



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 153

Produced by the Victorian Control Line Advisory Committee



April 2011  
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**Copy Deadline for next issue is:  
Wednesday April 20th 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:- [hbailey@optusnet.com.au](mailto:hbailey@optusnet.com.au)



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR 2011

Apr-3	CLAG Country Day	Moe
Apr 2-3	Albury Racing Weekend.	
	<b>F2F, Speed, Vintage A, Classic B, Open Rat Race.</b>	
Apr 22-25	Victorian State Championships.	
May-22	Stuntmasters F2B + Yeomans Novice	KMAC
Jun-5	CLAG Country Day	Moe
Jun-19	Navy Carrier, F2B, Classic FAI Team Race, Goodyear	CLAMF
Jun-26	Combined Stunt	KMAC
Jul-3	CLAG All Aussie Day/Brimbank Vintage Combat	KMAC
Jul-10	Speed, ½A Combat, Vintage A Team Race	CLAMF
Jul-31	Triathlon Plus (Quadrathlon)	CLAMF
Aug-14	Classic Stunt, Vintage Stunt, Classic B Team Race, F2F	CLAMF
Sept-11	Navy Carrier, Vintage Combat, Speed	CLAMF
Oct-16	Classic FAI Team Race, Simple Rat Race, Goodyear	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 :- 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.

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## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2011

Club Stunt events to be advised.

DATE	EVENT	CLUB
Sun 3 Apr	F2B Aerobatics	KMFC
Sun 10 Apr	Diesel G/Year, Sabre and Diesel Speed	KMFC
Sun 17 Apr	F2B Aerobatics	Doonside (to be held at SSME)
22nd-24th Apr	VMAA VICTORIAN STATE CHAMPIONSHIPS. **(F2A, F2C, F2D Team Trials)	
30 Apr - 1 May	VETERANS' GATHERING. (Mitchell Hill Muswellbrook) Contact Luke Anderson 042 092 6890	MDMAS.
30 Apr - 2 May	QUEENSLAND STATE CHAMPIONSHIPS (events to be advised).	ALC
Sun 15 May	Combat. 1.6cc, Slow and Vintage Combat.	KMFC
22 May	F2D Team Trial **	WA. Whiteman Park.
27 - 29 May	F2C Team Trials **	WA. Whiteman Park. (Note: NO F2A event)
Sun 29 May	Triathlon	KMFC
Sun 29 May	F2B Aerobatics	SSME
11 - 12 Jun	CLAS. NSW C/L STATE CHAMPIONSHIPS. ** F2D Team Trials **.	CLAS. Whalan Reserve
13 - 14 Jun	F2B TEAM TRIALS **	CLAS. Whalan Reserve
25 - 26 Jun	"Old ***** and Friends" Vintage Weekend. Fred Pearson. Ph:6653 2997	Coffs Harbour
Sun 3 Jul	AGM and Club Racing.	KMFC
Sun 10 Jul	Combined Speed. Details contact Ron Blomberry. 99565952	SSME
Sun 17 Jul	1.66cc, Slow Combat, Vintage Combat	KMFC
Sun 7 Aug	F2B Aerobatics	KMFC
Sun 14 Aug	Diesel Goodyear, Sabre Trainer Racing & 2.5 Diesel Speed.	KMFC
Sun 28 Aug	Combined Speed	SSME (contact Ron Blomberry for details Ph: 9956 5952)
Sun 11 Sep	KMFC Triathlon	KMFC
Sun 18 Sep	Warbirds F2B Stunt (Contacts P. Allen 6572 4436 / G .Brett 4959 2213)	COMSOA
Sun 25 Sep	F2B Aerobatics	SSME
Oct 1-2	CLAS.NSW C/L STATE	NSW.

CHAMPIONSHIPS. Venue Twin Cities, Albury  
(F2A, F2C Team Trial) \*\*

Sun 9 Oct Gordon Burford Day. (Details TBA) KMFC  
Sun 30 Oct Phantom, Vintage A, Vintage B, SSME  
Bendix T/R and Vintage 1/2A,  
Diesel G/Y

Sun 6 Nov F2B Aerobatics SAT (Kelso Park)  
Sun 6 Nov Combat. 1.6cc, Slow and Vintage. KMFC  
Sun 13 Nov Combined Speed SSME  
(contact Ron Blomberry  
for details Ph: 9956 5952)

Sun 20 Nov Cardinal Stunt and Classic Stunt. NACA  
(I. Smith Ph: 024975 2292) (Hunter Sports H.S.)  
Sun 20 Nov Vintage T/R, 1/2A, A (2 divisions) KMFC  
and Vintage B.

Sun 27 Nov KMFC Christmas Party KMFC  
Sun 4 Dec F2B Aerobatics Doonside.  
To be held at SSME

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)  
SSME - Kelso Park North, Henry Lawson Dr. Panania.  
(Sydney Society of Model Engineers)  
MDMAS - Model Park, Luddenham Rd, Luddenham.  
(Muswellbrook District Model Aero Sports Inc.)  
Mitchell Hill Field, New England Hwy, Muswellbrook  
DOONSIDER - (to be held at SSME) Luddenham.

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



## Adelaide Aeromodellers Club 2011 Events Calendar

4. F2B (Expert / Advanced) and Novice Aerobatics #2 – April 2nd  
5. Free Flight Day: Chuck Glider & Delta Dart Competitions – May 7th  
6. Vintage Combat – June 4th  
7. Grass Rat Racing – July 2nd  
8. F2B (Expert / Advanced) and Novice Aerobatics #3 – August 6th  
9. 1/2A Combat – September 3rd  
10. Sabre Trainer Racing – October 1st  
11. Peacemaker Flite Streak Stunt – November 5th  
12. Biathlon – December 3rd

### Notes:

1. All AAC events are at Unley Rd City opposite BMX Park.
2. Dates are provisional and to be confirmed.
3. Start time of all competitions will be advised in separate 'flyer'.
4. All AAC events to be held at the AAC field, Unley Rd, City.
5. All entrants must be MASA / MAAA members with a valid membership card.
6. Safety straps required on all handles in all events.
7. Mufflers mandatory on all glow motors 2.5cc and above.
8. MASA noise limit (96 dB) applies to all motors.

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

### Ipswich and District Open Control Line Championships

To be held on 1st and 2nd October 2011.

This will be a Grass only Event, offering most classes of competition except F2C, F2A.

We will also offer Grass speed (except pulse jets, not allowed by agreement with local council)

Further details and program, entry form later in year available from CLASI Secretary/or Mark McDermott.



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# Results from the South Australian State Championships

## Vintage Combat

	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6
1. M Wilson	W	W	B	W	W	W
2. G Wilson	W	W	W	W		L
3. H. Bailey	W	W	L	B	L	
=4. K Maier	W	L	W	L		
=4. T Caselli	L	W	W	L		
=6. M Bond	W	L	L			
=6. M Poschkens	L	W	L			
=8. M Dislers	L	L				
=8. M Davies	L	L				
=8. B Young	L	L				

## Half A Combat

	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5
1. M Davies	W	W	W	B	W
2. M Ellins	B	W	W	W	L
3. M Poschkens	W	L	W	L	
=4. H Bailey	L	W	L		
=4. M Dislers	W	L	L		
=6. G Wilson	L	L			
=6. M Wilson	L	B	L		

## F2C Team Race

	Rd 1	Rd 2	Rd 3	Rd 4	Final
1. Wilson/Poschkens	3:27.42	3:20.72	3:15.7	3:18.9	6:41.1
2. Justic/Stein	3:12.59	3:24.72	3:25.5	3:14.6	7:14.9
3. Letchford/Walton	3:15.57	DNF 71	3:27.95	DNF 68	DNF 29
4. Fitzgerald/Ellins	3:16.47	DNS	DNS	3:09.7	
5. Hunting/Young	5:32.57	4:10.18	4:14.27	4:08.5	

## F2F Team Race

	Rd 1	Rd 2	Rd3	Final
1. Justic/Stein	4:01.43	3:56.13	DNS	8:37.8
2. G Wilson/Ellins	4:07.71	4:24.48	DNS	11:09.0
3. Young/Hunting	4:13.14	4:26.41	4:48.77	DNF 112
4. Letchford/Walton	DNF 39	4:13.53	4:53.06	
5. M Wilson/Poschkens	4:23.33	4:29.07	DNS	
6. Hunting/Young	4:59.58	DNF 82	DNS	
7. Bainbridge/Dislers	5:10.77	4:56.58	5:02.51	

## Classic B.

1. G Wilson/Ellins	3.12.91	3.10.72	6.27.31
2. Justic/Stein	DQ	2.59.56	6.28.29
3. Bailey/Hunting	3.17.24	3.04.84	6.36.47
4. Dislers/ Poschkens	DNS	3.20.78	
5. Young/M Wilson	3.24.15	3.21.13	
6. Hunting/Bailey	4.21.55	3.41.80	
7. Hallowell/Baker	4.06.32	46 laps	

## Vintage A.

1. Justic/Stein	3.12.94	DNS	7.06.35
2. M Wilson/Poschkens	3.22.36	DNS	44 laps
3. Hallowell/Baker	3.42.04	3.27.20	7.16.60 DQ



G Wilson, M Wilson, H Bailey  
M Ellins, M Davies, M Poschkens



	Rd 4	Final
1. Wilson/Poschkens	3:18.9	6:41.1
2. Justic/Stein	3:14.6	7:14.9
3. Letchford/Walton	DNF 68	DNF 29
4. Fitzgerald/Ellins	3:09.7	
5. Hunting/Young	4:08.5	



F2C finalists



F2F finalists

Wilson/Ellins, Stein/Justic, Young/Hunting

4. G Wilson/Ellins	3.40.66	3.27.42
5. Bailey/Young	48 laps	5.05.00
6. Hunting/Dislers	DQ	45 laps

Classic B was flown on Saturday at the 2011 South Australian State Champs and had 7 teams entered. Fastest 70 lap heat was by Paul Stein and Ric Justic on 2.59.56 with the PB Enya.. Graeme Wilson and Mark Ellins recorded a 3:12.91 with the ex Hallowell Swooper with B25R and the Harry Bailey/Ken Hunting Irvine Galaxies were right on the pace with a 3:04.84. Bryce Young and Murray Wilson had a best of 3:21.13 and Neil and John should have definitely slept in at the motel and had a leisurely breakfast in bed. It was just one of those Classic B days best forgotten. Short of laps in round one with the Irvine Rocket, round two saw an electrical wire connection break at the crucial pitstop with the OS FX Streak.

Maris Dislers and Mark Poschkens stunned everyone by doing 105 mph for over 80 laps in their GMS 25 Rocket. People were even more shocked when it was discovered they were using diesel fuel!!! Perhaps they should have checked the rules and read about the compulsory pit stop required in the 70 lap heat. Interestingly, the current rules don't specify any compulsory stops in the final... Perhaps my good buddies Geoff and Grant have already picked up on that!

The final was in the best traditions of Classic B racing. A super close contest from a variety of engines and models. Eventually it was Wilson/Ellins that won in 6:27.31, less than a second in front of Justic/Stein on 6:28.29. Harry and Ken were right on their heels when their watch was stopped on 6:36.47. Wilson/Ellins 2 stopped the race by achieving the usual 50 lap range but both Paul and Harry's model took 3 stops to finish. IMHO, if Harry had chosen to use a battery assistant he would have just got over the line first, as I reckon it is worth 10 seconds in a 3 stop 140 lap final.

Six teams fronted Sunday morning for a bit of VTR fun at the Monarto hard surface in South Australia. Ric Justic and Paul Stein again had clearly the fastest heat with a blistering 3:12.94. Next quickest was Murray Wilson and Mark Poschkens with a 3:22.36 followed by Hallowell/Baker on 3:27.20. Just 22 hundredths of a second behind that was Wilson/Ellins on 3:27.42. Close!

The 160 lap final was flown in windy conditions and was won easily by Ric and Paul in 7:06.35 from John and Neil in 7:16.6. After the race was over there was a DQ handed out to H/B for running over the lines of Murray and Posh at the first stop.

F2C was again won in SA by Murray Wilson and Mark Poschkens. F2F provided another victory for Ric Justic and Paul Stein with Wilson/Ellins in second spot.

John Hallowell

#### Junior Rat Race

Team	Round 1	Round 2	Round 3	Final
1.J Anglberger/P Anglberger	-	63	67	134
2.N Southwark /P Templer	57	-	73	130
3.M Bond/B Young	67	66	-	127

#### Vintage Stunt - Monday 14/03/2011 (rescheduled from 13/03 due to very windy conditions)

Judges: Static; Bernie Shinks,

Flight; Jeff Prosser, Jeff Fry

#### Scores

Entrant	Static	R1	R2	Flight Static + Best of R1 and R2	Model	Year	Motor
1 Peter Anglberger	64	290.5	330.5	394.5	Ambassador	1951	Sabre 2.5 Mk4
2 Greg Roadknight	33	333	312.5	366	'57 Nobler	1957	Enya 45
3 Alan Roadknight	47	298	314	361	All American	1951	Fox 35
4 Ken Maier	65	260	257	325	Ambassador	1951	CS Oliver Mk4
5 Peter Koch	39	232	261	300	Still Stuka	1952	Fox 29
6 John Barbara	31	DNF	DNF	31	Flite Streak	1957	OS LA 25

#### Classic Stunt - Monday 14/03/2011

Judges: S Jeff Prosser, Jeff Fry

#### Scores

Entrant	R1 Flight	R2 Flight	Motor	Model
1 Peter Anglberger	914	1068	OS35S	Grondal AMA Special
2 Peter Koch	729	865	Enya 40	57 Nobler
3 Greg Roadknight	798	863	Enya 45	57 Nobler
4 Alan Roadknight	662	696	Fox 35	Gieseke Nobler



## Novice Stunt - R1, Sunday 13/03 and R2, Monday 14/03/2011

Judges: Peter Anglberger, Alan Roadknight

### Scores

Entrant	R1 Flight	R2 Flight	Model	Motor
1 Jeff Fry	600	778.5	Twister	OS LA 46
2 Paul Templar	667.5	737	Twister	OS LA 46
3 John Barbara	429.5	DNF	Tutor II	OS LA 46
4 Matthew Bond (Jnr)	313.5	350.5	Magician	OS LA 46

## F2B Aerobatics - R1, Sunday 13/03 and R2, R3 Monday 14/03/2011

Judges: Jeff Fry, Alan Roadknight

### Scores

Entrant	R1	R2	R3	Sum of Best 2 Rounds	Model	Engine/Motor
<b>Expert:</b>						
1 Russell Bond	1709	1937	1862	3799	Bandelero 8	Plettenburg(Electric)
2 Mark Ellins	1582	1813.5	1802	3615.5	Yatsenko Classic 3	Retro Disc 76
3 Peter Anglberger	1484.5	1866.5	DNF	3351	Yatsenko Classic	Retro Disc 76
<b>Advanced:</b>						
1 Mike Davies	1487	1674	DNF	3161	Tutor II ARF	OS LA 46
2 Peter Koch	1386.5	1598.5	DNF	2985	Jazz Mate	Stalker 61
3 Greg Roadknight	1287.5	1353.5	DNF	2641	Prowler	OS LA 46
4 Alan Roadknight	1053	1409.5	DNF	2462.5	Cardinal ARF	OS LA 46
5 Lars Carlsson	1200.5	1226.5	DNF	2427	Vector 40 ARF	Turnigy(Electric)
6 Jeff Fry	861	1140	DNF	2001.5	Twister	OS LA 46

Russell Bond's Bandelero 8 (Electric)



Classic B finalists



# 2011 Hunter Valley Champs Report

By Warren Leadbeatter AUS 14782

After almost not having a Hunter Valley Champs last year, this year's event proved that the Hunter Valley Championships is alive and well and is getting bigger and better. A record number (for recent years) of campers were onsite with several caravans and many tents, as well as people sleeping in cars! Many also stayed in town and some drove up just for each day. Contestants came from far and wide and included a team of six stunt, combat and racing guys from Queensland.

A new spacious clubhouse had been built and a new amenities building was also there but not open yet meaning we had to use the old portaloos just one more time. The MDAC club have done a fantastic job in revitalising the field and are to be commended on their great efforts. They even had a well stocked Hobby Shop at the field so we could all get what we needed and even some stuff we didn't need.

Many of us arrived on Friday so we could get some practice and models sorted. The weather was fantastic, light south easterly breeze, temp 25 deg and partly cloudy. Perfect weather for setting up camp. Later that evening though the wind picked up and started blowing things away, resulting in some midnight tightening of ropes and extra tent pegs being hammered in.

As well as this Tom and Trent did some midnight flying of F2D models, while the Cool Hobbies guys flew some rather impressive lit up helicopters in the strong breeze!

We woke up Saturday morning to the same brisk breeze, so we knew there would be no Classic Stunt on therefore we focussed our efforts on racing.

First up was Vintage A, followed by Diesel Goodyear then finally Classic B. I was flying in Diesel Goodyear with my newly acquired R250, hoping to improve on my previous efforts in this event, which I did, with the help of Phil Poole as my pilot. Due to the strong wind and other factors, there were some pretty entertaining heats and finals, including the DGY final being shortened when Geoff Potter went down hard and cut his knee open. It was also good to see the Linwood team place 3rd on the first outing with their new R250 powered Mr D. A special mention of thanks needs to go out to Mark Godfrey on his efforts of C.D'ing the events ALL day.

## Vintage A

Potter/Potter	1st 6.47.63
Sculley/Rothwell	2nd 6.53.38
Bolly/Goodwin	3rd DNF 47



## Diesel/Goodyear

Bolly/Goodwin	1st Most laps
Potter/Potter	2nd
Linwood/Linwood	3rd Least Laps
Race shortened due to big crash	



## Classic B

Sculley/Rothwell	1st 6.17.72
Justic/Goodwin	2nd 30 laps
Burke/Stokes	3rd DQ

On Saturday evening, after a good hot shower and a feed, the wind finally abated enough for the Night Scramble to proceed. There were 5 entries initially and a rapid rate of drop outs, until just Team Leadbeatter and Team Potter were left. It was all going well for us, until someone yelled out, let's extend it to 1 hour! After about 45 mins my engine became detached from the model due to a hard landing (the 5th hard landing!). This put me out of the event giving it to the Potter's. Third place went to Walter Bolliger who dropped out after just 3 flights with a folded wing.

After the Scramble we sat around and enjoyed our favourite beverages and laughed till the wee hours. But after we all went to bed and had fallen asleep, a couple of jokers decided to test fly some slow combat models. The CD duly fined them \$10 each the following day.

Sunday was a much better day and I woke to the sound of a Classic Stunt model practicing. This meant one thing... I wasn't where I should be. I quickly grabbed the trusty Fox 35 powered 57 Nobler and headed to the stunt circle. We had enough time to fly 1 round of Classic before F2B was due to start at 9AM. A poor start saw me lose my starting points costing me a place on the podium.

## Classic Stunt (1 round)

1st David Murrell
2nd Steve Bakac
3rd Don Keyssecker



*The camp ground*



F2B saw a record number of entries with 14 pilots entered. Two rounds were flown in tricky conditions with the wind up and down and changing directions. Paul Allen did a great job as usual on CD and judging with John North assisting with tabulation. There were two electric models, my Strega and Noel Corney's SV-11.

F2B (2 rounds)

Place	Name	Model	Round 1	Round 2
1st	Herb Hanna	AMA Special	1054.5	998
2nd	Tony Bonello	Firecracker	1046	DNF
3rd	David Murrell	Hawker Hurricane	1013.5	914.5
4th	Reg Towell	Caudron	898	993
5th	Noel Corney	SV-11 Electric	916	980.5
6th	Don Keyssecker	Kismet	891.5	791.5
7th	Steve Bakac	Europa	814.5	891
8th	Warren Leadbeatter	Strega Electric	887.5	815.5
9th	Gary Brett	Cardinal	855	863.5
10th	Greg Frail	Firecracker	863.5	DNF
11th	Andrew Heath	Enigma	780.5	DNF
12th	Michael Frail	Sukhoi	738.5	DNF
13th	Matt Spencer	Olympic	733.5	612
14th	Wayne Jackson	Nobler	569	651

*Warren Leadbeatter with his Strega Electric*



While all this was going on F2D was being hotly contested by Tom Linwood, Mike Comiskey, Trent McDermott and Peter Mills. Mick won with Tom 2nd after 3 finals! and Peter Mills got 3rd.

After F2D was Vintage Combat which I was also having a crack at with an Anduril Mk3 powered by another new R250. My first bout saw me up against the young Linwood fellow who showed me no mercy and beat me 4 cuts to 1 and knocked me out! Mike Comiskey eventually won beating Bob Fisher in the final.

Last but not least was Slow Combat, which had only 3 entries so we decided to do a 3 up combat! No inverted flying allowed unless to get out of trouble. It was great to watch.

### Slow Combat

1st Bob Fisher	2 cuts
2nd Brian Burke	1 cut (first man to go down but last man still standing)
3rd Neil Holden	1 cut



*Three up Slow Combat*

And so the event closed on a high note with all of us departing around 4 pm Sunday afternoon after saying our goodbyes to the Queenslanders and others. Looking forward to next year and hope we can get some Victorians up next time to make the event a mini Nationals! (Of course every other state is welcome too.)  
Warren Leadbeatter  
(Stunt Rooster)





# Waikato Champs Control Line [Grass events] Horotiu.

**February 5th and 6th 2011.**

Once again we had great weather and good entries in most classes.

Saturday was aerobatics day.

**F2B.** Andrew Robinson judged 3 rounds of F2B and while he was doing that Dave Wright, Kevin Barnes, and Owen Rogers judged 3 rounds of Sportsman.

Some close scores in both classes.

Wynn and Rosco flew both classes with Wynn flying his electric model.

**Sunday was Slow Combat** and the first bout had John Ryan and Andrew Robinson flying. They got straight into it then had a huge mid air which put them out for the rest of the competition so they became spectators and pitmen.

There were two new fliers, Bob Reynolds and Graeme Christie. Bob just starting in combat and Graeme returning after his student years.

Bob has been flying his pulse jet and decided to have a go at combat.

Graeme has kitted himself with some good gear and flew the whole competition without losing a bout.

Some good bouts and lots of fun as usual.

**Slow Goodyear** had 4 entries so two 2 up heats and great to see a 3 up final. Unfortunately Bryce Rackley only made 54 laps.

I have to apologize to Graeme Christie. He bought my brand new Ohm Special fitted with a front induction side exhaust Nelson. He had test flown it but on the day there was muck in the tank which turned out to be a huge dose of rust. I brought it home and cut it open and what a hell of a mess.

**Classic A** also had four entries but was soon reduced to three. John Ryan had starting problems so he removed the motor only to find that the crankcase had broken around under the exhaust so the liner and fins were going up and down with the piston.

So we had a three up heat then a final and once again the Robinsons were honking along very well and won by a good margin.

**Classic B** Dave Wright had problems with his model and failed to start so John Ryan had a solo run.

**Phantom** We had 2 entries so after a bit of practice off we went but Ashley had problems and didn't finish so it was a win for Brendan.

Saturday nights BBQ was great, 24 people went to Christine and Brendan Robinson's and we were able to sit outside until dark. Good food too.

Thanks to all for coming to Hamilton, thanks to all who judged and timed. It was a brilliant weekend of flying off the grass. Thanks to Merlin Glowplugs for sponsoring some of the events.

## **Sportsman Aerobatics**

1st Dave Ackery	352.8,	327,	312,	= 679.8
2nd Bryce Rackley	347.7,	330.5,	278,	= 678.2
3rd Ross Smith [2 rounds]	319.5,	340		= 659.5
4th Rob Wallace	344.7,	313,	310,	= 657.7
5th Wynn Robins	348.9,	296,	179,	= 644.9
6th Graeme Duncan	281.5,	290,	290,	= 580
7th Laurie Chrystall [2 rounds]	256.7,	287.5		= 544.2

## **F2B Aerobatics**

1st Kim Webby	965,	1008,	1034,	= 2042
2nd Kevin Barnes	924,	990.5,	1008.7,	= 1999.2
3rd Owen Rogers	913,	922,	976.9,	= 1898.9



*Dave Ackery and his stunter*

4th Dave Wright	882,	914.4,	953.9	= 1868.3
5th Don Robinson	846,	957.5,	907.2	= 1864.7
6th Wynn Robins	802,	760.5,	24,	= 1562.5
7th Roscoe Smith [2 rounds]	597.8,	721,		= 1318.8
8th Rob Wallace [1 round]	586,			= 586

### Slow Combat

1st Graeme Christie 4 wins  
 2nd Roscoe Smith 3 wins  
 3rd Bryce Rackley 1 win  
 4th = Bob Reynolds 2 losses  
 4th = Dave Ackery 2 losses  
 6th John Ryan 1 win  
 7th Andrew Robinson

### Slow Goodyear

1st Rod Brown/ Brendan Robinson,	heat 1 = 6 min,	heat 2 = 4 min.02.09,	Final = 9min. 54. 83.
2nd John Ryan,	heat 1 = 6min ..25,	heat 2 = 6.05.89,	Final = 12.42.63.
3rd Bryce Rackley,	heat 1 = 5.29.99,	heat 2 = 46 laps,	Final = 54 laps.
4th Graeme Christie,	heat 1 = 78 laps,	heat 2 = 57 laps.	

### Classic A team race

1st Andrew and Don Robinson team,	heat 1 = 5.29.59,	Final = 10.53.91.
2nd Brian Howser/ Ashley Keeling,	heat 1 = 6.16,	Final = 12.38.72.
3rd Rod Brown/ Brendan Robinson,	heat 1 = 5.39.01,	Final = 13.19.75.

### Classic B team race

John Ryan/ Brendan Robinson,	90 laps	7 min-22-89.
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### Phantom

Ryan/ Robinson,	6.05.57.
Keeling/ Robinson,	72 laps.



## Waikato Champs Control Line [Tarmac events] at New Plymouth. February 19th and 20th 2011.

**1/2 A Teamrace** Bit of a late start but a fabulous day, sunny and light winds.

I love this class and with a 3 up final it made for great racing. The times in the heat were an indication of what could happen and so it was in the final, 31 seconds difference between 1st and 3rd.

I don't think Robert has flown his model for quite a few years.

**F2C Teamrace** Don and Andrew weren't as fast here as they were at the Nats but they had 2 times on the sheet. Ashley flew my model with Brendan pitting and 2 reasonable times went onto the score sheet.

**Class B Teamrace** Dave Ackery had left his props at home so I loaned him a black Tornado nylon 7x8 and I thought he went almost too well.

Ashley flew his model with Brendan pitting and they had one very good time. I was battery boy.

Both models were powered by Super Tigre G21/29 ABC motors. Ashley's one is about 1970 vintage and has done a lot of work. It belonged to Morrie Baker originally then I bought it early 1980s and have used ever since. Barney had to round up the piston every now and again.

**Slow Goodyear Teamrace** We had flown this at Hamilton on the grass but not everybody could fly there because some only had tarmac undercarriages. We had enough models in New Plymouth so it was decided to fly again. Some more good racing and in the second heat everybody broke 5 minutes with Robert's times being very consistent.

**Fast Goodyear Teamrace** Dave Ackery uses a Nelson 15 diesel and is usually a bit quicker than these times. Andrew Robinson pitted as usual. Ashley flew his Mr D with my Go 21 and Brendan pitted again, I was battery boy. Unfortunately our starts weren't there so we bombed out in a big way. After our nats times I thought we might be able to break 4 mins by using a carbon prop instead of an APC 7x6 but on this day it was not to be. Rob Wallace had an old K&B 21 powered model that needed some more sorting out before flying in a race and Robert decided not to fly.

**Nass Jet** Once again this class rolled along in fairly quick time. There was 16 timed flights and 7 zeros or attempts.

**Sunday Speed** An earlier start, speed all day and excellent weather again.

Graeme Burgess from Australia hasn't flown F2A speed for 10 years so it was very rewarding for him to get 3 times with 2 of them being very respectable. He had arrived in New Plymouth on the Friday to do some practice but had not managed to put in a full timed run. Neil and Carl Lickfold also flew F2A. They didn't arrive until 2 o'clock then proceeded to eat their lunch. Carl had 3 flights with 2 of them being good.. Neil had 2 attempts and a zero then put in a blinder to win his class.

Dave Ackery and Bob Reynolds had new models for class 1 speed. These small models use motors up to 2.2cc. There has been a line length change so the fastest time of the day for these two set the new record. Barney would have been proud of them. They both had 3 timed flights and while not very fast yet it should encourage some more flying from others. Ashley and I both have an Alan Barnes model and motor.

Robert gave up on his fast jet, it refused to keep running.

Dave also flew his old class two K&B 21 powered Pink Lady.

Andrews fast jet went very fast again on the hot fuel and was only .047% off his record.

John Taylor was over from Australia again and stayed with Meg and Andrew for a couple of weeks with Andrew flying John's model in both jet classes.

There were 31 timed flights and 11 zeros or attempts or like Robert he just gave up.

Saturday night there was a BBQ at Meg and Andrews and with the weather being so nice we were able to sit outside for the evening. The food was nice too.

A big thank you to New Plymouth for allowing us to use their circle and for all their preparation of the whole area.

Thanks to everybody who came to fly and help.

Merlin Glowplugs also sponsored some more prizes, thanks to them.

Brian Howser.

#### **½ A Teamrace**

1st Ian Thompson/Robert Bolton,	heat 1 = 4 mins. 25.88,	final = 8mins .12.20
2nd Andrew and Don Robinson,	heat 1 = 4mins.09.41,	final = 8mins. 33.41
3rd Brendan Robinson/Bryce Rackley	heat 1 = 4mins 33.76,	final = 8.43.81

#### **F2C Teamrace**

1st Ashley Keeling/ Brendan Robinson,	heat 1 = 4mins.25.40,	heat 2 = 4mins.17.26
2nd Andrew and Don Robinson,	heat 1 = 5mins. 27.09,	heat 2 = 4mins. 38.63

#### **Class B Teamrace**

1st Ashley Keeling/Brendan Robinson/Brian Howser,	heat 1 = 3mins.56.29,	heat 2 = 5mins 44.60
2nd Andrew Robinson/Dave Ackery,	heat 1 = 4mins. 36.88,	heat 2 = 4mins.30.06

#### **Slow Goodyear Teamrace**

1st Ian Thompson/Robert Bolton,	heat 1 = 4mins.05.06,	heat 2 = 4mins.09.25,	final = 8mins.29.62
2nd Andrew Robinson/Bryce Rackley,	heat 1 = 4mins.53.55,	heat 2 = 4mins.21.27,	final = 9mins.13.89
3rd Dave Ackery/Andrew Robinson,	heat 1 = 7mins.01.13,	heat 2 = 4mins.09.20,	final = 12mins.13.24
4th Rob Wallace/Andrew Robinson,	heat 1 = 5mins.10.83,	heat 2 = 4mins.59.25.	

#### **Fast Goodyear Teamrace**

1st Dave Ackery/Andrew Robinson,	heat 1 = 5mins.31.15,	heat 2 = 5mins.20.97.
2nd Ashley Keeling/Brendan Robinson,	heat 1 = 6mins.31.35,	heat 2 = 5mins.50.39.



### Nass Jet

1st Robert Bolton,	0,	11.80,	11.93,	158.48MPH
2nd Andrew Robinson,	11.97,	11.92,	12.08,	150.95MPH.
3rd Brendan Robinson,	12.23,	11.97,	12.08,	150.32MPH.
4th John Taylor,	0,	12.03,	12.02,	149.69MPH. Australia.
5th Don Robinson,	0,	12.36,	12.27,	146.64MPH.
6th Rob Wallace,	13.32,	13.15,	13.22,	136.83MPH.
7th Bob Reynolds,	Att,Att,	13.92,	Att,Att,	129.26MPH.

### Percentage Speed

1st Dave Ackery Class 1, 2.2cc,	24.03,	22.51,	22.25.
2nd Andrew Robinson Jet,	11.50,	10.61,	Att.
3rd Neil Lickfold F2A,	Att,0,	Att, 12.86,	?.
4th Carl Lickfold F2A,	14.33,	13.66,	13.51.
5th Graeme Burgess F2A,	13.59,	14.75,	13.88. Australia.
6th Bob Reynolds Class 1, 2.2cc,	Att,25.45,	25.84,	25.16.
7th =Brendan Robinson Jet,	14.63,	14.64,	?
7th =John Taylor Jet,	16.49,	14.64,	14.63.
9th Don Robinson Jet,	14.91,	15.02,	15.14.
11th Robert Bolton Jet,	Att,	Att, ?	?

Bob Reynolds Jet

Dave Ackery Class 2

Bob and Dave didn't place in these classes because their times in their other class gave them a better place overall.

If you look at the results you will see that Andrew flew a hell of a lot of official laps but also a lot of practice laps and did some pitting as well.

Cheers Brian Howser.



## CLASSIC FAI T/R 20/03/2011

Only 3 entries in Classic today as both Murray and Graeme Wilson had to leave for work. Also Lance was not able to attend due to illness. When Paul's model is finished we could have 5 or 6 entries which would be great.

The weather was great, about 25 degrees and a light breeze which was gusting at times. We had 3 different models and engines, a G20, a Rothwell and a Fora.

Two 3 up races were run, which were well contested by all involved. Neil was having tuning problems with John's Rothwell which caused both their times to be well off full potential. Mark did well with my Fora powered Russian looking model. This engine has now had a lot of running and is a tad on the loose side when hot. This gave some inconsistent starts, but the champ had it sorted after a while. Our best time of 4.59 was with one slow stop and a hot second tank.

Harry Bailey and Ken Hunting were doing well for airspeed with Ken's G20 powered model. Range was down to around 27 laps a tank which gave Harry the opportunity to do some extra pitting practice.

A good days flying with other events also being run. Good to see the field looking good after so much rain in the beginning of the year. See you all at the next Classic FAI comp later on in the year.

Andrew Nugent.

### RESULTS:

Nugent / Ellins	5:32.56	4:59.13
Hunting / Bailey	5:56.56	5:32.75
Hallowell / Baker	6:20.50	5:56.63



### COMBINED SPEED, FRANKSTON 20-3-2011

Hot and mild wind for our March comp.

First up was Noel Wake with a new latest model OS 12 car motor for Class 1, it has a large square head. He had tuning problems and therefore did not get enough laps in the pylon so that put an end to that.

Will need to do more testing, I suggest more prop pitch as I had similar problems with my older Nova 12 years ago, I knew it had the engine power by results from the test prop put screamed on ground and then ran rich in the air and slow in the air. I had been using props that I normally used for my Class 1.

It was trying to rev to 39,000 rpm in the air, (too high), as soon as I put on more pitch it slowed to around 35,500 rpm and very consistent speed, it went faster than I could have expected, way faster than my previous motors.

A lot of motors do not have to rev as fast as you would expect especially if you read the advertising junk. My Nova .21 Class 5's only rev to 30,800 and that went under the Aussie record.

Last month had broken the record but I had stuffed up, I had made the new lines 2 inches (50mm) too short, so I made a longer handle (I hate making lines).

I needed another handle anyway as it pays to have a handle set up for each model, I also gave the 11 year old model a repaint from red to "Kermit Green". On the first flight I did the same speed, within 1/100th second, 13.62 last month, 13.63 yesterday, but weather/power conditions were not as good or maybe green is slower than red (joke). This motor is getting faster all the time, God only knows how fast these Novas can go.

Unfortunately I can not claim the record again as the lines were still 3/8ths inch. (10mm) too short. I stuffed up again, (old age)? Normally I make them about 3 inches too long in case contest tape is different to mine.

Noel had 3 flights with his Nova .21 but his speed was down, why? His Class 2 OS 30 fell out of the dolly and pulled the back off the model. Not a good day, I think it's time for a good test day!

Another unlucky flier was Vern Marquet with his Midge/Philtech 09. It took off and clipped ground causing the wing and tail to come off.

Robin

Pos	Name		Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 5	Novarossi 21	13.63	D.N.S	D.N.S	13.63	264.12	102.86%
2	R Hiern	Class 2	Novarossi 21	10.54	D.N.S	D.N.S	10.54	274.84	94.88%
3	R Hiern	FAI	Profi	N.E.L	12.96		12.96	277.78	93.29%
4	N Wake	Class 5	Novarossi 21	17.65	16.60	17.89	16.60	216.87	84.46%
5	V Marquet	Midge	Philltec 09 D	N.E.L					0.00%
5	N Wake	Class 2	OS 30 VG	D.N.F	D.N.S	D.N.S			0.00%
5	N Wake	Class 1	OS 12	N.E.L	N.E.L	D.N.S			0.00%

### PERKY

P.Stein	Perky	ST. X15	56.87	51.79	50.63	50.63	114.43
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## AROUND THE CLUBS

20/03/2011

CLAMF Aerosports held a Classic Stunt competition on a well prepared field and pleasant flying conditions.

Graeme Wilson took on the judges role.

CLASSIC STUNT	rd 1	rd 2	total	Model	Engine
1. Mark Ellins	578	595	1173	Nobler	Brodak 40
2. Peter Roberts	485	522	1007	Nobler	Brodak 40
3. Paul Stein	492	505	997	Nobler	Brodak 40
4. John Hallowell	475	501	976	Thunderbird	ST 46
5. Gavan Opperman	374	420	794	Cobra 7	LA 46

06 March 2011

## CLAMF AEROSPORTS Flying Day Navy Carrier

It's a bit over 12 months since we last had a Carrier Comp. So, after a couple of aborted attempts due to lousy weather and a wet flying field, we finally got some decent weather to get the deck out and do a bit of flying.

The day turned out to be a fairly relaxed affair rather than a serious comp with nearly everyone having a few problems of one sort or another. Harry and Bryce had their new Brodak Bearcats to try on the deck for the first time, both powered by Thunder Tiger 36's. The TT36 certainly doesn't lack grunt, Harry adopting the vertical take off technique !!

But low speed was giving both Harry and Bryce a few problems. Like most current radio engines the TT36 doesn't have a throttle stop on the carby, not necessary in a radio model but it makes reliable and accurate low speed throttling without shutting down on a carrier model much more difficult to set up. Something to consider when choosing an engine for Navy Carrier.

HP40 powered GS Bearcats were flown by Graeme, Murray and Mark, Graeme with a fairly clagged HP that's looking for a new ring and Murray having a few undercarriage problems.

Peter was flying his old Wildcat with an even older Orange Head Merco 29.

Paul's HP40 powered Brodak Guardian seems to have much improved handling now that the tailplane has been increased in area, and with it's big thick wing it should get some really good low speed times.

Conditions were a little breezy at times which made low speed a bit more challenging, but overall not a bad day.

Next Carrier Deck Comp is on 19th June.

Report by Peter Roberts



### "HEARNS TROPHY" VINTAGE STUNT, KNOX 6-3-2011.

	ROUND 1.	ROUND 2.	STATIC.	TOTAL.	MODEL .	MOTOR.
1st D.Grinham	181	169	27	377	All Australian	Sabre 49.
2nd D.Nobes	148	187	33	368	Guided Whistle	Attwood 49.
3rd P.Koch	150	157	22	329	Stuka	Fox 29.
4th R.Hiern	138	136	23	297	Thunderbolt	Frog 500.
5th D.Lacy	134	135	26	295	Jamieson Special	K&B Torp 29.
6th J.Fugill	123	145	10	278	Ramrod	Fox 35.
7th N.Wake	70	76	22	168	Frisky	OS 15.



# 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"

Also, I now have a stock of 3/16" sq and 1/4"sq rock maple spars.

All spars are precision sanded with 150 grit.

\$4 each plus postage.

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 \$2.95ea

8x6 **SOLD OUT**

7x4 & 7x6 \$2.75ea

+ Parcel Postage cost

Ph Ken 03 9398 8244

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

I have two new fully developed OS 25 FX B/T/R engines for sale and one Magnum/APS 25 XLS (which is a OS 25FX clone), also prepared for B/TR. \$285 each ready to roll.

I also have 5 FORA 2.5D Junior Classic FAI T/R engines available. They come with a spare Piston/liner/con rod set for \$140.00 plus P/P

Contact Lance Smith at [smithlw@optusnet.com.au](mailto:smithlw@optusnet.com.au)

Phone +61 3 9708 8315

# 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

# News from WA



The guys in W. A. have been busy erecting a new structure at the Whiteman Park flying site in Perth. They aim to have the building completed by mid May in time for the 2011 Western Australia Championships.

It's shaping up to be a big event, don't miss it.

## AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

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MAIL**



# ALBURY

**Speed & Racing Weekend  
2nd & 3rd April 2011**

*A social weekend event open to all Control Liners is to be held on the superb concrete circle at the Twin Cities flying field.*

*Combined Speed and Racing classes are on a yet to be finalised programme.*

*Team Racing events will include:-*

***Open Rat Race***

***Classic B Team Race***

***F2F Team Race***

***Vintage A Team Race***

***Goodyear Team Race***

*For more information contact the CLAMF Club*

Contact :- G. Wilson (03) 9786 8153,

H. Bailey (03) 9543 2259

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