

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 149

Produced by the Victorian Control Line Advisory Committee



November 2010  
INSIDE THIS ISSUE

Contest Calendars.  
Around the Clubs  
Letters to the Editor  
New Models  
NSW State Champs Weekend at Albury  
UK Nats Vintage Combat Report.  
Contest Results  
Notices  
For Sale  
Wanted

**Copy Deadline for next issue is:  
Wednesday November 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](mailto:hbbailey@optusnet.com.au)



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR

Nov-7	CLAG Club Day, Vintage Stunt & Combat	Knox CLAMF
Nov-14	Triathlon, <b>Speed.</b>	CLAMF
Nov-21	Vintage A T/R, Classic B T/R	KMAC
Nov-28	Monty Tyrrell Classic Stunt	KMAC
Dec-5	CLAG Club day	Moe
Dec 12	<b>F2C T/R, Goodyear, Classic FAI T/R</b>	CLAMF
Dec-19	Club Day, Nationals Practice	KMAC

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 :- Craig Hemsworth Mob 0433 809 862  
Email :- [chemsworth@childhood.org.au](mailto:chemsworth@childhood.org.au)  
Details of venues can be found on the club 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.

Secretary:  
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Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

The Editor and Committee of Clubs accept no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.



## COMING EVENTS



DATE	EVENT	CLUB
Sun 7th Nov	F2B Aerobatics	SAT (Kelso Park)
Sun 7th Nov	Slow Combat and 1.6cc, Vintage Combat	KMFC
Sun 14th Nov	Combined Speed (contact Ron Blombery for details Ph: 9956 5952)	SSME
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 Events Calendar



November 6th Sabre Racing –  
December 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

## W.A. Contests.

Following on from the great wrap our "2010 Racing Champs" got on the International websites, we received considerable interest from people in other countries during the recent world champs in Hungary.

People from far away places such as UK, USA, Singapore, Brazil and South Africa are interested in attending our event in 2011.

In order to make their trip more worthwhile the following program has been suggested. While the second weekend is set in stone, I am looking for feedback on what is proposed for the first weekend.

The whole idea is to have a program that will attract people from other countries & States of Australia, and having it spread over two weekends with a few days off in between may well do the job.

Including F2D as a qualifying event for the following years World Champs will no doubt attract some interstate and international entries, as will Vintage-A and Classic B.

Saturday 21st May	Vintage A & Classic B teamrace WA State Champs
Sunday 22nd May	WA F2D WC Qualifying trial event
Friday 27th May	F2F & F2C Rnd1
Saturday 28th May	F2F & F2C Rnd 2 & 3
Sunday 29th May	F2F & F2C Rnd 4 & Finals

If we are to stage F2D as a qualifying event for team selection we must notify MAAA very soon, so feedback from those concerned is required.

Please get back to me ASAP as I will need to start advertising soon.

Regards .....Trevor Letchford [tletchfo@westnet.com.au](mailto:tletchfo@westnet.com.au)

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

Ron Chernich will be continuing his role as the webmaster and subsidize the cost of the site as he has been doing for almost three years via "Model Engine News"  
<http://modelengineneeds.org/>

Back issues of ACLN are archived, indexed, and may be searched here.  
<http://www.dkd.net/clmodels>

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.

Hi Guys

This is a open invite too anybody who would like too fly some speed down in little old New Zealand. We have a few interested already and would love more like minded people to fly and talk and enjoy New Zealands scenic land. Patrick has come out a few times and I am sure he will tell you what its like.

We will also be running some of our t/r classes as well on the weekend to make the most of it.

Robert Bolton

## Waikato Tarmac Champs 2011

Where **New Plymouth MAC Flying site**

Friday 18th Feb

Practice Day 9am-5pm

Saturday 19th Feb

1/2 A Team race.

F2C Team race

Class B team race.

NASS SportJet

Sunday 20th Feb

Fast Goodyear.

% Speed

F2A speed.

Starting times for both days is 10 o'clock. Practice from 9 o'clock.

Entry fee is \$5 per event or a maximum of \$20.

Billets available on request.

Brian Howser

15 Diomedes Glade,

Flagstaff,

Hamilton 3201..

Ph/fax 07 8543634.

[b-h.howser@clear.net.nz](mailto:b-h.howser@clear.net.nz)

Andrew Robinson

2 Taweke Place.

Waitara 4656.

Ph 06 7543224.

[a\\_robinson\\_nz@hotmail.com](mailto:a_robinson_nz@hotmail.com)

Robert Bolton

18 Barclay st

New Plymouth

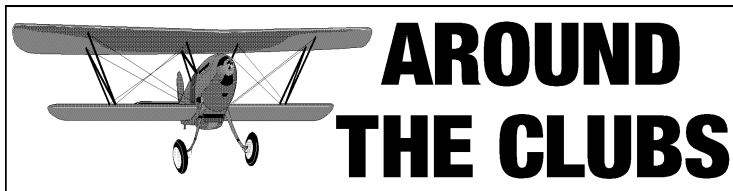
ph 06 7534138

[pulsejet@xtra.co.nz](mailto:pulsejet@xtra.co.nz)

### Basic Rules

Class 5 (jet) Max weight 1400grms Lines 0.5mm 2 line, 0.8mm monoline, 19.9m Fuels unrestricted

Nass Sportjet as per rules published on the nass webpage  
<http://www.clspeed.com/>



# CLAG Combined Stunt, KMAC Speed and Club Day, 26 Sept 2010.

A glorious Melbourne Spring day with a balmy light and variable wind. Another excellent turn up of flyers sporting a variety of models and occupying 3 circles continuously throughout the day.

Mark Ellins put in several exploratory flights with his very impressive Yatsenko "New Classic" stunter, a number of other new models were brought out and a variety of tried and proven models were flown throughout the long day.

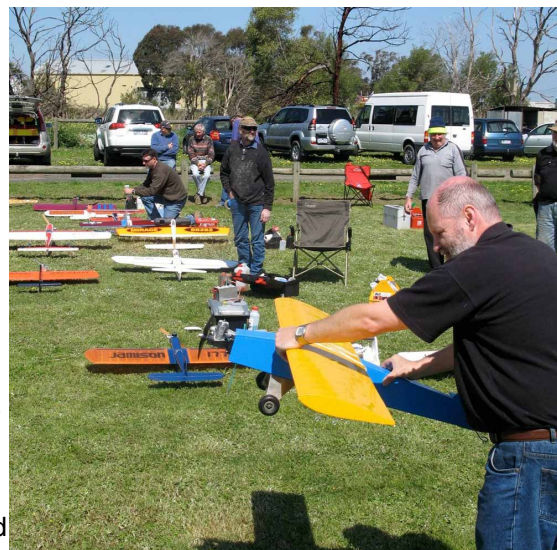
This was the last of the current scheduled combined stunt days. Apart from one day of poor weather the other 4 have proven a very worthy exercise in attracting flyers with a general interest in CL stunt across a variety of flying levels and model types. One simple conclusion from these events would be that there are a significant number of flyers who do have an interest in stunt but are not at this point overly interested in competing in the three disciplines of F2B, Classic or Vintage stunt. They are however very interested in flying in a less formal level while still developing their technique.

Across the Combined Stunt events, there has been some discussion around how these events might be progressed; whether they are simply maintained as they are, or whether they include some additional attraction or challenge. A couple of ideas have been mooted that include:

- Setting a single model event
- Running a novelty event
- Scheduling more combined stunt as is current
- Combining these with alternating events F2B, Classic or Vintage

Single model events have existed in various forms and success widely. The suggestions have included designing a specific model having simple, inexpensive, serviceable and resistant construction, something along the lines of an up to .35cu Dick Steele Rooky.

A further suggestion has been the adoption of an already (laser cut primary component) kitted model such as the Keith Hearn Gladiator which is the subject of the upcoming NSW event at Muswellbrook (2011). This would seem to make a lot of sense in that we may be able to share learning's and next step developments?



There has also been interest in running a Novelty event. This could be quite informal and include models of a novel design, the flyer could elect to fly a novel pattern, and we could construct some interesting novel rules?

The discussions can go on infinitum; however we would certainly be happy to hear any feed back or suggestions from anyone with an interest in seeing stunt flying in Victoria continue. In the meantime we will set more dates for next year and will add certain inclusions to hopefully meet the current interest as well generate more ideas.

All feed back welcome to [chemsworth@childhood.org.au](mailto:chemsworth@childhood.org.au)

Combined Speed was also flown during the day. The results are listed below.

Pos	Name		Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	L Smith	Vintage Proto	OS 25 FX	34.22	34.63	38.20	34.22	169.31	89.89%
2	V Marquet	Vintage Proto	Enya 30 ss	36.00	38.31	38.65	36.00	160.93	85.44%
3	R Hiern	Class 3	Super Tigre G 60	12.00	11.70	D.N.S.	11.70	247.59	82.82%
4	N Wake	Class 5	Novarossi 21	17.01	D.N.S	D.N.S	17.01	211.64	82.42%
5	N Wake	Vintage Proto	Magnum 25	42.18	50.03	49.80	42.18	137.36	72.93%
6	R Hiern	Class 4	Super Tigre X40	N.E.LAPS		D.N.F.	D.N.S		0.00%



# Adelaide Aeromodellers Vintage Combat Competition, 11/09/2010

Excellent weather combined with a good (for SA anyway) number of entries made for interesting combat.

Murray Wilson flew consistently all day culminating in a relatively comfortable final bout win over Mark Poschkens who showed what a versatile CL flyer he is.

Maris Dislers 'outed' his steel / chrome steel Parra 2.5 cc diesel and it proved to be a reliable performer.

It's use caused nary a whimper, let alone the howls of outrage that have been posted on a well known CL forum that many ACLN readers will frequent.

Quite a few spectators were in attendance, not only the usual AAC club members, but also F2C World Champ Rob Fitzgerald, who helped cut judge and time for much of the afternoon and a number of families who ventured across Unley Rd from the BMX park to see what the noise was all about.

## Results:

1.Murray Wilson	W	W	W	W	W
2.Mark Poschkens	W	L	W	W	L
3.Maris Dislers	W	W	L	L	W
4.Mike Davies	L	Bye	W	L	L
5.Brenton Thomas	L	W	L		
6.Duncan Bainbridge	Bye	L	L		
7.Peter Anglberger	L	L			



*Vintage Combat pits.*



*Mark Poschkens V Murray Wilson*



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*Taipan* and all **glo-chief**  
engines.

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## Combined Speed at Frankston 17/10/2010

Pos	Name	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 5	Novarossi 21	14.54	15.08	14.83	14.54	247.59 96.42%
2	N Wake	Class 5	Novarossi 21	16.03	15.66	16.02	15.66	229.89 89.53%
3	R Hiern	Class 2	Super Tigre X29	12.65	11.21	D.N.S	11.21	258.41 89.21%
4	N Wake	Class 1	Nova Rossi 12	15.33	15.38	15.56	15.33	234.83 88.98%
5	A.Nugent	Class 1	Nova Rossi 12	17.59	17.23	16.86	16.86	213.52 80.90%
6	H Bailey	Class 1	Asp 12	22.67	22.57	21.95	21.95	164.01 62.14%

### PERKY

N Wake	Perky	Force 15	50.78	51.84	52.27	50.78	114.09
R Hiern	Perky	Enya 15 PB	N.E.L	43.50	D.N.S	43.50	133.19
V Marquet	Perky	ED .Racer	64.17	67.44	65.32	64.17	90.29
A.Nugent	Perky	Enya 15 PB	43.37	48.74	D.N.S	43.37	133.59
AVERAGE TIME	===	50.455.					
CLOSEST TIME	= =	NOEL WAKE	50.78.....				

## COMBINED SPEED AT FRANKSTON 17/10/2010.

Another Fun SPEED day was held at Frankston, even though the weather outlook looked suspect, but thanks to the protection of the bushes we often get to fly when it would be impossible at other sites. The flying site may not win an award at a garden show but we were there to fly and enjoy ourselves. On many occasions I have turned up at a comp not expecting to fly but the day ends up being great as happened yesterday.

The usual suspects turned up, with 4 entrants in Perky so we could have a proper Perky comp as we need 3 minimum to get an average speed to determine a winner.

I flew Ron Savages Perky after the comp. We flew this model a few months ago but it was very touchy on the controls.

It now has some added nose tip weight and a smaller spaced handle and flies O.K. Ron had a fly and was in control. He has not flown much since the 60's, apart from my trainer model a few times.

It seems Perky's need to be a bit nose heavy, mine balances near the leading edge with most of the motors I use in it and it is the best flying model I own. The pilot is superfluous.

I tried my electronic cut-off system for my monoline model. It worked O.K. in flight except for the first flight. I forgot to turn on the transmitter. [Alzheimer's].

Andrew Nugent flew his Novarossi 12 model and even in stock condition it still blows a plug nearly every flight. We wonder why? They are not burnt, or detonated, the element looks fine just the wire is broken as though a wire cutter had cut it.

We have tried the usual fixes, lowered the compression, less prop pitch, richer fuel setting and checked the prop balance, etc. etc.

I have had motors that do the same thing, just broken elements; on the other hand I have some record breaking motors that the plugs are only ever changed due to going off due to slight frosting.

I run very high compression on high nitro and don't have a problem on most motors.

I have found that the high comp on high nitro works and it has been proven on the bench and by the stop watch during flight. Any helpful suggestions would be appreciated by Andrew. Because of the cost of plugs he does not get to do testing as often as he would like to and as a result speeds won't improve and there is always the chance of a broken element going through his motor.

The plugs being used are Nelson h/d, so it is not a faulty plug problem. As I have already said I have some motors that virtually won't blow plugs.

The next SPEED comp is on November 14th ... at Frankston.

Thanks to Graeme, Murray and also, as usual Ron Savage for doing the timing. Having this help makes it easier for the competitors to fly.

Thanks to Fiona for lunch, we needed it.

Robin Hiern

Ron Blombery do you have results for August speed comp at Luddenham?

*Right picture:- "Robot Robbie" wired up with his mono line electronic shut-off.*

*"I tried my electronic cut-off system for my monoline model. It worked O.K. in flight."*





# Classic B in Sunny Queensland

A rain drenched weekend at the East Coast Championships did not deter 6 teams from entering the Classic B team race although only 5 teams took to the field as Ross Stokes was ill and was unable to fly on the day.

The first round saw the Macs up against Paul and Mark Dillon. The Maccas were flying their newly painted Swooper and did a time of 3:11 using an LA.25. The Dillons had a problem blowing plugs with their new FX.25 and a 3:59 resulted.

The next heat saw Jackson/Tomkin and Tommy and Andrew Linwood in their first Classic B race. The Linwoods put in a tradesman like performance of a 3:18 with the Streak powered by the FX.25. Jackson Tomkins flew well but could only manage to do 50 laps.

The following heat saw the Macs up against Crawley and Gostello. The Macs decided to use their quicker model and managed to do a 3:01 because the model pulled up approximately 3 metres short of the pits due to the lush, Logan outfield. Crawley and Gostello did a 6:58.

Next the Linwoods flew against Jackson and Tomkin with the Linwoods posting a sizzling 3:10 and Jackson and Tomkin finished with a 10:03. This saw three father and son teams into the final which was a first for Qld.

Unfortunately the final was an anticlimax with the Macs being disqualified and the Linwoods blowing a plug leaving the Dillons to run away with the race.

Congratulations to all teams who competed.

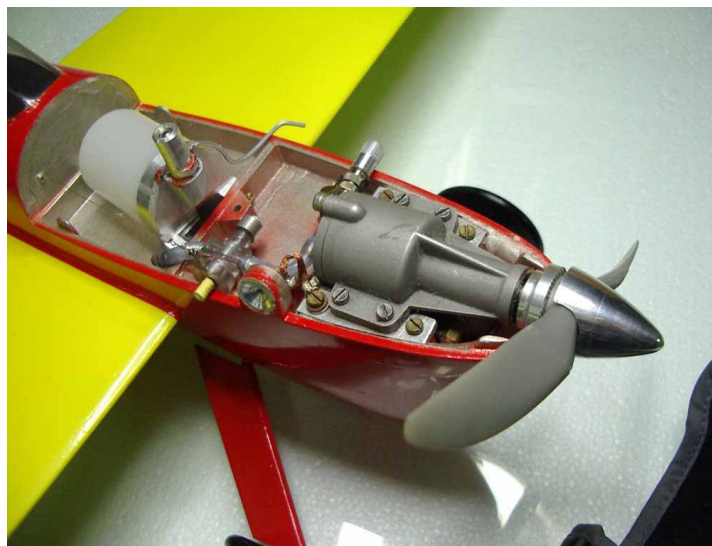
	1st Heat	2nd Heat
T&M McDermott	3:11	3:01
P&M Dillon	3.59	-
T&A Linwood	3:18	3:10
Crawley/Gostello	-	6.58
Jackson/Tomkin	50 laps	10:03

## New models

Here are a few new models tha have been given an airing around the States.



Charlie Stone's new Brodak 25 powered Classic B called 'Centaur'. Weighs 17 oz!!! Says it is very strong!

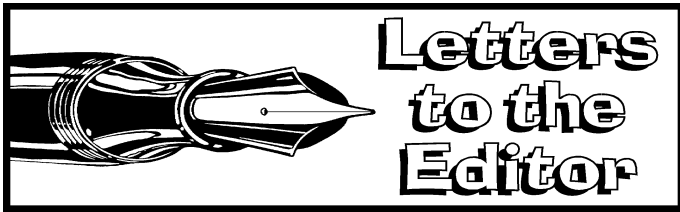


A look under the "Centaur's" lid shows some neat handywork.  
*"Nothing special, but practical I hope".*  
Charlie



Here are a couple of model pictures sent by Mark McDermott. The Class 2 above was built by Brian Burke and painted by Andrew Linwood. Engine is a Nova Rossi .21. The Classic B below was repainted by Andrew Linwood. Engine used is LA 25.





I would like to thank Peter Anglberger for compiling the excellent coverage of the World F2C competition as reported in ACLN No. 148. The blow by blow description of the actual racing was well presented and I found particular interest in the technical details of the models that Peter included in his article.

David Christian  
Hobart

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Dear Editor,

A belated thank-you for placing my earlier request for a second hand Classic B racer in ACLN. Due to my limited building skills and time and not having had the opportunity to examine a Classic B racer in detail I thought perhaps that this would be a good way to get back into racing after many years of Combat. Another driving factor was having learned that there was a possible Nationals in Queensland it was considered appropriate that the Dillon family be involved in at least one racing event as we have completed in various racing events at most Queensland Nationals since 1974.

Unfortunately all of the older Classic B models in Australia must be very much loved and I received no offers of sale. So I dived in the deep end and started on two models for the Nationals and although they have turned out like their maker i.e. tubby, slightly over weight and rough around the edges, they do fly and are functional (sort of). I take this opportunity to thank the following people without whom I could not have completed my projects :-

Duncan Bainbridge for copies of plans, wheels, circular bellcrank and hold down bolts;

Lance Smith for his excellent work on my GWS and two FX's, for construction of the fuel tanks, obtaining bits and pieces from Steve Rothwell and innumerable emails offering advice and help with fuel mixes, settings etc. Unfortunately my models can never do justice to Lance's engine work.. And thank-you for sending pictures of my models to ACLN I would have been too embarrassed to do so. Unfortunately they now look even more tired.

Steve Rothwell for engine plates and shut-offs;  
John Hallowell - in an indirect way via his various

construction articles in ACLN..

It has been an interesting journey and after fires, broken tails, rebuilds to shift the tanks around, mucking around with fuel brews etc. we might just get to the Nationals. See you there. Hopefully this may give the incentive for someone else out there to give it a go, knowing that there are people who don't know you from a bar of soap but are willing to give you a hand.

Regards,  
Mark Dillon

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A reminder that Nats entries close 12th November and that Bulletin Four will be out before the end of month (on websites)

Cheers,  
John Taylor (Nationals C/L Contest Director)

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Fri 24/09/2010

I wish to inform ACLN readers that my brother John has been admitted to Box Hill hospital suffering from had a heart problem he was not aware of. A golden staf blood infection has made the heart problem worse causing blood clots leading to stroke.

He is not in a good way and will be in Box Hill until November when they will re-evaluate the problem with his heart and his general condition.

Ken Hunting

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Ken

I am sure that all ACLN readers and others that know John would wish him a speedy recovery. We all send him our best regards.

Editor.

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The KMFC website [www.kmfc.com.au](http://www.kmfc.com.au) now has an interactive forum which control line fliers are welcome to use to pass on information, advertise items for sale, etc.

John Nolan  
KMFC Secretary

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# 2010 NSW STATE CHAMPIONSHIPS FOR F2A & F2C

## ALBURY + SUPPORTING EVENTS

<b>F2A SPEED</b>	<b>rd 1</b>	<b>rd 2</b>	<b>rd 3</b>	<b>km/h</b>
1.I.Gapps	12.14	12.31	dns	296.54
2.A.Heath	12.51	NEL	12.39	290.55
3.R.Justic	12.87	ATT	12.88	279.72
4.A.Kerr	13.03	13.33	13.17	276.28

<b>F2C TEAM RACE</b>	<b>rd 1</b>	<b>rd 2</b>	<b>rd 3</b>
1.M.Wilson/M.Ellins	3:14.09	dnf 96	3:42.94
2.R.Justic/P.Stein	3:22.40	3:16.00	dns
3.G.Wilson/N.Baker	4:24.87	dnf 79	4:03.94

<b>VINTAGE A TEAM RACE</b>	<b>rd 1</b>	<b>rd 2</b>	<b>final</b>
1.A.Nugent/P.Stein	3:17.62	3:16.59	6:48.84
2.R.Justic/A.Kerr	3:18.91	3:17.35	6:55.69
3.J.Hallowell/N.Baker	3:22.00	3:19.13	7:43.66
4.G.Wilson/M.Ellins	3:56.26	3:19.50	
5.S.Rothwell/C.Scully	3:54.10	3:24.88	
6.M.Wilson/L.Smith	3:28.47	dnf 46	
7.K.Hunting/H.Bailey	3:47.88	3:37.40	
8.H.Bailey/K.Hunting	4:00.94	4:00.81	

<b>CLASSIC B TEAM RACE</b>	<b>rd 1</b>	<b>rd 2</b>	<b>final</b>	<b>model/engine</b>
1.G.Wilson/M.Ellins	3:10.03	3:14.47	6:32.69	Swooper Brodak 25
2.B.Young/P.Stein	dnf 54	3:10.72	6:38.21	Grassfire Brodak 25
3.J.Hallowell/N.Baker	3:10.66	3:33.91	7:11.90	Rocket OS FX 25
4.K.Hunting/H.Bailey	3:17.16	3:14.41		Galaxie Brodak 25
5.H.Bailey/K.Hunting	3:17.93	dnf		Hunting Spl Brodak 25
6.A.Kerr/R.Justic	3:20.65	3:33.00		Swooper OS FX 25
7.S.Rothwell/C.Scully	3:26.25	3:37.87		Rocket OS LA 25
8.M.Wilson/L.Smith	dns	dnf 28		People Eater OS FX 25

<b>F2F TEAM RACE</b>	<b>rd 1</b>	<b>rd 2</b>	<b>final</b>
1.G.Wilson/M.Wilson	Disq	3:54.72	7:52.63
2.K.Hunting/H.Bailey	5:15.63	4:36.38	11:01.63
3.B.Young/P.Stein	4:13.47	4:03.97	dnf 38
4.G.Wilson/M.Ellins	4:13.03	dns	w/drew
5.J.Hallowell/N.Baker	4:44.04	dnf 0	
6.H.Bailey/K.Hunting	dns	dns	

<b>COMBINED SPEED</b>									
<b>Pos</b>	<b>Name</b>	<b>Class</b>	<b>Engine</b>	<b>Flight 1</b>	<b>Flight 2</b>	<b>Flight 3</b>	<b>Fastest</b>	<b>Km/h</b>	<b>%</b>
1	H Bailey	Vintage Proto	Irvine 25	32.48	35.23	32.55	32.48	178.38	94.70%
2	R.Justic	Class 2	Nelson 29	11.69	10.63	13.18	10.63	272.51	94.07%
3	N Wake	Class 5	Novarossi 21	N.E.L	15.21	14.94	14.94	240.96	93.84%
4	L Smith	Vintage Proto	OS 25 FX	33.65	33.07		33.07	175.19	93.01%
5	N Wake	Class 1	Nova Rossi 12	15.61	15.63	15.34	15.34	234.68	88.92%
6	R.Justic	Vintage Proto	OS25LA	36.12			36.12	160.42	85.17%
7	A.Nugent	Class 1	Nova Rossi 12	17.45	16.86	17.00	16.86	213.52	80.90%
8	N Wake	Class 2	OS 30 VG	NT	N.E.L	12.60	12.60	229.91	79.37%
9	H Bailey	Class 1	Asp12	22.45	21.72		21.72	165.75	62.80%



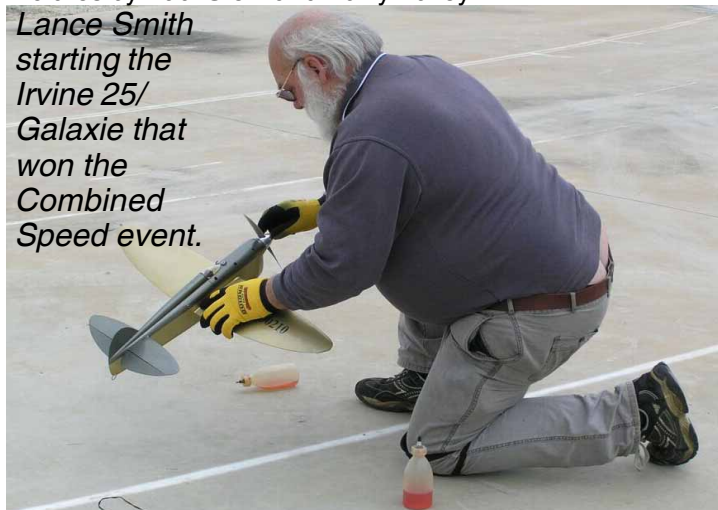
*Ian Gapps does some flight preparation while Andrew Heath looks on.*



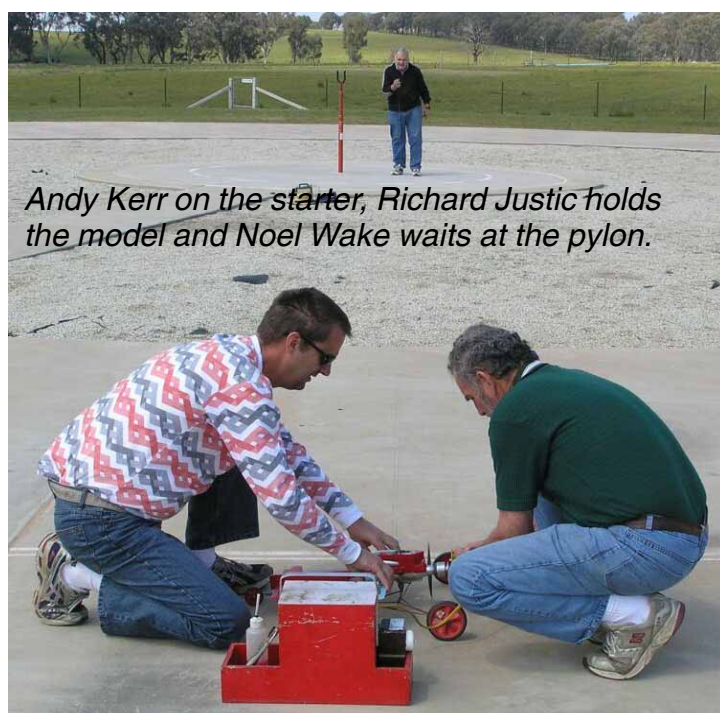
# Albury

Pictures by Paul Stein and Harry Bailey

*Lance Smith starting the Irvine 25/ Galaxie that won the Combined Speed event.*



*The F2C Teams*



*Andy Kerr on the starter, Richard Justic holds the model and Noel Wake waits at the pylon.*



*Classic B Finalists*



*Vintage A Finalists*

*Some of the people that attended the magnificent weekend at Albury.*



27 Sep 2010.

## Obituary

**David Kidd** - former team race expert passed away in Maryborough Hospital this morning. David started the nostalgia control line website [dkd.net/clmodels](http://dkd.net/clmodels) and was a life long control line flyer dating back to the fifties as a teenager. He leaves a wife, adopted son and three siblings.

He will be sorely missed by me who grew up with David in Melbourne and continued as a mate through our adult life.

Rest in peace and happy flying above us.

Rob Mutimer.



# Vintage A & Classic B T/R at Albury, 3/10/10

The much anticipated A & B racing at the NSW F2C & F2A titles in Albury in early October was greeted with wonderful weather. Sunny skies, light winds and celsius temperatures in the low 20's meant near perfect conditions for flying.

Entries could always be better with quite a few regulars conspicuous by their absence. However, eight teams lined up for both Vintage A and Classic B so some good racing was assured. And we were not let down with only fractions of a second deciding places in the finals.

**Vintage A** was first away with Hallowell/Baker and the new R250 powered Elliptical in its first race setting the pace in the first heat with a workman like 3.22. The second heat was a cracker with Andrew Nugent and Paul Stein crossing the line first in 3.17.62, just over a second in front of Richard Justic and Andy Kerr. Andrew was having his first competition fly for quite a while and handled himself with aplomb as he is a very experienced pilot. Murray Wilson and Lance Smith were having some issues with their usually reliable gear and should have been right on the heels of the other two. Two backwards starts in the first heat and a compression screw back-off on landing in the second heat put paid to their chances.

Steve Rothwell had Chris Scully performing pit duties with the Dimpled Dumpling. Chris was learning on the job and at the end of the day, could be justly proud of his second round 3.24. Steve was again using a Graupner 7x7 prop which he found works well at Albury, being ½ a second /10 faster than a full APC on the day. However, that's not to say it's the best prop for all conditions. Still lots more testing to do.

Harry Bailey and Ken Hunting teamed up as their respective flying partners were unavailable, John Hunting being ill in hospital. We all wish John a very speedy recovery. They flew well, but couldn't crack into those sub 3.20's that is now required to make a VTR final at just about every meet! How times have changed...I recall an era back in the 90's when no one could break 4 minutes! What a revelation the R250 has been. With a clean, light model, anybody has the potential to win a race.

The second round provided the suspense we love in team racing. Justic/Kerr improved their time by more than a second and Nugent /Stein did almost the same. Both locked in their position in the top three. Then Hallowell/Baker improved to 3.19, despite going hard and slow for most of the second tank. Had a good engine run been there for the entire race, a 3.10 time would not have been out of the question.

It was left to the two newly crowned champs, Wilson/Ellins to tip them out with a do or die effort. As we all know, Mark is World F2C Champion and Graeme is the current British VTR champ. So these gun flyers gave it all and came up a fraction short. To be precise, 37/100th of a second short! That's racing, boys!

The final was a Dimpled Dumpling vs Voodoo 5 vs Elliptical. All were quickly into the air but it was 'race over' straight away for the Elliptical as it was way under compressed. Nugent/Stein and Justic/Kerr had similar airspeed. It was going to be very close. As often happens in Vintage A, the position the motor cuts in the circle dictates the amount of time gliding and this can add 4 or 5 seconds to a stop, and there was little doubt this had a bearing on the eventual outcome. Meanwhile, the Elliptical

finally got the compression adjustment on the last tank and showed it was clearly the fastest model, passing the others with ease. But much too late! So it was Paul Stein who again showed his class with yet another victory. Andrew Nugent did a top job filling in for Paul's usual pilot, F2C World Champ Rob Fitzgerald. No doubt Andrew will be in high demand over the coming months. Pilots of his caliber and experience are extremely rare!

## Results of Vintage A in Albury, 3/10/10.

1. Nugent/Stein	3.17.62	3.16.59	6.48.84
2. Justic/Kerr	3.18.91	3.17.35	6.55.69
3. Hallowell/Baker	3.22.00	3.19.13	7.43.66
4. G.Wilson/Ellins	3.56.26	3.19.50	
5. Rothwell/Scully	3.54.10	3.24.88	
6. M.Wilson/Smith	3.28.47	DNF	46
7. Hunting/Bailey	3.47.88	3.37.40	
8. Bailey/Hunting	4.00.94	4.00.81	

**Classic B** racing was scheduled to start immediately after the lunch break. At this NSW long weekend Albury meet, the R/C guys come in force to practice the secrets of the dark side... And that meant the Twin City Club's canteen was working overtime to provide great food for all the modelers.

So with full stomachs, we began the afternoon's racing. Graeme Wilson and Mark Ellins set the ball rolling with a fine 3.10.03 and followed it up with a 3.14 in the second round. Steve Rothwell and Chris Scully were again part of the action this time flying Richard Justic's Rocket with LA 25 power. A best time of 3.26.25 was the result. Steve's times are bound to improve as he has just taken delivery of an OS25FX fully worked by Lance Smith to go with his new Rocket plan.

Richard and Andy Kerr were flying Mark Godfrey's orange Swooper with a modified OS FX25 up front. They were most unlucky not to post FTD and make the final. In the second round up against Wilson/Ellins, they were clearly faster with a great start and first stop. Then the inexplicable happened. After a perfect run on the first tank, the engine suddenly went lean and burped its way around the circle. Their race was over...still not sure if the problem has been solved, but it sounded a lot like a split fuel tube or leaking tank valve. Unfortunately in team race you have to take the good with the bad.

Bryce Young was fortunate enough to gain the services of national Classic B champ and master pitman, Paul Stein. Bryce was campaigning his new Grassfire with a B25R Mk4 up front. After a lean run in round one, they made a strong impression in round two rolling off an effortless 3.10.72.

Harry Bailey and Ken Hunting teamed up and should have blitzed the field as the Irvine powered Galaxie had won Combined Speed the day before, flying the best percentage of the class record. However, Harry chose to use the Brodak powered red Galaxie for the day's racing. Instant starts were elusive and a best of 3.17 went into the CD's notebook. They then reversed roles and flew Ken's Brodak .25 racer and recorded a best of 3.14.41, just missing the final but still good enough for fourth place.

Murray Wilson and Lance Smith had a forgettable day with a fuel blockage in round one and a broken prop in round two. That's racing...and why we look forward to next time, all the better for the experience.

In the final, all were quickly in the air. World Champ Mark Ellins was showing form in the pits with slick stops with the Super Swooper and B25R combination.

Hallowell/Baker were losing time on the ground with the OS

25FX. They were expected to 2 stop the race but landed 3 laps short. Had the laps been there, the finish would have been a lot closer.

Young/Stein continued with good landings by Bryce and blindingly quick stops by the master, Paul Stein. In the end they were just pipped by the experience of Wilson/Ellins who chalked up their 1025th win in T/R. Errr... just kidding of course... it only seems that many. However, I wouldn't mind a dollar for every victory they've had over the years. You'd have a real good night out at a fine restaurant. Well done to the winners.

The Brodak powered racers were first and second and provided three out of the first four places, a top effort for this engine.

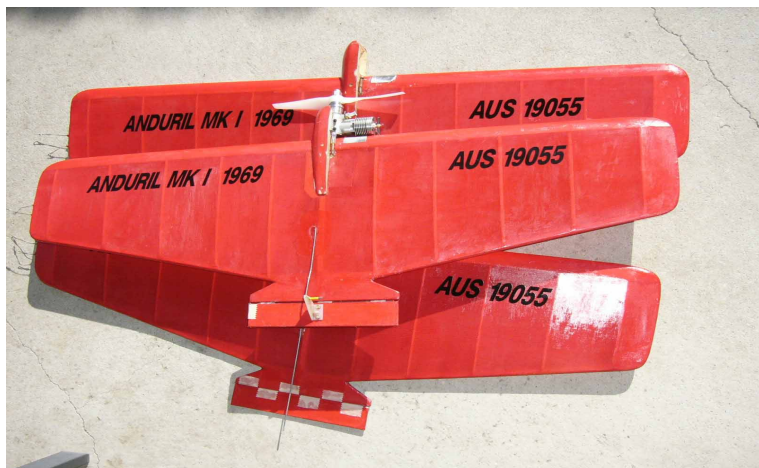
Results of Classic B in Albury, 3/10/10.

1. G.Wilson/Ellins	3.10.03	3.14.47	6.32.69
2. Young/Stein	DNF 54	3.10.72	6.38.21
3. Hallowell/Baker	3.10.66	3.33.91	7.11.90
4. Hunting/Bailey	3.17.16	3.14.41	
5. Bailey/Hunting	3.17.93	DNF	
6. Justic /Kerr	3.20.25	3.33.00	
7. Rothwell/Scully	3.26.25	3.37.87	
8. M.Wilson/Smith	DNS	DNF 28	

John Hallowell,  
VH 1984

## UK Nats Vintage Combat Report 2010

After months of preparation I arrived in the UK with a box full of 5 vintage combat models & 2 special combat engines courtesy of Steve Rothwell.



### *British legal Vintage Combat models with R320 engines*

There to greet me on the preceding Saturday at Heathrow Airport was Richard Evans.

After doing a few days of touring around the UK, Richard Evans and I were off on the Friday 27th August 2010 to the BFMA Nats held at RAF Barkston Heath aerodrome.

We arrived at the Nats late Friday afternoon and I can tell you that on seeing this place I thought it was aero modeller's heaven. Endless rows of tents & campers plus the huge trade tent setup, Bars with spirits & beer on tap, cappuccino coffee, burgers, donuts. Everything was so very well organised. On the Friday afternoon & evening the weather was calm & sunny. Once at the combat field I was

introduced to some more famous British combat veterans, Dave Wiseman, Mick Lewis, Stoo Holland, Vernon Hunt, Pete Tribe & Mike Tiernan to name but a few.

My Friday evening testing session went quite well with many of the old hands saying that they were quite impressed with the standard of my equipment that I had brought all the way from Australia with me.

The R320 powered vintage models were dead on the 26/10 speed limit that is imposed on the UK vintage class spinning a Taipan 8x6 nylon at just under 15K on the ground. My vintage Rothwell tuned CS Oliver vintage models were tachod just under the 12,500 RPM max ground limit on a slightly cut down 8x6 taipan nylon prop & doing around 32/10 in the air.

Later on that evening we headed off to the bed & breakfast after a short trip down the road to stay with a group of vintage combat fliers

Saturday morning after a lovely full English breakfast we went to the combat field where the strong 30 - 40 kmh gusty wind had arrived too. If this had been in Australia I think we would have called it a day but these guys pressed on.

The vintage combat turn out was 28 entries on the day. My first bout was with Dave Wiseman (Shogun designer). Dave managed a cut on me earlier in the bout during a cross over and then I made the fatal mistake of trying to gain some height upwind! Right past my nose went my model as the strong wind just blew it in and as a result had broken off part off the outboard wing on impact. Back up in the air within seconds but I was disqualified by the centre marshal for failing to maintain level or controllable fight when the model went to the upwind end of the circle while Dave's model was still on the ground. Richard Evans then loaned me his old Squigg saying that these have better line tension in the strong wind. My next bout was against Simon Cassidy. Simon had just lost to Richard Evans in an earlier bout and was on his last life. Both of us were up in the air right on the launch signal and then shortly after the start combat signal was given I must have brushed his elevator horn or pushrod about half minute or so into the bout with a close pass with my propeller. The poor guy was down & out with no controls left and I won the bout on airtime. My next bout with Bob Payne and this was probably my best bout of the day.

Still using the trusty old Squigg powered by Steve Rothwell's R320 test engine I went into this bout a bit more cautiously this time. I personally thought the bout was very clean with only a couple of brief line tangles of which we both flew out of without any mishap. I won this one 3 cuts to 2 & a full 4 minutes of airtime each.

I was now through to the quarterfinals to be flown the next day.

The UK combat is run over 3 days with only a couple of rounds in each combat event class flown during each day.

Our group then headed off to the pub/ B&B for a few more drinks and a meal.

The Sunday greeted us with even worse weather than that that besieged over the Saturday. The wind was far stronger than it was during Saturday with the wind gusts at 60 kmh & it had a rather cold bite to it. The rain was drizzling down too.

Late Sunday morning after the official abandonment signal was given I decided to head over to the swap meet hanger shed where the annual Nats swap meet was being staged. Rows of tables with lots of old interesting motors, kits & accessories greeted me. I think just about everyone else was here as well to escape the boredom of waiting out the foul weather.



On the Monday the weather was finally clearing and the gusty wind had eased somewhat by the early afternoon. My next bout was against the 2009 UK Vintage Combat Champion, Richard Herbert. Richard's gear was very well prepared and I had earlier watched his ultra cool flying style demolish the opposition. The other guys helping me were saying knock him out Ken! Knock him out! Was it nerves? As soon as the start combat signal was given, I went to the attack straight away, misjudged my first cut by about 3 meters too far forward & boom - a mid air! Richard's model went straight through the middle of RE's Swigg which was still on loan to me surviving by only receiving a few small scratches to his own model. Within seconds Richard was back up in the air

To sum up my ending I had just received a good old-fashioned bell cranking from the UK champ & was now out of the championship.

Final Vintage combat results were:

- 1st Roger Fisher
- 2nd Richard Herbert
- 3rd Harry Walker
- 4th Richard Evans
- = 6th Ken Maier

The vintage Oliver combat event & 1/2A combat events were not run due to the bad weather.

Overall I had a really good time at the British Nationals and I must thank both Richard Evans & Mick Lewis for their kind hospitality as well as all the other UK combat fliers for making my short stay in the UK a most memorable one.



*Bob Payne and Ken Maier in action at Barkston Heath.*

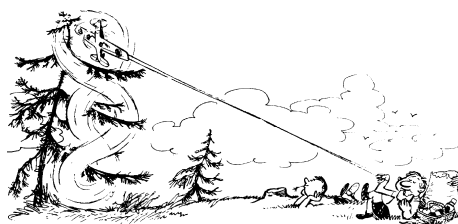
Report from Ken Maier

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

## Triathlon (Artmil Trophy) to be held on 14th November at CLAMF Aerosports



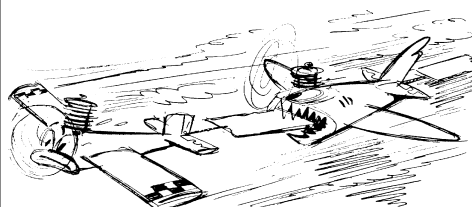
**The Triathlon is a contest in which a single model / engine of 2.5cc capacity combination is flown in three separate tasks. The events are:-**



**Stunt-Flown to the Vintage Stunt pattern.**



**Rat Race-Similar to 2.5 Simple Rat Race.**



**Combat-Similar to Simple Combat**



A "Terminator" Triathlon model designed by Keith Baddock

The event rules are available in the "Categories" section on the CLAMF web site <http://clamf.aerosports.net.au/>





**Knox Model Aircraft Club, inc.**  
**Presents the...**

**Monty Tyrrell Memorial**



**28th November**

This perpetual competition event is run each year in memory of Monty Tyrrell, a great aeromodeller and member of KMAC.

**Basic Rules:-**

- ✦ Model must be pre Dec. 31<sup>st</sup> 1965 Classic design.  
(no modifications and proof may be asked for)
- ✦ Any engine up to 10cc may be used.  
(must have efficient muffler fitted)
- ✦ Pattern as per Nationals Classic event...  
Start, Take-Off, Horizontal Flight, Double (Reverse) Wingover, 5 Consecutive Inside Loops with recovery into level flight, Bunt into Inverted Flight (2 laps) and bunt back to horizontal flight, 5 Consecutive Outside Loops, 3 Consecutive Horizontal Eights, 3 Consecutive Vertical Eights, 3 Consecutive Overhead Eights, Four Leaf Clover and Landing.
- ✦ Total Flight Time 7 min. including Start and Landing.
- ✦ To be flown over best two-out-of-three rounds.

**Classic**

**Stunt**

**Competition**



The KMAC field is located off Stud Rd., Scoresby, opposite Caribbean Gardens... (Melway 72 K9)

Lunch & Drinks for sale at nominal cost.

BELOW IS A COPY OF THE CURRENT SPEED RECORDS AS I KNOW OF. IF ANY OF THESE ARE WRONG, PLEASE LET ME KNOW.  
ROBIN HIERN.

Class	Distance (km)	Laps	Record	Km/h	Holder	Engine	Combined
Class 5		1	9	14.02	256.78 R.Hiern	Novarossi .21	<input type="checkbox"/>
Class 1		1	10	13.64	263.93 R.Hiern	Nova Rossi 12	<input type="checkbox"/>
Class 2	0.804672	7	10.00	289.68 R.Hiern	ST.X29		<input type="checkbox"/>
Class 3	0.804672	7	9.69	298.95 A.Kerr	ST.G60		<input type="checkbox"/>
Class 4		1	8	12.45	289.16 R.Hiern	ST X40	<input type="checkbox"/>
FAI		1	9	12.09	297.77 A.Heath	Profi 15	<input type="checkbox"/>
Jet	0.804672	6	10.32	279.07 R.Fry			<input type="checkbox"/>
Midge	0.402336	6	8.85	163.66 K.Baddock	Novarossi .09		<input type="checkbox"/>
Proto	1.609344	14	24.13	240.15 R.Hiern	NovaRossi .21		<input type="checkbox"/>
Vintage Proto	1.609344	14	30.76	188.35 M.Wilson	Brodak 25 mk4		<input type="checkbox"/>
S/Speed		1	10	20.00	180.00 Provisional		<input type="checkbox"/>
Vint/FAI		1	10	16.22	221.95 U.Rossi	ST.G20	<input type="checkbox"/>
Vintage 2.5cc	0.402336	6	8.43	171.82 R.Hiern	ED Racer glo.		<input type="checkbox"/>
Classic FAI		1	10	14.20	253.52 E.Rumpel	Rossi 15	<input type="checkbox"/>
S JET	0.804672	7	11.46	252.70 J.Walker	BAILEY		<input type="checkbox"/>
Vintage .29 1960		1	10	17.20	209.20 ????????	??????????	<input type="checkbox"/>
Vintage 2.5 1957		1	10	18.58	193.76 R.Hiern	Os max-2-15	<input type="checkbox"/>
.049	0.804672	10	16.04	180.60 PROVISIONAL			<input type="checkbox"/>
Perky	1.609344	16					<input type="checkbox"/>
09 junior	0.804672	10	28.00	103.46 provisional			<input type="checkbox"/>



# For Sale

U.S. Hard rock maple bearer wood, precision cut and machine sanded.

Cost \$4 each plus postage

All lengths 12"

Sizes: 3/8"x3/8"

3/8"x1/2"

1/2"x1/2"

email: [aheath14@australia.edu](mailto:aheath14@australia.edu)

## Castor oil for sale!

Highest quality first pressing de gummed.

\$45 for 5 litres (due to a price increase from my supplier)  
(including container) + P&H

\$10 in Victoria

\$15 SA, TAS & NSW

\$20 QLD, WA & NT

Premixed diesel fuel also available – POA

## Taipan white nylon brand new propellers

8x4 & 8x6 \$2.95ea

7x4 & 7x6 \$2.75ea  
+ Parcel Postage cost

Ph Ken 03 9398 8244

Email: [combtkid@hotmail.com](mailto:combtkid@hotmail.com)

## FOR SALE.

Nelson type T/R pans. \$25

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.

Available from Andrew Nugent 0437469402, 95511884.

[andrew.n5@bigpond.com](mailto:andrew.n5@bigpond.com).

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

For overseas postage allow \$12



"Andrews Pans"

Hi All, I am about to get another batch of team race pans done. I have changed the master a bit to allow for front induction engines. The brace will now be wider so that the rear part of it can be removed. This will bring the cutout and tank closer to the engine, as the original position of the brace was to allow for rear induction engines. I have also cut the tails off the rear of the pan and made it 2mm wider near the engine lugs to make it easier to get the engine in. If you have the older pan most engines will still fit, these mods are just improving it a bit. I have ordered 15 pans so if you want one let me know soon so I can increase the order as most of these are already sold. Price will still be the same at \$25.

Andrew Nugent.

UPDATE : ITEMS FOR SALE OF LES ORGAN

## Magazines :

Flying Scale [ box of 40 ] \$20.00

R C Modeller & RCM

Airborne

Model Builder

Aviation Modeller International

Any of the above..... 15 Magazines for \$10.00

## Engines:

ASP 21..... \$60

McCoy 29.... \$60 [ square casing model ]

ENYA 15 iv ...\$30

Chinese 1.5 Diesel... \$50 [ Gold Head ]

Chinese 2.5 Diesel... \$60 [ Gold Head ]

Cox 049 ..... \$20

Enya 19 ..... \$40

Webra 3.5 ..... \$50

Enya 20 s ..... \$100 [ this one NIB]

.. all engines are used

All items plus postage or call and I will bring to the flying field.

I will continue to update as I visit and inform further.

Alan Matthieson-Harrison

AUS 4409 Mbl 0414 273 180

I have two new OS FX 25's for sale, fully modded up to Classic B standards, high compression heads, short exhaust stacks and other go fast tweaks inside, with Rothwell B carbs.

I am asking \$280 for each engine.

Lance Smith

email: [smithlw@optusnet.com.au](mailto:smithlw@optusnet.com.au)

Phone: 03 9708 8315

Skype phone flyingkiw1

Mob: 0448074015

# WANTED

## WANTED

Purchase Dynajet Pulse jet, reasonable price and condition.

Also badly bent tail pipes off Bailey, Dynajet or Jetbill pulse jets. Realistic price!

Contact John Taylor (Qld) 07 33927679, Fax 07

33927529, mobile 0407150791 or email

[johndt@primus.com.au](mailto:johndt@primus.com.au)

New OS 25 FP AAC piston and cylinder wanted.

Jim Ray PO Box 38, Rushworth, 3612, 58562110

WANTED: copy of "STARION 35" plan.

Steve Vallve 0409 935 358.

# AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

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**P. O. BOX 298**

**SEAFORD VIC 3198**

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contact Shane Adams on 0438556998.**

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