



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 150

Produced by the Victorian Control Line Advisory Committee



December 2010
INSIDE THIS ISSUE

Contest Calendars.
Around the Clubs
Kiwi News, Control Line Spring Champs
Ken Taylor 1964 design sees the light of
day after 46 years.
New Classic B Engine from ASP, XLS 25
New Models
Contest Results
Notices
For Sale
Wanted

**Copy Deadline for next issue is:
Wednesday January 19th 2011
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:- hgbailey@optusnet.com.au



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR

Dec-5	CLAG Club day	Moe
Dec 12	F2C T/R, Goodyear, Classic FAI T/R	CLAMF
Dec-19	Club Day, Nationals Practice	KMAC
Dec 28-Jan 7 2011	64th MAAA National Championships, Dalby, Qld.	

2011

Jan-9	CLAG Country Day	Moe
Feb-6	Novice and Classic Stunt	KMAC
Feb-13	Speed , Navy Carrier, Vintage Combat	CLAMF
Feb-27	Hearns Trophy	KMAC
Mar-6	CLAG Country Day	Moe
Mar 12-14	South Australian State Champs	
Mar-20	Speed , Classic Stunt, Classic FAI T/R	CLAMF
Apr 2-3	Albury Racing Weekend. F2F, Speed, Vintage A, Classic B, Open Rat Race.	
Apr 22-25	Victorian State Championships.	

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

Secretary:
Steve Vallve
Landline: 94353480
Mob: 0409 935 358 Email steve.vallve@gmail.com

President:
Alan Mattieson-Harrison
Landline: 52583006
Mob: 0414 273 180 Email: adharrison5@bigpond.com



COMING EVENTS



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

Adelaide Aeromodellers Club

2010 Events Calendar

December 11th Novice and F2B Aerobatics #3

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 hand events.
6. Mufflers mandatory on all glow mc above



For more info contact Peter Anglberger, tel 8264 4516

Gentlemen,

**The FAI has officially ratified the world records of Mark Ellins and Rob Fitzgerald at the last World Championships for the heat and final times.
Sincere congratulations to our World Champions.**

**Kind regards,
Joan McIntyre.
C/L Sub Committee**

The views and opinions expressed in ACLN do not necessarily reflect those of the Editor or Committees of Clubs or of the members of the Club represented in ACLN but are those of the respective authors.

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

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

Dalby Nationals Notice



22/11/2010

Sorry for the delay on the website should be up in the next day or so, after discussion with Burkey and not wishing to get into that Vintage Combat engine argument we plan to run to the rules as per VMAA on MAAA site (62nd Nats) with the addition of engine tethers (safety issue), shut-offs not required.

The 1/2A will be the ones you sent me with Tethers, engine and wrist, shut-offs not required.

Cheers,
John Taylor

23/11/2010

A notice to all and sundry that we will **not** be charging double entry fees for late entries but we still want people to enter **now** and yes we will take late entries for subscribed events up till the night before an event .

Only doubtfull events look like 1/2 A T/R and Mini G/year though I am sure we could scratch up a couple of entries for Mini G/Year.

I would run **1/2 A T/R** if I get some **definite (3) starters** before 25th, by fax if need be with money via electronic banking.

See what you can scratch up and let me or Mark know.

There will be a new Perpetual Trophy for Open Rat donated and sponsored by myself and a Perpetual for G/Year donated by Neilo and sponsored by me in memory of Greg Pretty.

We would be happy to receive sponsorship donations of \$50 towards sets of trophies for control line events.

Sponsors names will be acknowledged on very nice plaques.

I do need sponsorship money and the name of the event you wish to sponsor by end of month or at the very latest first week in December.

Regards,
John Taylor

23/11/2010

Bulletin 4 will be released early in December. It will give the final details prior to the event.

Regards,
Ross Milne
Webmaster 64th MAAA National Championships Info Site

Editors note;-

The Draft rules for Half A Combat can currently be viewed on the Australian Control Line Forum.

<http://www.dkd.net/forum/viewtopic.php?f=27&t=146&p=793#p793>

Aerobatics... Hearn's Trophy Style
for Control Line Model Aircraft



**Without any doubt, the oldest C/L Stunt event
in Australia -
being first competed for at Surrey Park in
1947.**

**The next Hearn's Trophy will be contested at
KMAC on Feb 27th 2011**

SUBSCRIPTION APPLICATION ARE YOU BORROWING

If you have just finished reading somebody else's copy of Australian Control Line Newsletter, why not get in now and order your own copy?

For Australia and New Zealand the cost is \$25 Aus and other countries \$35 Aus

For this amount you will receive eleven issues of this newsletter and be up to date on Control Line both in Australia and elsewhere.

For those who choose to have the printed version there is also the additional option to have it sent to you by email as well if you desire.

Annual **email only** subscriptions are \$15 per year.

You can order from:

G. WILSON
P.O. BOX 298
SEAFORD
VICTORIA 3198 AUSTRALIA

NAME _____

ADDRESS _____

POSTCODE _____

TELEPHONE _____

EMAIL _____

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.



Some news from across the Tasman Sea

Labour weekend was rather good.

Saturday we flew B team race, FAI, Slow GY, Open GY, 1/2A and Classic A.

That was a full day.

We went out for a very fine dinner that evening (Indian - the Vindaloo was great)

Sunday was basically speed, lots of jet, and more jet. I joined in with my propellor model (K&B 21) and Brendon had his 1/2 A proto, very cute, (American rules).

And some stunt fliers. Dave Wright showing off his new electric toy, looks very good.

Andrew will have the results, nothing spectacular, mostly two up as that was all there was in each racing class.

A few pictures attached

- Brendan with his 1/2 A proto (Norvel 049)

- Bob Reynolds fuelling his jet, and flying

Bob is fairly new to CL and is building up his skills. He is very keen on jet (he has 2) and Andrew has been helping him a lot to get the models sorted. Andrew does the flying, but we have been slowly working him up to the point where he could at least fly his own model. So after a few tanks on my B to get him used to something a bit faster and heavier than a stunter or a combat model, he was willing to have a go. So we were all very pleased for him, not fast and not in the pylon, but a flight :-). - and Dave Wrights stunter, an old model as a test bed, the 'turbine' exhausts are functional.

Also has retracts, but these are not sorted yet, so locked out at the moment.

Just a few flights so far, learning.

cheers

Dave Ackery

Hi Guys, The weather was really good and we did a lot of flying. Ashley, Josh, and I left early and had a slow trip down, very aware of the cops and their 104 Kms max speed.

As we were only down for the day Andrew and Don decided to run all the team race classes, so, after a bit of test flying Dave and Andrew asked who had what models and then we got started. Two heats of class B two up, then the same for Slow Goodyear, F2C T/R, Half A T/R, Fast Goodyear, and a 3 up for Classic A T/R.

I had a problem catching, no confidence with my still sore wrist but we managed. I then flew the two slow class races and Ashley pitted. We all really enjoyed the day.

Thanks to Don and Andrew and everybody else who helped with the site preparation.

Rod had his ex Bryce Mr D Goodyear now fitted with an OS 21 car motor absolutely honking around. Fitted with a sweet looking little carbon prop. I heard him say that they were doing 18 for 9 laps thats as quick as the Barney B.

Thanks New Plymouth it was a super day.

Cheers Brian Howser

2010 Control Line Stunt Series

Round One

The weather was cold in the morning with some light rain late in the afternoon. The wind was low, with occasional gusts.

<u>Sportsman</u>	Rd1	Rd2	Rd3	Best 2	Normalised
Score					
Rob Wallace	270	260	297.5	567.5	1000.00
Wynne Robbins	245	212	295	540	951.54
Rosco Smith	218	239	265	504	881.10

F2B

Dave Wright	819	958.5	967	1925.5	1000.00
Owen Rogers	911.5	946.5	978.5	1925	999.74
Rosco Smith	721	762	873	1635	849.13
Wynne Robbins	676	756.5	704	1460.5	758.50
Rob Wallace	531	—	—	531	275.77

Thanks to Andrew Robinson for Judging



Dave Wrights stunter.

CONTROL LINE SPRING CHAMPS – 23-24th Oct 2010.

New Plymouth, New Zealand.

Weather: Fine & Sunny, very light thermal breeze,

Temp 17°C, Humidity 58%, Pressure 1009mb, RAD = 98.5%, Density Altitude = 522ft.

NASS SPORT JET (mph)	Rd 1	Rd 2	Rd 3	km/h	Motor
1st Andrew Robinson	<u>150.44</u>	143.03	148.58	242.11	JB Sport
2nd Brendan Robinson	148.21	148.33	<u>149.69</u>	240.90	JB Sport
3rd Don Robinson	<u>148.21</u>	145.69	147.00	238.52	JB Sport
4th Bob Reynolds	<u>126.53</u>	119.47	125.82	203.63	Aristo Jet
5th Anthony Hope-Cross	<u>118.06</u> (Proxy Flight)			190.00	Dyna Copy

FAST JET (mph)	Rd 1	Rd 2	Rd 3	km/h	Motor
1st Andrew Robinson	186.88	<u>189.89</u>	----	305.60	JB Fast Jet
2nd Brendan Robinson	149.93	<u>151.25</u>	149.73	243.41	JB Sport
3rd Don Robinson	148.53	<u>150.84</u>	144.97	242.75	JB Sport
4th Bob Reynolds	130.97	<u>138.51</u>	Attempt	222.91	OS Mk 2

21 SPEED	Rd 1	Rd 2	Rd 3	km/h	Motor
1st Dave Ackery	127.68	127.97	<u>128.86</u>	207.38	K/B 21

½A PROTO SPEED	Rd 1	Rd 2	Rd 3	km/h	Motor
1st Brendan Robinson	66.94	<u>67.37</u>	----	108.41	Norval

Brendan Robinson with his 1/2 A proto (Norvel 049)

Class B Team Race	Rd 1	Rd 2
1st A.Keeling/B.Howser	<u>3-41.16</u>	4-02.87
2nd A.Robinson/D.Ackery	4-29.63	<u>4-28.52</u>

Slow Goodyear Team Race	Rd 1	Rd 2
1st D.Ackery/A.Robinson	4-38.91	<u>4-34.82</u>
2nd R.Brown/B.Robinson	<u>4-49.03</u>	5-50.77
3rd B.Howser/A.Keeling	<u>6-10.89</u>	6-23.88

F2C Team Race	Rd 1	Rd 2
1st A.Keeling/B.Howser	<u>4-21.46</u>	66 Laps
2nd A.Robinson/D.Robinson	7-51.20	<u>6-03.20</u>

Open Goodyear Team Race	Rd 1	Rd 2
1st R.Brown/B.Robinson	4-17.24	<u>4-15.24</u>
2nd D.Ackery/A.Robinson	5-24.90	<u>5-10.00</u>

½A Team Race	Rd 1	Rd 2
1st A.Robinson/D.Robinson	4-32.23	<u>4-12.45</u>
2nd B.Robinson/R.Brown	<u>4-13.87</u>	4-16.57

Classic A Team Race	Rd 1	Rd 2
1st A.Robinson/D.Robinson	6-15.70	<u>5-58.09</u>
2nd R.Brown/B.Robinson	<u>6-04.80</u>	6-08.83
3rd B.Howser/A.Keeling	7-02.24	<u>6-55.70</u>

Bob Reynolds fuelling his jet.



Ken Taylor 1964 design sees the light of day after 46 years.

This story begins at a chat session after a flying day early this year along the lines of "where have you been lately"? I reply "Melbourne"

"Oh" is the reply.

"I C.D'd State Stunt Championships and stayed with Pete Koch" more light conversation. Mention is made of how after the event I helped Knox president Ken Taylor to take up the handle to fly his newest Kismet,

"I bought a plane off him after our State Champs (SA) in 1964 at Kilburn and retrieved another that was going to be binned

Now I must explain that "Oh" is a club member of my club South Hummocks in the guise of Bob Jung, master builder of C/L, R/C, gliders etc. He is currently flying an Avro Anson twin R/C like a multi. Quite bloke, deep thinker, always looking for a solution to most problems in modelling, so when he makes a statement like the one above you take note.

Time passes on and when club subs are due I receive letter from Bob (I am Sec/Treasurer) with cheque plus 2 photos of a model he refers to as the "Schneider" owing to the resemblance to SB6 racer.

I get on the phone to Peter Koch. "Mate, I have a photo of a Ken Taylor design, if I send you one can you get him to confirm"? A week goes by and then in return call Peter say's "Yes Ken can recall the model. It was one of a number he made during the development of the "Shark".

Story goes that Ken and Bill Evens came over to SA in 1964 in a small Austin car and was cleaning up after having placing first and was glad of the opportunity make a little more room for the return journey. Model sale was made less motor. Bob retrieved the other broken model from the bin and returned home happy. He re-motored the model with a new Merco 35 and was asked at the time if he would fly at the opening of a private airstrip in his area. Before a gathering of some 400 people the Merco was started and the plane took off. A couple of laps then into a wing over, lines go slack. With no control and great embarrassment the model hit the ground and the nose was broken off at the wing.

Repairs were affected some time later and he tried the model again with the same end result. The model was repaired again and placed into storage until it was taken out to be photographed 45 years later.

I made a request to Bob to view the plane so as to take some more pictures and run a tape measure over it. I was pleasantly surprised at our September meeting when Bob had the "Schneider" for me to loan to do some measurements and write this tale. As for the second airframe, well Bob was promised by another to take it and repair it. Sad to say this did not happen and it was binned. What was the binned model?

A "Shark" 64 Vintage of course.

Ian Read



Bob Jung and the "Schneider"



*See my drawing on the next page of the model sizes.
Ian Read.*

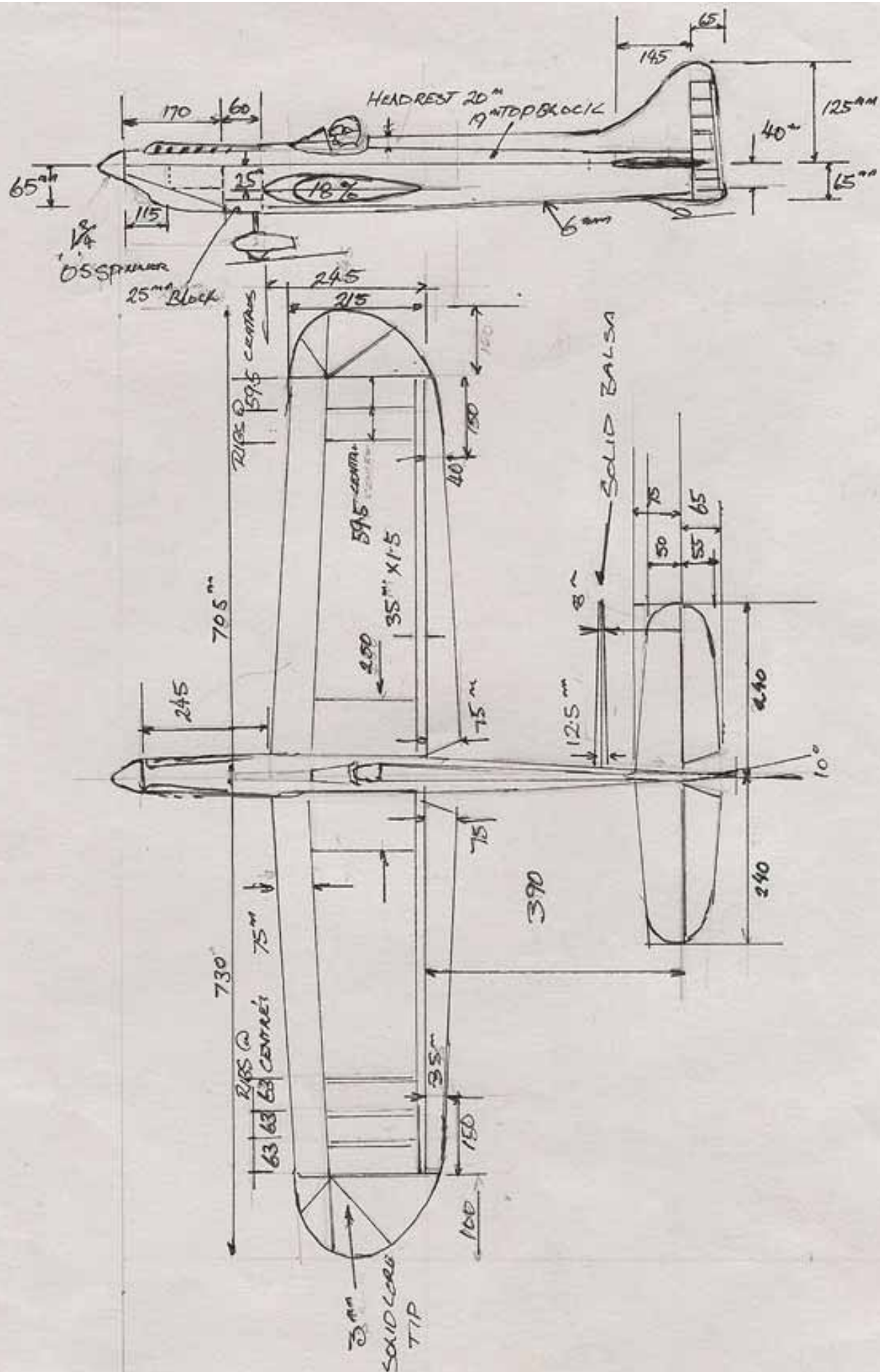


**Rebores and Repairs to most
Taipan and all glo-chief
engines.**

Adelaide Aeromotive Pty. Ltd. A.B.N. 115 387 061

Email us for a free quotation!

aamotive@gmail.com aamotive.com > repairs

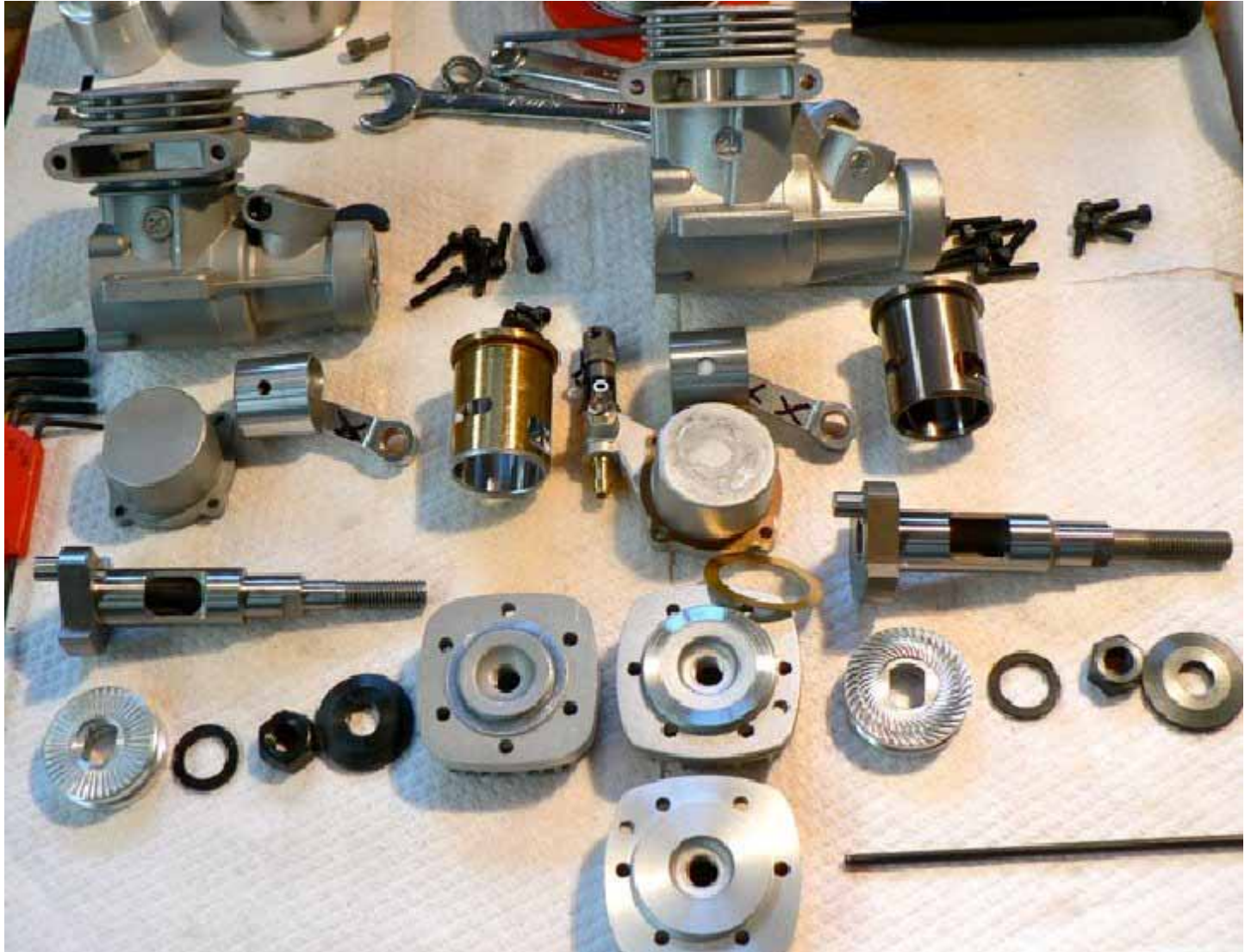


New Classic B Engine from ASP, XLS 25

A Chinese copy of the OS FX25

A new offering from ASP, fell on to my desk yesterday, and as I was converting an OS FX 25 to a Classic Racing Spec's, I had a chance to compare internals and spec's. On the face of it, it appears that ASP (Magnum) has beaten OS to the reintroduction of the OS FX25!

Which is the OS FX 25, and which is the ASP XLS 25 in the pull-apart photo below?



Conrods are interchangeable; back plate same hole-spacing. Bearing in both feel excellent fit.

LXS Plus's: Better P/L set up, better nip, much better fitting backplate, nice carby retaining system, separate remote needle, captive piston pin with just one circlip.

Same: prop driver, bearing spacer, crankshaft dimensions, and con-rod.

Negatives: Poor head design, sloping squish, also plug-in head which is much harder to work on. The ASP has a 2 piece crankshaft, shitty design for a comp engine with separate push-fit crank pin, not a good idea when you are working with RPM's. We will see how it holds up in the "Purple People Eater".

You almost could have a rummage around in the parts and put back together 2 hybrid engines. Crankshafts interchangeable, drivers, spacers, prop washers and nuts, all bolts, conrods, and crankcase bolt down hole spacing's the same, outside dimensions almost the same, both have almost the same 25 badge on RHS of the case.

Fits and finishes: well the ASP fits are excellent, especially the P/L, but the OS finishes on everything is usually better visually, including the crankcase casting finish and general machining finishes.

Piston and liners are very different, ASP being thicker and chromed, and the liner is longer, piston pins different length, heads different type.

Timing: very similar, ASP transfer timing opens 5 deg earlier, and that is not significant. Both engines are in the region of 40:60 or 30:60, i.e. quite normal for sports engines.

ASP 25 XLS V OS 25 FX

ENGINE	Bore	Stroke	Conrod centre/centre mm	Exhaust timing	Transfer timing	Boost timing	Rotor opens ABDC	Rotor closes ATDC	Total opening
ASP 25 XLS	0.7087	0.6299	1.7765	144	124	92	37	57	201
OS 25 FX	0.7087	0.6299	1.7765	143	119	96	32	58	206

It's worth a try at US \$79.99 it's a steal. A lot cheaper than an OS FX 25, and they have not yet been reintroduced, hit the shops mid September, October, November? (According to OS's sliding timeline).

Lance Smith 23/10/10

THE HANDSOME YOUNG HERO GOES SABRE RATTLING

The day began, as most Sydney spring days do, with moderate temps, clear skies and just a gentle zephyr (not the 4 cylinder Consul!) And so the Handsome young Hero broke his fast with a sumptuous meal of toast & vegemite, washed down with a refreshing mug of Irish Breakfast tea. He then packed the trusty vehicle and motored off to join his faithful lifelong friend for a day of racing Sabre Trainers.

Now to the uninitiated a Sabre Trainer may not sound like a worthy model to race, but since KMFC included them as a racing class, they have developed into finely tuned machines that will test some of the best pilots we have. They are so fast, in fact that during the first heat, one pilot – who I'll just call "the other big bloke" – was left prone amid the wreckage of two recently flying competition machines. He sat shaking his head muttering about the blinding speed of these diminutive models and how the St Ives wind turbulence was his undoing.

Luckily there was a former F2C World Champ on hand to take over the flying duties. During the remaining heats these little planes continued to circulate at a speed well out of character for humble ab initio trainers. Indeed at one point the CD was so confused by the pace, that he gave our hero a warning for whipping!! Now Really!!! Everyone knows a left handed pilot can't whip!

In amongst all this activity a young fellow who says he's the 3rd best junior combat flyer IN THE WORLD!!! put in a blistering time while flying for "the Big Bloke" – not to be confused with the other big bloke mentioned above. It proved to be the first recorded time below 3min 30sec. Whooo hooo!

Having missed the finals, the Handsome Young Hero got bored with these stupid little planes that were suddenly making far too much noise and went to sit in the shade and talk philosophy with his faithful lifelong friend.

Oh, and apparently they had a three up final and someone won and the other two someone's didn't. Is it over yet?

Greg Ardill

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

Team Trials for 2012 F2 World Championships

The MAAA has approved a proposal for the selection method for the next F2 World Championships in 2012 to consist of:

- ☐ **A single trial for F2B**, at a location and date yet to be confirmed, but most likely around September or October 2011
- ☐ **A multi-trial format for F2A, F2C and F2D**, using the SA, QLD, VIC, WA and NSW State Championships

The single trial event for F2B will be planned and advertised shortly. It is expected that a suitable location and date will be determined after consultation with F2B aspirants to ensure the event is convenient to the greatest number of fliers.

The multi-trial format for F2A, F2C and F2D will operate in the same way as in previous years, using a pointscore system to combine results from the multiple contests. The currently planned dates and venues for F2 events at the State Championships are:

South Australia - Monarto/Callington, 12th to 14th March 2011
 F2A, F2C and F2D

Western Australia - Whiteman Park
 F2D: 22nd May 2011 F2C: 27th, 28th and 29th May 2011
 No F2A event

Victoria - Frankston, 22nd to 25th April 2011
 F2A, F2C and F2D

New South Wales
 F2D: 11th to 13th June 2011 (Whalan Reserve)
 F2A and F2C: 1st and 2nd October (Albury)

Queensland - yet to be confirmed

If you would like further details of the Team Trials, please contact your local State Control Line Subcommittee representative. The specifics of the particular events (including confirmed locations and schedules for the events at the various State Championships) will be advertised in due course.

Regards,
 MAAA Control Line Subcommittee

Peacemaker / FliteStreak Stunt Competition, 9/10/2010

Most control line flyers, both past and present would be familiar with George Aldrich, designer of the Nobler stunt model and originator of the modern F2B /AMA CL precision aerobatics pattern. George was also responsible for the FliteStreak and its smaller sibling the Peacemaker. Both were originally designed as combat models, the former commissioned by TopFlite (hence the name) in 1957 and the latter featured in Aeromodeller in 1958. Many thousands have been built worldwide since and though now no longer competitive in even Vintage Combat they make a delightful sport stunt model.

This event uses the MAAA Vintage Stunt pattern, but dispenses with the static judging and motor bonus points. It does however award 10 bonus points per round for a Peacemaker and 5 points for a FliteStreak. Any other profile model with a maximum motor of 0.40 cu displacement is eligible but receives no bonus points. No-one has yet entered the full bodied flapped Peacemaker, but if they do they would deserve the 10 bonus points for putting in the extra building effort.

Conditions were ideal all day, overcast with a light variable breeze. Maris Dislers was away overseas and Bill Pudney unfortunately crashed his Peacemaker early in his Round 2 flight. That left Peter Anglberger's Peacemaker to do battle against the 'big models'. Bill has been flying his model / motor combo a lot lately and looked like he could threaten the leaders. Fortunately no serious damage was done. Maris' venerable Peacemaker/AM 25 combo usually sets the pace but its absence this year allowed Peter's version to edge out Alan, Mal and Greg's FliteStreaks who were all very close when the final scores were tallied.

Most entrants improved their scores as the competition progressed, especially some (including the winner) who missed out a manoeuvre even when using a caller in the earlier rounds!

Thanks to Bernie Shinks for judging and Ann and Greg Roadknight for their usual excellent catering. The next AAC event, Sabre Trainer Racing is on November 27th. Five teams should have models completed and tested by then so some close racing is expected.

Results:

Pos.Entrant	R1	R2	R3	Total	Model	Motor
1.Peter Anglberger	156	175.5	180.5	356	Peacemaker	AM 25
2.Alan Roadknight	160.5	144.5	166.5	327	FliteStreak	OS LA 25S
3.Mal Dyer	149	148.5	161	310	FliteStreak	OS LA 25S
4.Greg Roadknight	142	151.5	155.5	307	FliteStreak	OS LA 25S
5.Matthew Bond	115	124.0	123	247	Magician 35	OS LA 40S
6.Bill Pudney	132	65.0	dnf	187	Peacemaker	PAW 2.5

Report and Photos by Peter Anglberger



New Models

Nice pics right and below of Brent Allwood's new Elliptical with R250.



AN UPDATE ON THE HEALTH OF LES ORGAN

Monday 8th November I visited Les. He was in good health and had been busy drawing more plans. He had not had many visitors over the past weeks but just recently Alwyn had been in and another friend Donna also. Donna was kind enough to take him to Highpoint Shopping Centre.

Les was also pleased to learn from Alwyn that a friend in Qld had built one of his designs and that it flew splendidly right from the first flight.

The good and regular meals, along with constant monitoring of his medication has allowed Les's general health to improve exceptionally.

He has a couple of his models hanging on the walls of his room now and it is hoped a couple of others can be added.

He would be pleased to have visitors and if you time it for morning or afternoon tea, you can have a cuppa with him.

Les Organ.....Room 3
Western Gardens Nursing Home
40 Anderson Road
SUNSHINE

Ph: 03 8311 8888 (this is the Home's phone. Les does not have his own separate phone)

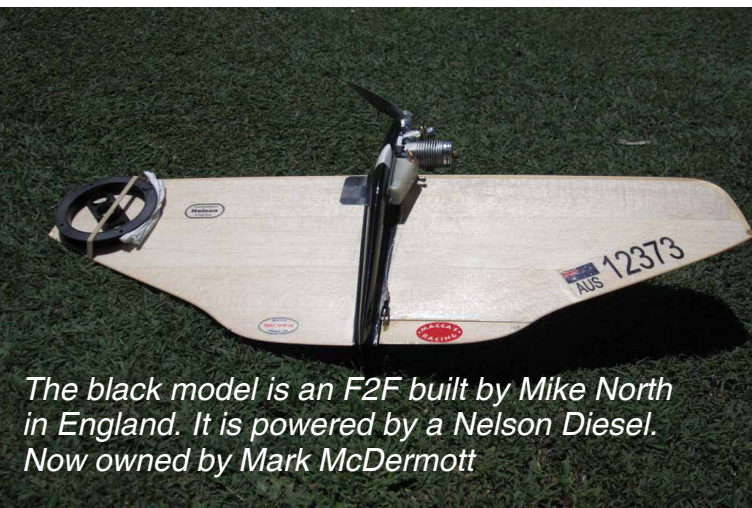
Alan Matthieson-Harrison.
AUS 4409.

Mark McDermott's new Dimpled Dumpling built by Ray Harvey



AN UPDATE ON THE HEALTH OF JOHN HUNTING

Since last month's newsletter John Hunting has suffered another serious stroke and his condition has worsened. He has been placed into a palliative care situation at Box Hill Hospital and they are looking to move him to Wantirna which has a specific palliative care facility and is much nicer surroundings etc.



The black model is an F2F built by Mike North in England. It is powered by a Nelson Diesel. Now owned by Mark McDermott

Brimbank Falcons Combat day held at Knox field on the 7th November 2010

Place	Contestant	Model	Engine	Rd1	Rd2	Rd3
1st	Tony Caselli	Anduril MK I	Rothwell R250	W	W	Draw Draw W
2nd	Graeme Wilson	Ironmonger	ST G20/15D	W	bye	Draw Draw L
3rd	Murray Wilson	Anduril MK I	PAW.19 PB	W	L	W
4th	Bryce Young	Ironmonger	ST G15D	L	W	L
5th	Harry Bailey	Stockport Warlord	Parra 2.5cc D	L	L	
6th	Mark Ellins	Ironmonger	ST G20/15D	L	withdrew	

The vintage combat event hosted by the Brimbank Falcons CLMAC turned out to be quite a good day despite the rather windy conditions that faced the hardy few that managed to show up for the event. Numbers were down on the last Brimbank Falcons Combat day event held in May.

First up was young Murray Wilson flying the current world team race champion Mark Ellins. Mark tried just about every trick in the book to keep Murray off his tail but the cut count just mounted up as the bout went on.

Next bout was between Tony Caselli & Harry Bailey. Harry had a rather poor note on his new Parra 2.5D powered Stockport Warlord. Tony Caselli had the edge in power and his model handled the wind far better than Harry's model. Harry hit the ground on a couple of occasions giving the bout to Tony on airtime.

Bryce Young had a very fast Super Tigre G15 engine converted to a diesel but after a very clean bout ended up a couple of cuts down against the more experienced Graeme Wilson. Both competitors used the popular Ironmonger design.

Murray & Bryce fought out the semi finals with Murray going the extra cut before having his 2nd model partially destroyed in his second mid air collision for the day.

The final between Tony & Graeme saw the first 2 bouts down to a second or one point between them. The 3rd and deciding bout between these two competitors resulted in a mid air collision with Tony 's model remaining airborne to win the bout on airtime.

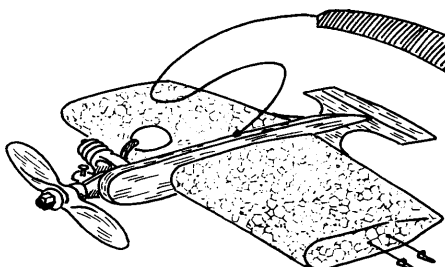
Many thanks go to the Brimbank Falcon's Secretary, Steve Valve and Brimbank club president Alan Matheison - Harrison who donated prizes and placards for the placegetters as well as having performed the time keeping & cut scoring duties throughout the entire running of the event.

Ken Maier
CD



Graeme Wilson, Tony Caselli, Murray Wilson.

Modelling goods prize presentation



SSME Speed day 14th Nov

It's unusual this year to have a day in the Sydney basin without rain, but fortunately last Sunday was one of them. At 34C it was a bit too hot for the best speeds, but better than wet.

Andrew Heath started off the day with his F2A model, which after a number of attempts simply refused to become airborne. This was followed by a flight by Richard Justic's Nelson 29 monoline model. Richard chose not to go into the pylon, which was unfortunate as the unofficial time was 9.8 seconds, faster than the existing Class II record. He was unable to repeat this in his next two flights, but even so his 10.27 second flight showed that this model has the potential to set a new class record. Ron Blombery then flew his Novarossi 21 powered Class V model, which recorded 14.17 seconds for the kilometre, its fastest speed ever and the winning speed of the day at 98.9% of the record. The problems with trim remain after several attempts to rectify them, the aircraft wants to fly high and will not groove, being very twitchy on the controls.

Pete Chilton flew three models, his Novarossi Class V entry doing the best at 15.27 seconds on his standard blend of 60% nitro. He did try out some of Ron's "rocket fuel", but it did not seem to suit the engine and returned a slower time. His CS powered Class I engine suffered a cracked piston.

Tony Bonello flew his first competition speed flight, a vintage K&B 29R Series 61 model on loan, and resulted in a creditable 90.5% of the 1961 record, at a speed of 197 kph after adjustment for the larger wire size now required.

Richard then flew his Class IV model, which is powered by a Super Tigre X40. It made lots of noise, as mini-piped 6.5cc engines do, but did not go as fast as it sounded at 11.39 for the half mile. For the final flight of the day, Ron flew his Class II monoline entry, powered by a Picco 28 with tuned pipe. This was his first serious monoline flight; he has previously practised with a trainer, and had several less than successful test flights with this model. Things went well this time, and at 10.97 seconds it was the fastest this plane (and Ron) have ever flown.

Overall, a good day, with several flights getting very close to long-standing record speeds. It would have been better if a few more people had supported it. Thanks to Andrew for preparing the flying field and running the event, and to Tony for cooking the sausages.

Report from Ron Blombery

Combined Speed at Frankston 21/11/10

Pos	Name	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h
1	R Hiern	Class 5	Novarossi 21	14.78	14.25	14.21	253.34
3	N Wake	Class 5	Novarossi 21	15.80	15.73	15.73	228.86
2	N Wake	Class 1	Nova Rossi 12	14.80	14.60	14.60	246.58

PERKY

V Marquet	Perky	ED 2.46	65.01	66.54	63.73	63.73	90.91
N Wake	Perky	FORCE 15	45.00	55.26	48.54	45.00	128.75
R Hiern	Perky	ENYA15 PB	46.40	N.E.L	43.22	43.22	134.05

AVERAGE PERKY =117.90 KPH

CLOSEST TO

AVERAGE SPEED =NOEL WAKE 128.75 KPH



Pete Chiltons Midge, Class I and Class V models.



Ron Blombery's Picco 28

Name	Class (year)	Engine	Best Time	Best Speed (kph)	% Record (* adjusted)	Rank
Current Rules						
A Heath	F2A	Profi	N.A.			
R Justic	II	Nelson 29	10.27	282.2	97.4	2
R Blombery	V	Picco 28	14.17	254.1	98.9	1
P Chilton	Midge	Silver Swallow	12.94	112.0	68.4	
P Chilton	I	CS	18.18	198.0	75.0	
P Chilton	V	Novarossi 21	15.27	235.8	91.8	3
R Blombery	II	Picco 28	10.97	264.2	91.2	
Vintage						
A Bonello	II (1961)	K&B 29R	17.61	164.6	* 90.5	1
R Justic	N (1973)	ST X40	11.39	254.4	86.6	2

VINTAGE A & CLASSIC B AT KNOX, 21/11/10

A perfect day greeted the small band of Vintage A & Classic B team race enthusiasts who turned up for the club day on the lush Knox grass. Sunny and around 25c with light winds gave perfect flying conditions. Those that got there first took turns to push the mower around the circle. The grass was growing wild after all the rain last week and then a few warm days with plenty of sun.

Vintage A was scheduled first. We had WA's Trevor Letchford visiting, so he teamed up with Mark Ellins. They borrowed Murray Wilson's gun Dimpled Dumpling and ended up with a win. Murray and I flew the Pluto. It was down on laps on the day and took an extra stop in both heats and the final. The new Elliptical is being saved for the Nationals.

Jim and Colin Ray did really well being only 10 seconds behind at the finish of the 160 lap final. Their R250 Voodoo again showed it will keep pace with the fastest models around.

Harry Bailey and Peter Roberts enjoyed the day, as did Ken Hunting and Bryce Young. No amazing times, but plenty of smiles in the sunshine.

Classic B began with a surprise when Bryce Young unveiled the 'new' Grassfire, now looking resplendent in its new orange and black colour scheme... the same as the latest Bugatti Veyron Super Sport!

When the needle wasn't too lean, and pit man Ken Hunting soon had this sorted out, the new look Grassy really howled around. This model and engine has been under 3 minutes on two occasions so it is hopefully just a matter of time before it happens again in Bryce's capable hands.

Harry Bailey and Peter Roberts had the Galaxie wound up and returned a creditable 3.12 to claim second choice for the final. The Cosmic Rays had engine tuning problems with the B25R and Crescendo. This prevented them posting their usual highly competitive heat time.

John Hallowell and Murray Wilson used a Lance Smith tuned OS FX in the Streak to show a clean pair of heels to the 3 opposition Brodaks. Murray's pit work was exceptional and proved it is possible for top pilots to excel at the other end of the lines. Rob Fitzgerald also has often shown his skills on the oily end. Gavan Opperman helped Murray achieve the good heat and final times with his lightning fast work on the battery. Their winning final time was 6.04.82 and was looking like a 5.50 something time until one slow stop spoiled the celebration.

It was good practice for the upcoming Dalby Nats in Queensland where Murray and John will be teaming up for some of the racing events. Their heat time of 3.01 was exactly the same as the Super Macs recorded at the East Coast Champs in Queensland last month. With a bit of luck, the Nats Classic B race will yet again be a super close event, the same as it has been for the last few

years. It is a race many people are looking forward to.

Results were:

Vintage A

1. Letchford/Ellins	3.56.92	3.17.41	7.02.54
2. Ray/Ray	3.28.28	4.12.31	7.12.25
3. Hallowell/M.Wilson	3.42.12	3.38.00	7.26.19
4. Bailey/Roberts	3.55.19	3.44.78	
5. Hunting/Young	4.01.85	4.03.21	

Classic B

1. Hallowell/M.Wilson	3.01.22	DNS	6.04.82
2. Bailey/Roberts	4.00.25	3.12.72	6.49.40
3. Young/Hunting	3.19.81	3.20.72	8.14.00
4. Ray/Ray	5.55.44	3.48.03	

John Hallowell
1984



The teams and models that took part in Classic B.

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

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

ANDREWS PANS.

Finally new batch of speed and T/R pans are available.

The speed pan will suit 2cc engines and has been improved by making it thicker in places where it was a bit thin previously. The curved shape at the front has been improved and a boss for the rear hold down has been added. Price is still \$25 for the raw item or \$30 with the flashing cleaned off.

The T/R pan has a make over by making it a bit wider between the front hold downs and the engine mount. This will make it easier to fit the engine in

and improves the appearance a bit. Also it has been shortened and the brace is now twice as wide. This allows you to remove the rear part of the brace to get the cut out and tank closer to the engine. Price is still \$25 or \$30 with the flashing cleaned off.



See pictures above for the pans at various stages of completion. If you want me to finish the pan ready to put on your model, It takes about 2 ½ hours to do this. Price is therefore \$70

UPDATE : ITEMS FOR SALE OF LES ORGAN

Magazines :

Flying Scale, R C Modeller & RCM, Airbourne, Model Builder

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

Engines:

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

ENYA 15 iv \$30

ENYA 15 111 \$30

Chinese 2.5 Diesel \$60 [Gold Head]

Cox 049 \$20

Webra 3.5 \$50

.. all engines are used

Model:

Large F/F \ Radio Assist Old Timer 6ft span " Trenton Terror"

Complete but needs recovering.....\$20

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

If there is any particular F/F or C/L plan you require...OR

Any particular " Aeromodeler" Mag you are missing.....Call me,I probably can help.

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

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

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:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

**SURFACE
MAIL**

www.hobbycave.com.au



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

Distributors for Brodak



& RSM



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

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