



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 154

Produced by the Victorian Control Line Advisory Committee



May 2011

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**Copy Deadline for next issue is:  
Wednesday May 18th 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

May-15 Vic State Champs (Continued)

Simple Rat Race, **Speed (including Midge)**

**Mini Goodyear** CLAMF

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**, 1/2A 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-1-2 CLAS NSW C/L State Championships including **F2A & F2C** W/C team Trials Albury

Oct-16 **Classic FAI Team Race**, Simple Rat Race, **Goodyear** CLAMF

Nov-13 **Speed**, F2B, Burford Vintage A Team Race CLAMF

Dec-11 Navy Carrier, **2.5cc Rat Race, F2C** 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.

Secretary:

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## COMING EVENTS



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

DATE	EVENT	CLUB
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.	Coffs Harbour
	Fred Pearson. Ph:6653 2997	
Sun 3 Jul	AGM and Club Racing.	KMFC
Sun 10 Jul	Combined Speed. Details	SSME
	contact Ron Blomberry. 99565952	
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 CHAMPIONSHIPS. Venue Twin Cities, Albury (F2A, F2C Team Trial) **	NSW.
Sun 9 Oct	Gordon Burford Day. (Details TBA)	KMFC
Sun 30 Oct	Phantom, Vintage A, Vintage B, Bendix T/R and Vintage 1/2A, Diesel G/Y	SSME
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.



## Adelaide Aeromodellers Club 2011 Events Calendar

To be held at SSME

	KMFC - (Ku-ring-gai Model Flying Club)	5. Free Flight Day: Chuck Glider & Delta Dart Competitions -	May 7th
NACA -	St. Ives Showground, Mona Vale Rd, St. Ives. (Northern Area Contest Aeromodellers)	6. Vintage Combat -	June 4th
SAT-	Hunter Sports H.S., Pacific Hwy, Gateshead. (Sydney Aeromodelling Team)	7. Grass Rat Racing -	July 2nd
SSME -	Kelso Park North, Henry Lawson Dr. Panania. (Sydney Society of Model Engineers)	8. F2B ( Expert / Advanced ) and Novice Aerobatics #3 -	August 6th
MDMAS -	Model Park, Luddenham Rd, Luddenham. (Muswellbrook District Model Aero Sports Inc.)	9. 1/2A Combat -	September 3rd
	Mitchell Hill Field, New England Hwy, Muswellbrook	10. Sabre Trainer Racing -	October 1st
DOONSIDE-	(to be held at SSME) Luddenham.	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

## 2011 West Australian Control Line Championships

When ..... 21<sup>st</sup> to 29<sup>th</sup> May 2011

Where ..... Whiteman Park Perth West Australia

Host Club ..... Control Line Aeromodellers of WestAustralia

For details or assistance. Contact – Trevor Letchford.

Email ... [tletchfo@westnet.com.au](mailto:tletchfo@westnet.com.au)

### Vintage-A Teamrace

Saturday 21<sup>st</sup> May

### Classic-B Teamrace

Saturday 21<sup>st</sup> May

### F2D Combat

Sunday 22<sup>nd</sup> May

### F2F Teamrace 27<sup>th</sup> – 29<sup>th</sup> May

( Fri 27<sup>th</sup> heat 1, 28<sup>th</sup> Heat 2 & 3, 29<sup>th</sup> heat 4 & final )

### F2C Teamrace 27<sup>th</sup> – 29<sup>th</sup> May

( Fri 27<sup>th</sup> heat 1, 28<sup>th</sup> Heat 2 & 3, 29<sup>th</sup> heat 4 & final )

Notes –

1. Entrants from all countries are invited.
2. F2C, F2F, Vintage-A & Classic-B are WA State Championship events.
3. F2C & F2D are also team qualifying events for 2012 Control line World Championships.
4. Catering for lunch on site each day.
5. The site is available for practice flying Friday 20<sup>th</sup> and all other days between competitions.
6. Racing Site is equipped with height markers, PA system, jury tower, safety fencing & video. (good as the best in Europe)

*Jury Tower at Whiteman Park.*



*We now have the floor in, the walls completely finished and this Wednesday we are putting the roof on.*

*Trev.*



# Closure of ALC flying field at Loganholme



Hi Guys,

Having just returned from the jet meet in NZ yesterday, I spoke to ALC Secretary Les Winterton last night for the official word on happenings at the ALC field.

He has advised that the ALC field and Treatment Plant have been sold to a Developer and that the club has to vacate the premises on May 3rd immediately after the Queensland State Championships.

He advised ALC will be issuing a program shortly for events to be held on the long weekend.

Furthermore he understands that the F2D events to be conducted by Hellcats may be held at TARMAC and possibly at a later date in the year. This has not been positively confirmed as yet, so I suggest anyone interested in F2D should contact Hellcats direct.

As it is likely that a replacement field for ALC members could be a while before it is operational I believe we should offer their members use of our field at Ipswich after May 3rd.

Conditions for use need to be discussed closer to the time.

John Taylor  
Secretary/Tres.CLASI



Results of Navy Carrier held at Frankston 06/03/2011

Place	Competitor	Model / Engine	High Speed	Low Speed	Landing	Bonus	Total
1	Paul Stein	Guardian HP40	27.19sec	89.03sec	90	30	181.84
2	Graeme Wilson	Bearcat HP40	25.55sec	73.34sec	100	30	177.79
3	Mark Ellins	Bearcat HP40	25.00sec	73.09sec	95	30	173.09
4	Peter Roberts	Wildcat Merco 29	28.32sec	81.28sec	90	20	162.96
5	Harry Bailey	Bearcat TT 36	22.47sec	48.63sec	85	30	141.16
6	Bryce Young	Bearcat TT 36	25.56sec	61.78sec	15	30	81.78
7	Murray Wilson	Bearcat HP40	29.43sec	-----	Splash	30	59.43





# Some Overseas Carrier Deck News

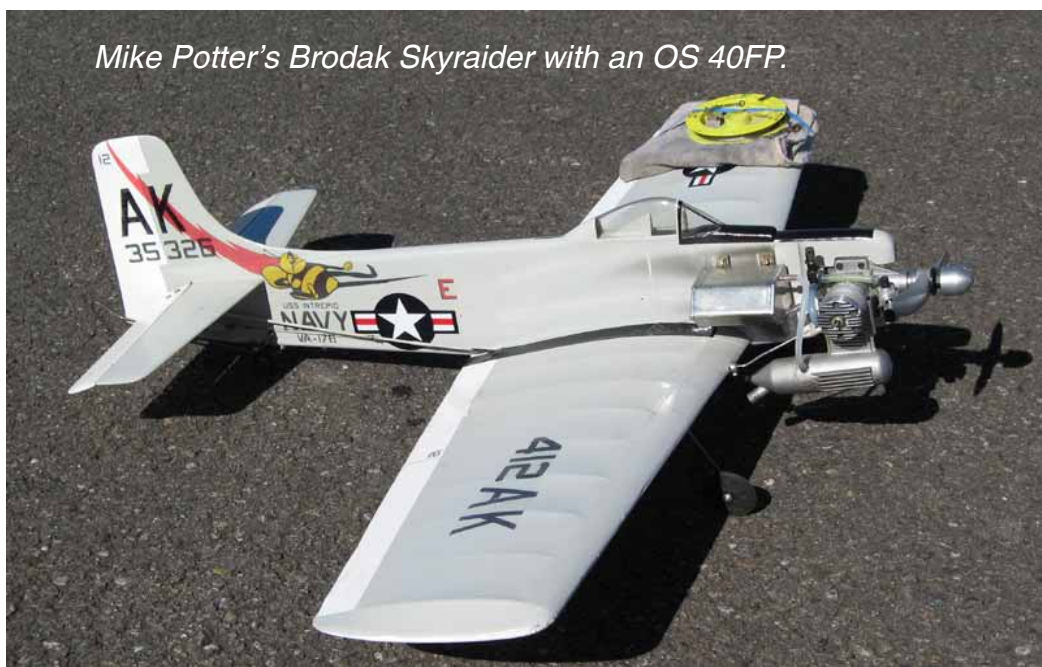
*Mike Potter's Brodak Skyraider with OS40FP for US Nostalgia Navy Carrier competition also Bill Bischoff's Zero equipped with a Wiley 36*

Mike reports - we are going to try and get some interest going in a local event called Northwest Sport 40 Carrier. Required engine will be a stock OS 40FP on muffler pressure. Any airplane with at least 300 sq in of wing area and any Navy markings will be eligible, no bonus points for scale. No in flight movable lead-outs allowed. All flight scoring per current AMA rules. I chose the 40FP because of their price and availability. I found many of them on E-Bay and at swap-meets for \$30 to \$40. Most modelers I quizzed already had at least one, even stunt guys! It should be a pretty cheap event to get into. submitted by Mike Potter

(Editor note - very much Aussie 'flavoured' Navy Carrier....)



*Mike Potter's Brodak Skyraider with an OS 40FP.*



**NEW ZERO from Bill Bischoff**

I finally got around to finishing the profile Zero from 3 years ago. I took the lazy way out and doped it rather than doing the usual glass and epoxy finish, otherwise I might have never finished it. I'm running a Wiley 36 that is a little past its prime as far as high speed, but it still runs nicely on 10% nitro. The line slider works perfectly, and overall I think the plane may fly even better than the MO-1. It seems to have no quirks or bad habits so far. The first flights were last weekend, and the first timed low speed was 4:42 (3rd flight overall). At today's contest in gusty winds it did 21.2/3:39 for a winning score of 295.9.



# The Fora 1.5cc Diesel Reviewed.

**Performance is close to the best & well clear of the older “hobby shop” engines, which have pretty much had their day in 1/2A Combat.**

## Introduction

According to Jim Dunkin’s report on engines used at the 1998 C/L World Champs, the word “Fora” means “Head Start”. That’s an apt name for the FORA F2D combat engine, which has steadily been developed since that time and is now considered to be the de-facto standard by which combat engines are measured. If you don’t use them, you mightn’t have a head start on the opposition.

Jim adds that these engines were made at the Khurnov Aviation Institute model laboratory. Perhaps the exact name was lost in translation, but he might have been referring to the Ukrainian National Aerospace University “Kharkiv Aviation Institute”... or should that be Kharkov? If so, it’s an illustrious home for a specialist model engine making concern. And we suspect that training from this institution is largely responsible for the very high technical standards put to use by other competition engine constructors in that country.

More recently, the makers have expanded their range to include other high performance front-induction glow and diesel engines, including the entry-level Fora Pioneer/Junior 2.5cc diesel that we reviewed some time ago. This time, we look at the Fora 1.5cc diesel engine.

## A neat package

Fora are not new to 1.5cc diesels. We’re aware of an earlier rear-induction model and another with front induction and three-port “schnuerle” porting. The current model departs from that tradition by employing two-port “schnuerle” porting. That’s more in line with Adolf Schnürle’s original idea for more efficient loop scavenging. This form is not uncommon in small two-stroke engines used in chainsaws and the like and has also found application in model aero engines. The OS LA 40/46 is a well known example, where the “boost port” has been eliminated in the interest of improved overall handling characteristics. And the Cyclon PC series of F2D combat engines demonstrated that a two-port arrangement can produce very competitive power at high operating speeds. Thinking back, the MVVS 2.5’s from the early 1970’s also used the two-port schnuerle system and at a stretch, one might include the Super Tigre porting style of that time in the same boat.



However, the neatness of the two-port system’s execution in the Fora design is excellent. Two transfer passages formed in the crankcase casting positively direct the incoming fuel/air charge away from the exhaust side of the cylinder. Angles cut in the two mirror-image ports continue this more precisely at the critical time when the ports are first opened on the down-stroke. Port and passage areas are very generous, setting the engine up for efficient “breathing” at higher speeds.

The porting arrangement essentially dictates the rest of the cylinder design, beginning with rear-exhaust orientation. This allows for neat cylinder retention by three rather hefty socket-head bolts located in the areas between the ports – thereby applying clamping pressure where distortion is minimised. The cylinder itself has rather widely spaced integral fins, with a significantly thicker lower fin acting as the mounting flange. It accommodates the upper extremities of the transfer ports giving a much improved path than the simpler arrangement seen on Norvel and similar engines. The exhaust port also intersects this flange, giving a significantly downward angle to the exhaust gasses, which is continued by the contoured lower part of the short crankcase exhaust duct.

The cylinder assembly is of the AAC type, with a cast aluminium piston. Fora’s usual touches of mildly chamfered upper skirt corresponding approximately with the crown thickness and lubricating holes to the gudgeon pin bosses are included. The

gudgeon pin is prevented from moving rearward by a semi-blind hole in the boss. A Teflon pad at the front prevents the gudgeon pin from scoring the front of the cylinder bore. An aluminium head with integral contra-piston tops off the engine. Two-way compression adjustment is made via the differential thread-pitch method.



The rest of the engine is less remarkable, but neatly done. Twin ball races support a nicely counter-balanced crankshaft with a purposeful intake port and generous gas passage in the 9mm diameter main journal. Intake is via a 2.7mm diameter aperture fed by the neat needle valve assembly offset behind. Bore and stroke are nominally 12.3mm and 12.6mm respectively. Our test engine weighed a little over 90g.



### How does it go?

One would expect the Fora to not need the extended old-style running in session. In our experience, these engines can be put right to work with minimal preliminary running on the ground using the intended flight propeller. Prudent sneaking up on peak mixture and compression settings over a few flights essentially completes the job. In that respect, we found the needle and compression adjustments are very fine. No need for a “click” one way or the other, or a whisker more compression. Generous adjustments are needed to make significant change. Furthermore, the Fora is not at all critical as regards these adjustments and can be safely adjusted for flat-out operation. It then simply requires some fine tuning of mixture setting on the ground versus in-flight, to get top performance.

Our test engine's piston/cylinder fit was out of the ordinary. We'd become accustomed to a high level of consistency from Fora engines - just right for starting hot or cold and ready for full-on power out of the box. This one was so tight as to make flick starting difficult. It worked OK in the air, but a couple of microns removed from the piston OD using a lap made from paper reinforced phenolic, charged with Brasso did wonders for handling ease. Rather than, than the “easy” fit (not unlike a pair of granddad slippers from Woollie's) as seen on typical Asian glowplug engines.

### Show me the numbers!

Test results are shown in the accompanying RPM & propeller table and torque/BHP curves. We used a fuel containing 15% castor oil, 30% ether, 55% kerosene and 1.5% ethyl hexyl nitrate added. As expected, this engine's potential is wasted on larger propellers. Peak power of 0.32 BHP is realised at around 18500 RPM, while the rather flat torque curve indicates a maximum 18 oz-in, in the range of 15000-16500 RPM. Of the available propeller sizes, APC 6.3 x 4 or 6.5 x 3.7 props fit this engine's requirements. However, in 1/2A combat, where prop breakage is to be avoided, a Graupner or Taipan nylon 7x4



propeller might be a more practical choice. This is likely to put operating speed squarely in the high-torque band. Not bad, as there's a handy bit of speeding up in level flight and a bit up the sleeve in turns, but power is around 15% down on peak potential. When compared with its main adversary (the outstanding Cyclon JAK 09) we suggest that the Fora is not a head start, but some careful propeller rework that allows it to show its true potential will get it very close.

## Conclusions

**Likes:** Excellent design features. Sturdy where it matters, but extensive use of light alloys keeps overall weight well down. Easily disassembled without special tools. Easy-going as regards starting and mixture/compression adjustments. Power output comfortably above 0.3BHP puts it in the upper echelon of its class. Dust seal on the front bearing keeps grit out after a crash landing. Good fuel economy and performance in a 1/2A combat model once settings are optimized. Very short warm-up time.

**Dislikes:** Our test engine had an unusually tight piston fit that needed attention or extensive running in. Coarse taper on the prop driver collet leads to slippage before gripping when propeller nut is tightened, altering the final propeller position. Venturi insert is not optimized in shape, leading to a minor degree of inconsistency (around +/-100 RPM).

**Balanced conclusion:** At USD120 apiece, this engine deserves serious attention from 1/2A combat enthusiasts. Group purchase would amortise the added cost of Western Union money transfer to Ukraine suppliers VIKO or TechnoHobby. Performance is close to the best & well clear of the older "hobby shop" engines, which have pretty much had their day in 1/2A Combat.

Propeller	RPM
APC 8x4	12700
APC 7x6	13100
APC 7x5	14700
APC 7x4	16000
APC 7x4 trim	17900
APC 7x3	19200
APC 7x3 trim	21000



MARIS DISLERS

## Sneak Preview of a New Taipan

We've recently spent some time running in one of the first Taipan 2.5 Series 66 Replica engines made by Adelaide Aeromotive. Based on castings from a Burford crankcase die dated to 1966, this engine is not strictly speaking a replica, but an interpretation of what this engine might have been, had it gone into production at that time. Clearly intended to have a 12mm crankshaft mounted on ball races, the remainder of the design would almost certainly have carried over the cylinder arrangement established in the 1965 Taipan diesels. Overall design therefore is quite similar to the Series 67 and Series 68 production Taipans.

For convenience, the initial test run of fourteen engines uses a number of original "old stock" Burford components. Production will continue in Mark 1 form while stock of original Taipan parts lasts and to gain feedback from users on how they go. A Mark 2 version incorporating any improvements found necessary and with all components manufactured by AA will follow.





Our first impressions were generally positive. Fuel economy is good. The piston and cylinder had settled down significantly after running through a half litre of fuel in short bursts. The fit remains a bit tight for top performance, but a number of checks in the 12,000 – 14,000 RPM range indicate that this engine (not surprisingly) performs just like an ordinary Taipan diesel from the later 1960's. It is a solid performer for general use and a possible candidate for a spot of Club competition. For further information go to the internet site [aamotive.com](http://aamotive.com) > Engines > Single Cylinder > AA15S66TBR, or contact David Burke of Adelaide Aeromotive by email at [aamotive.sales.au@gmail.com](mailto:aamotive.sales.au@gmail.com)

Maris Dislers

## Racing & Speed Weekend at Albury, 2-3 April, 2011.

If you can imagine the weather to be absolutely perfect, then that was the scene that greeted the modeling enthusiasts who arrived in Albury on the first weekend in April for the Racing & Speed weekend. Not a cloud in the sky, around 20 C and just a gentle breeze.

Combined Speed was flown first with Ric Justic's 10cc beast putting in some impressive runs. Noel Wake also put in some fast flights and Harry Bailey's Rossi .21 Class 2 racer was timed at an amazing 14.1 for 7 when in the pylon. However, it was the Vintage Proto models that got the results with John Hallowell's Irvine Rocket making 97% of Lance Smith's old record with a B25R to win from Chris Sculley and Paul Stein.



Steve Rothwell in the pylon.



Mark Ellins and Murray Wilson prepare to launch Ric Justic's Class 3 model.



John Hallowell in the pylon.

### Combined Speed

Pos	Name	Engine		Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	J.Hallowell	Vintage Proto	Irvine 25	31.51	31.83	33.77	31.51	183.87	97.62%
2	S.Rothwell	Vintage Proto	OS FX25	33.41	33.15		33.15	174.77	92.79%
3	P.Stein	Vintage Proto	Enya 25	33.22	33.67		33.22	174.40	92.59%
4	N Wake	Class 5	Novarossi 21	15.36	15.31	15.40	15.31	235.14	91.57%
5	N Wake	Class 1	OS.12	15.53	15.22	15.14	15.14	237.78	90.09%
6	R.Justic	Class 3	M.D.S. 60	11.23	10.87		10.87	266.50	89.14%
7	K Hunting	Midge	PAW	9.93	ATT		9.93	145.86	89.12%
8	H Bailey	Proto	Novarossi 21	31.36	30.60	30.20	30.20	191.84	79.88%
9	H Bailey	Class 1	OS CZ11 PS	18.53	17.81		17.81	202.13	76.59%
10	N Wake	Proto	FORCE .21	35.77			35.77	161.97	67.44%

**VINTAGE A** was run after the very tasty BBQ lunch organized by Graeme Wilson and the CLAMF lads. There was more of a competition as to who could get that last refreshing bottle of iced sarsaparilla than there was on the flying field... and it was World Champ Mellins who missed out! Not a happy chappy.

With Ric Justic on the handle, Paul Stein set the ball rolling with a remarkable 3.09.46 in round one. This is a new record for an 80 lap heat on the FAI length 52's. What is even more surprising is how Paul did it. While all the other 6 teams were practicing and fiddling around with compression and needle settings, Paul and Ric sat back and relaxed. Paul didn't practice at all before his record heat and went straight into the warm up.

Speaking with him later, I gained some insight into why he has so much success in racing. Paul doesn't fiddle! He says he

has not touched the compression on his R250 "in years". He uses 1.4 IPN all year round and adjusts only by a slight tweak of the needle. Many of us could learn from this.

Steve Rothwell has been telling us for ages not to be moving the compression up and down all the time. That's real good advice.

Although they are the reigning National Champs, Rothwell/Sculley missed out on the final three at this meet with G. Wilson/Ellins on 3.22.81 and Hallowell/M. Wilson on 3.23.18 making up the numbers. Harry and John both swapped the handle for a finger guard and kneepad and found a new appreciation for the art of being a race mechanic. It was also great to have the current World no.1 pitman at your side giving helpful advice. Thanks Mark.

Almost as expected, Justic/Stein and the very fast Dimpled Dumpling blitzed the final to come home first in 6.48.15 with daylight between G. Wilson/Ellins on 6.57.53 and Hallowell/M. Wilson who needed some adjustments along the way to record 7.17.28.

#### Results of Vintage A.

1. Justic/Stein	3.09.46 (rec)	DNS	6.48.15
2. G. Wilson/Ellins	3.22.81	DNS	6.57.28
3. Hallowell/M. Wilson.	3.23.18	3.24.41	7.17.28
4. Bailey/Hunting	3.59.75	3.26.84	
5. Rothwell/Sculley	3.52.65	3.30.75	
6. M. Wilson/Hallowell	4.43.72	3.29.50	
7. Hunting/Bailey	5.56.37	DNS	



*Vintage A top three teams.*

**OPEN RAT** was next, a scary event strictly for Bravehearts. Although a couple of teams practiced in the low 11 seconds for 7 laps bracket which is around 160 mph, small problems with the gear prevented the race being run.

It was then back to the Motel to get refreshed and then down to the nearby pub for a great night out. Those there will be talking for ages about the huge meal Chris Sculley ordered...perhaps by mistake! Paul Stein grabbed his camera phone for a picture.

Sunday morning dawned bright and sunny, the weather was a carbon copy of Saturday. **CLASSIC B** was soon away after the 7 teams had their practice flights on the magnificent hard circle at the Twin Cities Aero Club.

Again, Justic/Stein set the ball rolling with a speedy 3.03.34 with the PB Enya .25 and decided to sit on that time. Rothwell/Scully were also right on the pace and knocked them off with a scintillating 3.03.15 with the OS 25FX. But it was the Irvine .25 of Hallowell/M. Wilson that took FTD with a blistering 2.56.47.

Now we've been saying for ages that Classic B provides the closest racing around.... So believe this. Paul said he thought our time was a new heat record. Murray and I were very happy! Checked when I got home and found Paul & Rob Fitzgerald's time at the '09 VSC was 2.56.46! That's 100th of a second!!! According to Lance's calculations, the linear distance equates to 2.024 inches in the 5 mile race! Paul is a very hard man to get in front of!!! We'll just have to try a bit harder....

As we didn't use a battery person in Albury, (gentleman's agreement with all teams) there's a good chance we can improve on that time by a few secs with Lege & Oppy at the helm on Easter Sunday.

Of the others, Harry Bailey and Ken Hunting had a best of 3.13 with the B25R. Harry is saving his Irvine for the upcoming Victorian State Champs and Graeme and Mark could not stop their Brodak from going lean in both heats. Mark has just brought a Lance Smith prepared OS 25 FX, so expect them to right back on the pace very soon.

The Classic B final saw a very close race with all 3 teams deciding on 3 stop tactics. The Irvine Rocket was clearly fastest and forged an early lead with Murray working brilliantly in the pits. Without battery assistants, all the pitmen looked as busy as one arm wallpaper hangers... Steve Rothwell's vast experience as a pilot saw smooth landings for Chris Sculley and they flew into a credible second place on 6.30.93, 4 seconds ahead of Ric and Paul on 6.34.91. It was a win for the Irvine Rocket with John and Murray crossing the line on 6.22.88 despite a glide for the last half lap!

#### Results of Classic B

1. Hallowell/M. Wilson	2.56.47	3.38.22	6.22.88
2. Rothwell/Sculley	3.11.78	3.03.15	6.30.93
3. Justic/Stein	3.03.34	DNS	6.34.91
4. Bailey/Hunting	3.13.72	3.20.81	
5. M. Wilson/Hallowell	3.38.66	DNF 48	
6. G. Wilson/Ellins	3.56.78	3.57.87	
7. Hunting/Bailey	DNF 0	DNF 0	



*Classic B finalists.*



**F2F** has also provided some really good racing. Only four teams competed, but it was quite close. It was again Justic/Stein who set the pace with a cracking 4.02 heat and 8.02 final. In second place was Hallowell/M. Wilson on 8.28.29 and G. Wilson/ Ellins on 8.40.10

### Results of F2F

1. Justic/Stein	4.02.59	DNS	8.02.15
2. Hallowell/M/Wilson	4.54.88	4.10.65	8.28.91
3. G. Wilson/Ellins	4.26.66	5.18.87	8.40.10
4. Hunting/Bailey	6.33.31	6.43.09	

*The three F2F models from the final.*



All in all, it was a really top weekend. For those that didn't make it, please try and get to the next one. Even if you have no pilot or pitman, still come along. It is not a problem to mix and match pilots and mechanics for a fun event such as this. We have a magnificent facility at Albury and must use it. There will be another Racing and Speed weekend soon. Watch the newsletters for details.

John Hallowell  
1984.







## Rotorua round of the Stunt Series - 2/4/11 - Horotiu:

With John Ryan unable to skip work and host the Rotorua round at his club site, Brian Howser took up the reins at Horotiu. Many thanks to Brian for his efforts again this weekend. The weather was fantastic and despite predictions of wind, it was a lack of wind that caused the most problems. Being unable to detect the direction of the wind at the start of the flight meant that several people, myself included were surprised by annoying gusts suddenly placing our manoeuvres upwind and line-tension-free! Aside from that, it was perfect.

Behold, results:

### Sportsman Aerobatics

1. Adrian Hamilton -  $332 + 367 = 699$
2. Wynn Robins -  $352.5 + 343.5 = 696$
3. Dave Ackery -  $340.5 + 335.5 = 676$
4. Laurie Chrystall -  $333 + 338 = 671$
5. Bryce Rackley -  $331 + 333 = 664$
6. Graeme Duncan -  $328 + 307 = 635$

### F2B Aerobatics

1. Owen Rogers -  $1042.1 + 1013.1 = 2055.3$
2. Kevin Barnes -  $994.8 + 1055.9 = 2050.7$
3. Dave Wright -  $952.6 + 1016.4 = 1969.0$
4. Don Robinson -  $936.0 + 962.3 = 1898.3$
5. Wynn Robins -  $938.2 + 834.4 = 1776.6$
6. Adrian Hamilton -  $937.4 + 811.7 = 1749.1$
7. Laurie Chrystall -  $609.0 + 730.0 = 1339$

Adrian Hamilton. CL+FF

Hi Guys,

The weather was fabulous, some good flying and some fun flying at the end.

Two heats of Flite Streak racing then a four up final with lots of cheating. While we did get some times and a result it wasn't all strictly legal.

Brian



*Some of the models in the pit area.*

## RINGMASTER FLY-A-THON 2011

### MELBOURNE.

October 1st & 2nd, 2011

There will be a concerted effort to contribute to this Fun Fly Event, with flights organised and conducted at KMAC on both days, Saturday and Sunday.

All flights whether at Knox or else where can be reported to me, Alan Matthieson-Harrison, Brimbank Falcons C.L.M.A.C.

I hope we can get our 4 major Clubs, CLAMF, KMAC, CLAG and BRIMBANK FALCONS to participate jointly as Melbourne, Australia Chapter of the Brotherhood.

So, come on start building or getting your Ringmaster together.

More information later.

Yours

Alan Matthieson-Harrison [AUS 4409]

Landline: 52583006

Mob: 0414 273 180

Email: [adharrison5@bigpond.com](mailto:adharrison5@bigpond.com)

## Vic State Champs raffle winners.

- 1st - Rob Fitzgerald - OS 46
- 2nd - Harry Bailey - Magnum
- 3rd - Jim Trevaskis - Leo 12
- 4th - Bruce Bellis - Voucher
- 5th - Ron Hoogenkamp - Voucher
- 6th - Neil Baker - Enya 12 D
- 7th - Mark Poschkens - Leo 32
- 8th - Ron Hoogenkamp - Voucher
- 9th - Winston Aslin - First Aid Kit
- 10th - Peter Roberts - Castor Oil

CLAMF wish to thank the following for the donation of prizes.

Wendy Campbell

Lance Smith

Ken Maier

St John Ambulance Victoria

Addies Hobbies

CLAMF Aerosports



At the Championship dinner, which was attended by forty people (at the Noble Park RSL), Mark Ellins was presented with his copies of the World Records that were set during the World Championships in Hungary. He is pictured here with team member Rob Fitzgerald.



# COMBINED SPEED AT 2011 VIC STATE CHAMPS.

Perfect weather for both days of our speed comp, also a good entry in all classes with 3 Aust records broken.

A thank you for the officials and time keepers for the event, it was nice for me to be able to concentrate on flying and not organizing.

Richard Justic set the standard with a new record in the Class 2 [.29] using his NELSON .29 on pipe, breaking my 12+ year record with the old X29. Congratulations Ric.

I then replied with a new record in the Class 5 .21 category with my Nova Rossi model. Richard also flew a Class 5 Nova and did 3 consistent flights getting better each time; it will get faster with a little more testing,

The Novas are so good to operate, so you can do proper back to back testing with them.

Noel flew a new OS 12, as well as a well worn Nova 12. He had 2 flights of his OS 30, Class 2 model but a sudden stop due to a piston seize at the end of the flight put paid to that. \$\$\$

Vern and Paul flew there Vintage Proto models in modern Proto, as the State Champs is for MAAA rules only, but they flew for the spirit of joining in.

Mark Poschkens flew an old Enya Class 1 model he purchased the day before. It had a few problems with the tank, but Mark had fun in his first speed comp.

I flew the slower of my Nova 12 Class 1 models, and then decided to get the quick one out. It has not flown for 2 years as my tired legs have trouble keeping up. It went fractionally under its own record for 3rd place. Of the 6 models I flew including FAI, I did not blow one plug or break a prop.

Our next comp is at Frankston on May 15th, it was not listed in the last newsletter but it is definitely ON! It is a week later in the month than normal due to Mothers' day.

See you there.

Robin.....

## Results

Pos	Name		Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 5	Novarossi 21	13.79	13.75		13.75	261.82	101.96%
2	R. Justic	Class 2	Nelson 29	9.90	10.86	10.12	9.90	292.61	101.01%
3	R Hiern	Class 1	Nova Rossi 12	14.35	13.58		13.58	265.10	100.44%
4	R Hiern	Class 2	Novarossi 21	10.61	11.00		10.61	273.03	94.25%
5	R. Justic	Class 5	Novarossi 21	15.13	15.32	15.01	15.01	239.84	93.40%
6	N Wake	Class 1	OS 12	14.66	15.06	14.75	14.66	245.57	93.04%
7	N Wake	Class 5	Novarossi 21	15.55	15.54	15.32	15.32	234.99	91.51%
8	N Wake	Class 2	OS 30 VG	11.94	11.39		11.39	254.33	87.80%
9	H Bailey	Class 1	OS CZ11 PS	17.26	17.35	18.60	17.26	208.57	79.03%
10	P. Stein	Proto	Enya 25	32.03	32.34	32.55	32.03	180.88	75.32%
11	N Wake	Proto	Force .21	35.77	34.31		34.31	168.86	70.31%
12	V Marquet	Proto	Enya 30 ss	40.57	38.06	37.96	37.96	152.62	63.55%
13	M. Poshkins	Class 1	Enya CX 11.	30.23	22.50		22.50	160.00	60.62%
14	R Hiern	Class 4	Super Tigre X40	D.N.F					0.00%

CD – P. Roberts/J. Hallowell

*Richard Justic prepares for take off on his record breaking flight powered by a Nelson .29*



*Robin Hiern with his Class 5, Novarossi 21 powered record breaking model. Speed was 261.82 KPH*





<b>F2A SPEED</b>		<b>Rd 1</b>	<b>Rd 2</b>	<b>Rd 3</b>	<b>km/h</b>
1.	I.Gapps	13.00	12.49	0	288.23
2.	A.Heath	13.06	12.55	0	286.85
3.	R.Justic	13.57	12.86	0	279.93
4.	R.Hiern	12.96	0	12.91	278.85
CD – P.Roberts					

*Andrew Heath and Ian Gapps came down from NSW just to fly in this one event. They are pictured here with fellow N.S. Welshman Richard Justic and local boy Robin Hiern.*



<b>F2C TEAM RACE</b>		<b>Rd 1</b>	<b>Rd 2</b>	<b>Rd 3</b>	<b>Rd 4</b>	<b>Final</b>
1.	H.Simons/G.Potter	3:17.50	DNF 66	3:15.78	3:12.71	6:32.65
2.	T.Letchford/S.Walton	3:55.38	3:15.09	3:14.91	DNS	7:25.09
3.	K.Hunting/B.Young	4:28.87	4:02.09	4:52.01	DNF 29	10:20.66
4.	R.Fitzgerald/M.Ellins	3:02.53	DNS	3:06.84	DNS	
5.	R.Justic/P.Stein	DNF 0	Disq	3:32.37	Disq	
6.	M.Wilson/M.Poschkens	DNF 92	3:43.97	7:36.97	3:47.31	



*Hugh Simons and Ken Hunting give maximum effort in F2C.*



Spectators in Australia do not often have the opportunity to see two World Champion teams in action at the same venue.

The Simons/Potter combination was in action against the current World F2C World Champions Fitzgerald/Ellins at Frankston with the other Australian representatives of Letchford/ Walton and Wilson/Poschkens thrown in for good measure. Three other Victorian teams had entered but G Wilson/Baker did not compete.

Rob Fitzgerald has not yet fully recovered from a hip operation, and only flew in two rounds but managed to post some very respectable heat times.

The three up final was a run away success for Simons/Potter.

<b>F2F TEAM RACE</b>		<b>Rd 1</b>	<b>Rd 2</b>	<b>Final</b>
1.	M.Wilson/M.Poschkens	3:55.19	3:49.63	7:41.81
2.	R.Justic/P.Stein	Disq	3:58.66	8:03.43
3.	G.Wilson/M.Ellins	4:07.81	4:25.59	8:37.50
4.	K.Hunting/B.Young	4:12.46	4:52.03	
5.	T.Letchford/S.Walton	DNF 7	DNS	
CD – A.Nugent				



*L to R:- Justic/ Stein, M Wilson/ Poschkens, Ellins/G Wilson*

<b>GOODYEAR</b>		<b>Rd 1</b>	<b>Final</b>
1.	R.Justic/R.Owen	3:29.09	7:24.44
2.	K.Hunting/B.Young	5:32.03	10:36.97
3.	M.Wilson/A.Lumsden	4:01.43	DNF 196
4.	G.Wilson.M.Ellins	DNF 50 (wing broke during pitstop)	
5.	C.Ray/J.Ray	DNS (lead out broke during processing)	
CD – H.Bailey			





# VINTAGE A & CLASSIC B AT THE 2011 VIC. STATE CHAMPS.

What a magic weekend it was for the much anticipated 'Super Sunday' at Knox! Fine conditions, around 20c and just light winds made for ideal flying on the smoothly mowed surface courtesy of CLAMF member Don Condon. His professional grass cutting with a great big self propelled mowing machine was really appreciated.

Contest Director Keith Baddock made sure Vintage A got under way as soon as Combined Speed was finished. There was a lot of team racing to get through and a huge Vintage Combat event after that. And there are only so many hours in a day...

Trevor Letchford and Steve Walton were over from the west and were keen to show the locals how it is done. Not this time though... No doubt they will get it all together at the upcoming WA State Champs on the 21st May. They are also keen to build an Elliptical for their R250 as it fits perfectly in their model box.

Jim and Colin Ray started off the day in fine style with a PB 3.18.22. They were really honking with the R250 powered Voodoo 5 and were looking for a place in the 160 lap final.

Ric Justic and Paul Stein continued their stove hot form from a few weeks back in Albury with a FTD 3.11.71. With that sort of time, they could afford not to fly in round two and just wait for the final instead.

John Hallowell and Neil Baker had good airspeed with the Elliptical but a fast time proved elusive. When a 3.22 is only good enough for 6th place, it speaks volumes for the quality of the opposition.

Graeme Wilson and Mark Ellins performed to their usual high standard but missed the final by just over a second with a best of 3.19.57. When you think of all the ways a second could be made up, I bet they wish they could fly that race over again!

Harry Bailey and Peter Roberts were knocking on the door, but in the end were just a few seconds or a lap and a bit away from making the final and having a chance for a win. A best of 3.21 would be written in the CD's notebook. Ken Hunting and Bryce Young recorded a couple of times they would rather put behind them. They can and will go much quicker at the next VTR event.

Murray Wilson and Mark Poschkens posted a sizzling 3.14 in round one with the pink and black Dimpled Dumpling and wisely decided there was no way that three teams would beat that sort of time. So they also sat out round two and awaited the final.

The final promised a super quick race, but only Ric and Paul delivered. At their second stop, Posh found no compression for a restart. The compression screw had worked loose on top of a tight contra piston, making it impossible to fire up so they had to retire on 95 laps. The Cosmic Ray's race didn't go to plan so it was left to Ric & Paul, the Vintage A invincibles with the grey D.D., to notch up yet another superb win. Their very fast time is certainly a State record and as far as I'm aware, a National record as well for the FAI length lines.

## Results were:

1. Justic/Stein	3.11.72	DNS	6.34.22
2. Ray/Ray	3.18.22	3.20.88	7.46.09
3. M.Wilson/Poschkens	3.14.50	DNS	DNF 95
4. G.Wilson/Ellins	3.19.57	DNF 59	
5. Bailey/Roberts	3.21.38	3.25.50	
6. Hallowell/Baker	3.22.22	3.24.69	
7. Letchford/Walton	DQ	3.36.46	
8. Hunting/Young	4.01.47	3.45.87	

CD K. Baddock

*Richard Justic and Paul Stein with the winning model.*



The CLASSIC B teams were all ready to go after a short lunch break. A good variety of .25 engines were to be seen. They included OSFX, GMS, Irvine, Enya and Brodak. Most of them had been 'breathed on' by engine man Lance Smith who was circle side to watch the action.

Mark Poschkens was keen to get back on the pace after his experiment with diesel fuel over in Sth Oz... So the GMS went back to Lance for some TLC and I spent a week with the bright yellow Rocket. The result was two excellent heat times and 2nd fastest of the day. They were in the final.

Paul Stein again had Richard Justic performing the up and down movements on the handle. The resulting 2.56.38 was yet another heat record, lowering the old one by a mere 7/100th of a second! Classic B is sounding more and more like swimming at the Olympics!

Trust me, this record is not going to last very long! So many teams are now knocking on the door. In practice a couple of weeks ago with the OS FX Streak, we were just flying around doing a couple of stops and optimizing the needle for 50 lap range. Lance was timing and he came over and said "you have just done a 2.48". I didn't even know he was counting laps!

Mark Ellins and Graeme Wilson missed out on the final by 1.87 seconds... Their Brodak B25R Swooper was circulating in the low 15's/7 laps and was looking to be a real threat. In the end it was a typical Classic B event ... oh so close among the front runners, with just a second or two deciding who will have a chance to take the title and who will help with the timekeeping.



Jim and Colin Ray had the airspeed to post a sub 3 minute time. Their OS FX 25 Crescendo was keeping up with the fastest models there. This time however, good luck deserted them and slow pit stops resulting in a best of 3.10.41 for the 70 laps. Harry Bailey and Peter Roberts were expected to contest the final with their Nats winning Irvine/Galaxie combination. However, Murphy arrived on cue and decided to wreak havoc with the fuel system and despite their best efforts; the problem could not be solved in the limited time.

Ken Hunting and Bryce Young had the B25R wound up and despite reasonable speed; the Grassfire could not threaten the leaders and make the final like it did in Albury last October.

It was showdown time... for 140 laps of VERY hectic racing! A Streak vs. 2 Rockets. An OSFX vs. an Enya vs. a GMS and all of them benefiting from a 'laying of hands' by Lance Smith. No quarter was asked or given. The team members came from Victoria, South Australia and NSW and gave their all. Could Mark Poschkens take the title? He had Murray Wilson flying so there was a big chance. But too much enthusiasm with the needle proved to be their undoing as the GMS went lean and slowed.

Then disaster struck as Ric picked up Poshy's lines on landing. The ensuing tangle put paid to the chances of both teams losing precious seconds as handles were unwound.

Despite a missed catch at the second stop Hallowell/Baker's race was going to plan with 50 lap range for a two stop final. With Andrew Nugent doing a sterling job on battery, the Streak crossed the line first in 6.14, well clear of the other two. It was to be Nobby's last race, at least for a while, so it was fitting that he went out with a bang... or should I say, finished up on top with a decent win!

#### Results were:

1. Hallowell/Baker	3.01.82	3.06.28	6.14.71
2. M.Wilson/Poschkens	3.01.06	3.05.44	6.58.47
3. Justic/Stein	2.56.38 (rec.)	DNS	6.33.03 DQ
4. G.Wilson/Ellins	3.08.15	3.03.69	
5. Ray/Ray	3.10.41	3.50.06	
6. Bailey/Roberts	DNS	3.14.15	
7. Hunting/Young	3.19.31	3.21.40	



C.D. K Baddock



*Pictures by John Hallowell*





# 2011 VMAA CONTROL LINE STATE CHAMPIONSHIPS RESULTS

F2D COMBAT		1	2	3	4	5	6
1.	M.Comiskey	W	L	W	B	W	W
2.	T.Linwood	W	L	W	W	B	L
3.	G.Wilson	W	W	B	L	L	
4=.	R.Bellis	L	W	L			
4=.	M.Wilson	L	W	L			
6.	B.Bellis	L	L				

CD – K.Maier



VINTAGE COMBAT		1	REP	2	3	4	5
1.	M.Ellins	W		W	W	W	W
2.	T.Caselli	W		W	W	W	L
3.	S.Walton	W		W	W	L	W
4.	T.Linwood	L	W	B	W	L	L
5=.	B.Young	L	W	W	L		
5=.	H.Bailey	W		B	L		
5=.	W.Leadbeater	W		W	L		
5=.	M.Comiskey	L	W	W	L		
9=.	G.Wilson	W		L			
9=.	M.Davies	W		L			
9=.	T.Letchford	L	W	L			
9=.	M.Poschkens	W		L			
9=.	R.Owen	W		L			
9=.	M.Bond	L	B	L			
15=.	M.Wilson	L	L				
15=.	P.Anglberger	L	L				
15=.	K.Maier	L	L				
15=.	M.Usher	L	L				

CD – C & J Ray, R.Justic



Vintage Combat again proved it's popularity with the highest entry level (18) of all the State Champs events. The last eight remaining entrants had to resume flying early on Monday morning at Frankston and Mark Ellins did not lose a bout to become the eventual winner.

1/2A COMBAT		1	2	3	4	5	6	7
1.	R.Owen	W	W	W	---	W	B	W
2.	G.Wilson	W	B	L	W	W	W	L
3.	M.Davies	W	W	W	---	L	L	
4.	P.Anglberger	W	L	W	---	L		
6=.	M.Ellins	B	W	L	L			
6=.	H.Bailey	L	W	L				
9=.	T.Caselli	L	L					
9=.	M.Poschkens	L	L					
9=.	A.Kobelt	L	L					

CD – K.Maier









Above:- CLAMF Club member Don Condon (who has the Southern Mowers business) was on hand on Sunday at Knox to give the circle a trim to bring it up to speed and racing suitability. Thanks Don

**Note:-** The Editor has not as yet received the Aerobatics results. Hopefully they can be published next month.

Ian Read had come over from Adelaide to CD the stunt events but took ill during the weekend. He had to return home to undergo an operation. We wish Ian a speedy recovery.





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Email: [combt kid@hotmail.com](mailto:combt kid@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 1/2 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

Pre 1995 AAC liner for Nelson 15 glow engine used for Goodyear T/R

or pre 1995 AAC, ABC piston and liner set. Will consider whole engine, rear or side exhaust. Piston fit not important.

Contact Alan Lumsden

Tel (03) 9 874 2824

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## 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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