roberts	DNF 73	DNS	



*F2F  
Winners  
John &  
Ken  
Hunting  
AKA  
"The  
Dream  
Team"*

### F2C TEAM RACE

	rd 1	rd 2	rd 3	rd 4	final
1. R.Fitzgerald/M.Ellins	DNF 68	3:03.69	3:08.07	DNS	DNF 61
2. M.Wilson/M.Poschkens	3:19.28	DNF 34	3:05.22	3:44.53	DNF 34
3. H.Simons/G.Potter	3:14.78	Disq	DNF 68	3:04.44	Disq 73
4. C.Ray/P.Stein	DNF 50	3:23.97	DNF 59	3:13.15	
5. G.Wilson/N.Baker	3:50.88	3:39.85	4:20.41	3:35.44	
6. K.Hunting/J.Hunting	4:32.1	4:38.28	4:40.28	4:44.95	

### F2A SPEED

	rd 1	rd 2	rd 3	km/h
1. R.Justic	13.16	DNS	DNS	273.55
2. A.Kerr	N/T	N/T	14.63	246.06

## Speed at the Vic State Champs 2010.

Report by Andrew Nugent and Lance Smith

A small group of fliers were greeted by excellent weather at this years state champs. Lance Smith ran the comp with his usual professionalism.

Andy Kerr and Richard Justic made the drive from Sydney to fly both FAI and combined speed.

Andy recorded a time and Richard got in a nice 13.1 with one of his Profi models. It was nice to hear an FAI model again as no one is flying that class here in Victoria any more.

Combined speed started with 5 entries. Eventual winner and 2nd place getter for both Sat and Sun comp was Noel

### COMBINED SPEED

	class	rd1	rd 2	rd 3	%
1. N.Wake	5	ATT	14.77	14.95	94.9
2. N.Wake	1	14.82	14.83	0	92.04
3. R.Justic	2	12.86	13.06	11.19	89.3
4. A.Nugent	1	16.29	16.32	0	83.7
5. N.Wake	P	29.27	0	0	82.4
6. H.Bailey	P	30.11	31.61	29.99	80.5
7. V.Marquet	P	37.53	37.83	37.92	64.29
8. V.Marquet	1	21.54	24.95	0	63.3
9. N.Wake	4	0	24.36	0	51.1
10. N.Wake	2	0	0	0	0

Wake. 1st with his Nova Rossi 21 and 2nd with a Nova Rossi 12 (must be a good engine). I flew my usual Class 1 model with Nova Rossi 12 with a best time of 16.2 which is slowly improving after a troubled 12 months.

Richard put in a nice flight with his ST X29 to take 3rd place. Vern flew his black ASP 12 class 1 model to record 2 good times and ever smiling Harry Bailey put in 3 consistent flights with his ever-reliable Nova Rossi 21 Proto model. Will this thing ever stop?

Sunday up at Knox dawned a perfect day for flying speed off the grass circle and after a bit of careful "hair-dressing" the circle was also perfect for the event.

Everyone was waiting for Noel Wake's big block Class 2 and 4's to bring on the mornings entertainment and the initial roar from the OS 30 sent blood pumping and hearts pounding for sure.

A subsequent split fuel line and loose spinner limited Noel's efforts somewhat and spoilt his day a little.

In the meanwhile Vern managed to put in 3 very goods flights with his stock standard Enya 30SS giving Noel a bit of a break to work on his two models.

On the last speed flight of the day Noel showed his consummate skill as a C/L pilot by bringing his Class 4 in for a perfect landing after breaking the model almost completely off at the front of the tail-plane following contact with the dolly on take-off. A bit of flex on the monoline pulling the nose up and down is all you seem to need to fly these things it seems, the tail-plane appears to be just for show!



<b>VINTAGE COMBAT</b>	<b>1</b>	<b>Rep</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
1. M.Comiskey	L	W	B	W	W	W
2. T.Linwood	L	W	W	W	W	L
3. M.Wilson	W		B	W	L	W
4.G.Wilson	W		B	W	L	L
=5. M.Davies	W		B	L		
=5. T.Caselli	W		W	L		
=5. H.Bailey	L	W	B	L		
=5. K.Maier	W		B	L		
=9. M.Lewis	L	B	L			
=9. R.Owen	W		L			
=11. M.Ellins	L	L				
=11. P.Anglberger		L	L			
=11. K.Baddock	L	L				
14. J.Hallowell	W	Withdrew				



<b>GOODYEAR</b>	<b>rd 1</b>	<b>rd 2</b>	<b>final</b>
1. G.Wilson/M.Ellins	4:00.97	DNS	7:51.41
2. R.Justic/R.Owen	3:30.57	DNS	8:12.82
3. J.Hunting/K.Hunting	4:13.32	DNF 37	DNF 122
4. C.Ray/J.Ray	4:13.44	DNF 35	
5. M.Wilson/A.Lumsden	DNF 84	5:37.18	
6. B.Young/P.Stein	DNF	0	



<b>F2D COMBAT</b>	<b>Rd 1</b>	<b>Rd 2</b>	<b>Rd 3</b>	<b>Rd 4</b>
1. M.Wilson	W	W	B	W
2. M.Comiskey	L	W	W	L
3. T.Linwood	W	L	L	
4. G.Wilson	L	L		

<b>1/2A COMBAT</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
1. G.Wilson	W	W	L	W	W
2. H.Bailey	W	L	W	W	L
3. M.Davies	L	W	W	L	W
4. T.Caselli	W	L	W	L	L
5. M.Wilson	L	W	L		
=6. K.Hunting	L	B	L		
=6. M.Lewis	L	L			
8. T.Linwood	W	Withdrew			



Half A Combat was the last event to be run at the State Championships. The Cyclon JAK 09 engine continues to be a popular choice and the cheaper Fora 09 was used by at least three competitors.

F2D was flown at Frankston. There were only four entries. The Wilsons represented Victoria and Mick Comiskey and Tom Linwood had come down from NSW. Murray Wilson was the eventual winner.



At our recent State Championships at Easter the three finalists Simons/Potter, Wilson /Poschkens and Fitzgerald/Ellins had all posted probably the worlds three fastest F2C qualifying heat times this year to make the final. These three teams will be representing Australia at the World Championships in Hungary.

A great final race was anticipated but Wilson/Poschkens missed the catch at the first pit stop and ran in. At the second pit stop Fitzgerald/Ellins were first down but Hugh Simons ran his model through their lines on the ground and received a DQ. Fitz and Ellins' lines were ruined so they could not continue so that was the end of the race. A big anti climax. Even the World Champions can make mistakes.

F2C CD Harry Bailey



*Pictures of the Vic State Championships from the cameras of Harry Bailey and Paul Stein.*





## New models.

*Gavan Opperman just sent me a picture of his new Paul Walker designed Impact with Stalker .61  
It has been test flown and it performed beautifully.*



## **Is this the first C-class team racer built in the last forty years?**

Built by John Nolan from KMFC, the model is a scaled up.... more or less.... Veron Minibuster, an A-class racer from around 1950.

Power is a K&B .40.

Unflown at time of sending to ACLN.



# Results of Vic State Championships for F2B, Classic and Vintage Stunt held at Knox field on Easter Saturday and Sunday April 3rd and 4th 2010.

Weather fine 20-24 Deg C for both days. Nil to light breeze.

Contest Director Ian Read.

First event Saturday 3rd.

## Vintage Stunt

Judges Static: Ken Taylor

Flight: Vic Mitchell and John Goodge.

	Static	Rd 1	Rd 2	Total	Model/Motor
1st. D Nobes	136	356	364	500	Guided Whistle/Attwood 49
2nd. D Grinham	128	364	368	496	Nobler/Double Star 40
3rd. P Koch	105	325	341	446	Thunderbird/Fox35
4th. P Anglberger	116	315	325	441	Ambassador/Taipan 2.5D
5th. D Lacy	127	293	310	437	Jamison/Enya 35
6th. K Maier	109	254	294	403	Ambassador/Oliver Tiger 2.5
7th. M Gordon	92	298	219	390	Sukhoi/Enya 35
8th. M Lewis	124	254	233	378	Viking/Johnston 29
9th. M Usher	119	255	223	374	Mercury Monitor/Fox 59

## Classic Stunt

Judges K Taylor, R Bond, V Mitchell

		Rd 1	Rd 2	Total	Model/Engine
1st.	D Grinham	517	540	1057	Nobler/Double Star 40
2nd.	P Anglberger	486	464	950	Grondal Nobler/O.S.35
3rd.	D Nobes	445	460	905	Shark/O.S.40 FP
4th.	P Koch	343	408	751	Nobler/OS 46 LA
5th.	D Lacy 334	291	625		Pow Wow/O.S. 40 FP
0.	M Gordon	DNF			
0.	M Usher	DNF			

Sunday 4th April

## F2B

Judges A Matthieson-Harrison, D Lacy

	Rd 1	Rd 2	Rd 3	Total	Model/Engine
1st. D Grinham	1015.8	902.8	1016.1	1016.0	Starcraft/ Stalker 61
2nd. R Bond	994.6	998.0	948.8	996.3	Yatsenko/Retro 60
3rd. M Ellins	948.8	976.3	994.0	985.2	Jazzer/Stalker 61
4th. P Anglberger	930.0	912.0	887.5	921.0	Vector 40/OS 46 LA
5th. P Koch	881.5	917.8	788.6	899.7	Vector 40/ Brodak 40
6th. D Nobes	871.6	860.8	926.3	899.0	Sukhoi/Saito 56
7th. M Davies	868.5	855.6	881.5	875.0	Tutor 2/OS 46 LA



*Doug Grinham Nobler in flight.*

*Pictures by John Boys*



*Doug pilots his Starcraft F2B to another State Championship win.*



*Mark Ellins'  
Jazzzer /Stalker  
61*



*Peter Anglberger  
flies his Vector 40/  
O.S.46 LA*

*Peter Koch, Vector 40/  
Brodak 40*



**A small sample of the F2B and Classic pictures taken at the State Champs by John Boys.**



*Dave Nobes "Sukhoi/Saito 56"*



*CD Ian Read*



*M. Davies with his "Tutor" in F2B*



*"Jazzer" in flight.*



*Peter Anglberger with "Grondal Nobler"*



*David Lacy "Pow Pow"*



*The "Shark" of Dave Nobes*



*Grinham  
"Nobler"*





A collection of  
Vintage A  
pictures from the  
Vic State  
Champs.

Pictures by John  
Hallowell and  
Harry Bailey





# Electric Power Systems for Control Line?

## Part II

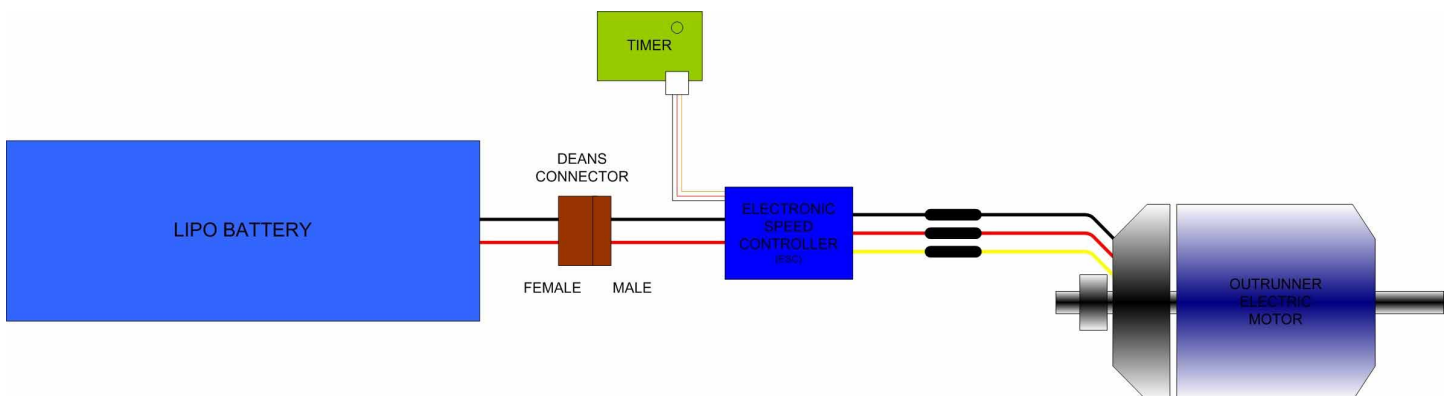
By Warren Leadbeatter 24/3/2010

In last month's ACLN I talked about the basics of ECL (Electric Control Line) and the ECL packages available from Brodak. This time I would like to give you some more detailed information.

Firstly, I want to talk about **SAFETY**.

1. Lipo batteries can be dangerous and explode or catch fire if not handled properly. Because they can deliver such high current, shorting the terminals is sure to result in disaster. Don't do this!
2. A crashed model may catch fire if the Lipo is damaged. For this reason you should always disconnect the battery and remove it from the model as soon as you can after any flight.
3. Incorrectly charging Lipos can result in explosion or fire. Always use a proper Lipo charger designed for charging Lipos.
4. Never leave batteries unattended when charging. Even though the Lipo chargers have time outs and cut offs, you wouldn't want to bet your house on it would you?
5. Always store your Lipos in a cool, dry, non flammable place. This way if one decides to self combust it won't burn your house down.

The following diagram shows a typical control line setup.



**Important Note:** The standard battery connectors everyone seems to be using are the Deans style connectors which are rated at 50A. These are a very good quality high amperage connector. Just remember to always make the connector at the battery female so that it can't short out when disconnected. **WARNING:** Be very careful when soldering connectors, not to short out the wires. Always solder the positive on first, apply heat shrink insulation, then do the negative and apply it's heat shrink. If the wires short out, they will probably weld together and then you will be in all sorts of bother. Always make sure RED (+ or positive) goes to RED and BLACK (- or negative) goes to BLACK. RED should NEVER connect to BLACK. BE CAREFUL!

The 3 wires that go to the motor from the ESC can be connected in any order. You can't get them wrong. If the motor turns the wrong way, just swap two of the wires around. You can't blow anything up unless you short out the wires.

### OUTRUNNER MOTORS

How do you choose the right motor for your model? Firstly, look at what prop the model would have for the IC engine it was designed for. E.g. 35 sized model with a 10 x 6. A model with a 10x6 prop probably runs at about 9800 rpm or so. Ok so if I wanted to electrify this model I would look for a motor that runs a prop around 10x6 or 11x5.5E.

The following table provides a comparison of a few different brand motors compared to an Internal Combustion (IC) engine.



IC Engine Size	Turnigy	Scorpion	AXI	Arrowind
.049	28-26C 1300kv	2208/30 1300kv	2208/26 1300kv	2205/25 1250kv
.15	35-30B 1300kv	3008/28 1250kv	2808/20 1490kv	2210/30 1300kv
.25	35-36B 1300kv	3014/16 1200kv	2814/14 1390kv	2815/09 1300kv
.40	35-42D 1000kv	3020/14 930kv	2820/12 990kv	2820/07 920kv
.46	35-48B 900kv	3026/10 980kv	2826/10 920kv	2826/06 820kv
.50	42-50A 700kv	3032/10 820kv	-	2832/05 960kv
.60	50-55B 600kv	4020/12 550kv	4120/14 660kv	3526/05 685kv

*Note: use as a guide only, there are various sub models with different kv ratings. Check the individual manufacturer specs for more details. ie rec. prop sizes, motor weights, dimensions, rec. battery etc.*

When you start looking you will notice that the Turnigy motors are way cheaper than the opposition. Like \$30 compared to \$80-100+ for the others. Some of the more expensive motors have longer warranty, better bearings etc, however for the price the word from me is the Turnigy's are just fine for what most people will want for sport flying.

## **BRODAK SUPER CLOWN ELECTRIC SPORT PACKAGE BH-1831 \$259.99USD**

I am not affiliated with Brodak in any way other than being one of their customers, but I have to say, the Super Clown Electric Package is fantastic! This aeroplane flies really well and lots of people have told me this after seeing it fly, so it's not just my opinion.

Here's what you get:

- Brodak Super Clown Electric ARF model kit (\$70US)
- Arrowind 2815/SC 1300kv Outrunner motor (\$50US)
- Arrowind 35A ESC (\$50US)
- Arrowind 3300mAh, 3S, 11.1V 20C LiPo Battery (\$80US)
- Hubin FM-0c Timer (\$18US)
- GT Power GT-4 Lipo charger (\$60US)
- APC 9 x 4.5 E Prop. (\$2.60US)
- Plus all connectors, wiring, wheels, control horns etc. total value well over \$300USD.



It has everything you need to go flying, except for handle and 60' lines. The only thing you need is glue, to glue the ARF model together. I recommend getting a few extra batteries because you only get one flight per battery charge and I assure you that you will want to fly this model over and over again.

If you get yourself one of these you will be well on your way. You can also buy the package without the ARF model and the same setup can be installed in any 25 to 35 sized model. E.g. Ringmaster, Twister, Flight Streak or even a good old Nobler!

Questions? Email me.

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**Harry Bailey.**  
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## “AUSSIE” DAY and VINTAGE COMBAT

Sunday May 2<sup>nd</sup> 2010

Join C.L.A.G and Brimbank Falcons for a combined “Aussie” theme day and Vintage Combat.

“Aussie will showcase Australian designed model aircraft, with “Peoples Choice” prizes for 1st 2nd and 3rd places.

So, join us for a day of Combat mayhem and a display of Australia’s finest.

Refreshments and “Aussie” BBQ will be available.

Venue: K.M.A.C. Stud Rd Rowville, Melways ref. 72 K9  
Commencing at 10am.

For more info contact Graham Keene Tel 0351924037

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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 aeromodelling scene. See it at [www.dkd.net/forum](http://www.dkd.net/forum) and register to check out all its features.

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These pans are a gravity sand cast unit and as such need some cleaning up. They are cast from AA601 Aluminium alloy and when polished up look very good. You will need to drill and tap them to suit your engine.

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Please allow \$6 for postage and packaging for 1 pan for interstate buyers.

For overseas postage allow \$12



## C/L COMBAT GEAR FOR SALE

I am definitely too old and decrepit to continue competing in fast/wing type combat events! Accordingly I'm offering my gear at basement (dungeon?) bargain prices.

Any packaging, postage or shipping will be extra.

### HALF 'A' COMBAT:

Two only Thunder Tiger 10 powered "Mini Marauders" (Boomerang style) models. 38" wingspan built for last Nationals. Lines, NVA protectors and engine tethers.

Engines 50-60 min., includes F2D prop and adaptor.

\$110ea. One 10FSR run in only, repaired model \$100

### VINTAGE COMBAT:

Riley Wooten "Voodoo" (1963) to suit OS FP/LA or TT15.

Does around 80mph on suction (4mm), 10 nitro and 6.5"X4" Taipan. Includes lines, engine tether and NVA protector. Fly something different! \$80

### F2D MODIFIED/SPEED LIMITED:

"Mongrel" model with good OS15 Max III installed including lines, dummy and syringe. \$110

All above are small enough to be mailed via Australia Post.

### OPEN COMBAT:

Virtually new Super Tigre GS40 engined "Malibu" 50" 'span model. Only 3 half fuelled test flights. Engine just run in. Tamed down to 100mph on 10%, 9X6 Taipan and venturi for arthritic fingers. \$150, yes \$150!!!

Two only MDS 40 powered "Malibu" models. Engines good. Blue model has new tail/elevator (thanks Ken) the other has slightly bent alum. Engine bearers. \$120 ea.

OS40FP "Mailbu" (Fox remote NVA); repaired. \$90

Magnum 40 GP "Mauler" (more top 3 places than all others combined!) \$80

One MDS40 well worn and hard to start, no NVA \$20.

Can help purchasers with lines, dummies, syringes, etc. Handles already gone but can make more if needed. Still have some RTFs slow/sport models at the moment.

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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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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.

This includes the recent Victorian State Championships.

They can be viewed at the CLAMF Aerosports website

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

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