



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 155

Produced by the Victorian Control Line Advisory Committee



June 2011

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**Copy Deadline for next issue is:
Wednesday June 15th 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



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2011

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-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
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
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President:
Alan Matthieson-Harrison
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COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2011

DATE	EVENT	CLUB
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 (contact Ron Blomberry for details Ph: 9956 5952)	SSME
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 (contact Ron Blomberry for details Ph: 9956 5952)	SSME
Sun 20 Nov	Cardinal Stunt and Classic Stunt. (I.Smith Ph:024975 2292) (Hunter Sports H.S.)	NACA
Sun 20 Nov	Vintage T/R, 1/2A, A (2 divisions) and Vintage B.	KMFC
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)
 Kelso Park North, Henry Lawson Dr. Panania.
 SSME - (Sydney Society of Model Engineers)
 Model Park, Luddenham Rd, Luddenham.
 MDMAS - (Muswellbrook District Model Aero Sports Inc.)
 Mitchell Hill Field, New England Hwy, Muswellbrook
 DOONSIDE- (to be held at SSME) Luddenham.



Adelaide Aeromodellers Club 2011 Events Calendar

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**

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.



Hi All,

Here are the results from the Taranaki Easter Control Line Champs held in New Plymouth over the weekend.

Despite the weather forecasters best efforts the weather was fine, overcast and mild with very little wind. We flew Friday, Saturday and Sunday with only some drizzle Saturday night and the rain arriving at about 4pm on Sunday afternoon after all the flying had been completed.

A reasonable turnout of 15 people with a lot of flying being done.

The Saturday night dinner at the Cobb & Co was good value.

Thanks to all who helped with scoring and timekeeping duties.

See you all next year.

Andrew Robinson

Below is a brief summary from Brian Howser.

Hi Guys

Great weekend, good weather, lots of flying with 15 entrants and 40 entries.

Andrews suggestion on Friday morning was let's fly as much as we can in case the weather forecasters are right and we run out of time and good weather. Well, the weather was good, mostly around 19 degrees very little wind and no rain.

Midday Friday is start time with Half A TR and we also flew F2C TR and some Slow Goodyear and a few speed flights. Slow Goodyear had three entries and some good racing.

Saturday we were able to fly another two Slow Goodyear models then Fast Goodyear, Class B, F2B and Sportsman aerobatics and some more speed.

Rod Brown had problems with the ex Trev Henderson flying wing powered by a K&B 29 and then seized the crankshaft during the race.

Karen Barnes judged Sportsman and Andrew Robinson judged F2B.

Sunday morning was speed and combat. Not much combat at first as Adrian Hamilton damaged his model while practicing but somehow between him and Graeme Christie they worked something out and I could see that there was some combat going on. After combat they ran a heat and final of Flite streak racing.

I spent my time on the speed circle timing and there were lots of 2cc and Jet flights. Congratulations to Adrian Hamilton for a new NZ Record of 167km/h in 2cc Speed. By the time I left at 3pm there was only one official flight to go. Brendan then put in a couple of flights with Barneys CS 09 sidewinder

speed model. It needs a bit of sorting out but it was good enough to give him third place in percentage speed.

Cheers Brian Howser

2011 TARANAKI CONTROL LINE CHAMPS

New Plymouth – 22 - 24th April 2011

RESULTS:

½ A Team Race.

	Rd 1	Rd 2	Motor
1. A. & D. Robinson	3-56.48	3-55.06	Barnes 1.5ccD
2. B.Robinson/R.Brown	4-10.44	3-58.19	Barnes 1.5ccD

F2C FAI Team Race.

(or should this be called Classic F2C??)

	Rd 1	Rd 2	Motor
1. A. & D. Robinson	4-38.06	4-52.38	Nelson
2. R.Brown/B.Robinson	4-42.48	56 Laps	Chaika
3. G.Christie/D.Ackery	5-30.70	5-22.80	Nelson

Class B Team Race.

	Rd 1	Rd 2	Motor
1. A.Keeling/B.Howser	3-55.59	4-10.24	ST G29
2. A.Robinson/D.Ackery	5-44.66	5-03.63	ST G29
3. R.Brown/B.Robinson	80 Laps	—	K/B 29

Open Goodyear Team Race.

	Rd 1	Rd 2	Motor
1. A.Keeling/B.Howser	76 Laps	4-23.86	GO 21
2. R.Brown/B.Robinson	DQ	4-46.27	OS 21
3. D.Ackery/A.Robinson	5-43.25	—	N15D RI SE

Slow Goodyear Team Race.

	Rd 1	Rd 2	Rd 3	Final	Motor
1. D.Bolton/R.Bolton	4-09.50	4-12.17	—	8-33.03	N15D/G
2. R.Brown/B.Robinson	4-39.80	4-47.98	5-56.09	9-26.94	K/B 15G
3. G.Christie/A.Robinson	4-40.72	4-29.27	4-27.10	150 Laps	N15D FI
4. G.Duncan/K.Barnes	5-39.60	5-27.31			CS Oliver
5. A.Keeling/B.Howser	6-46.28	6-28.59			N15D FI

Classic A Team Race.

	Rd 1	Rd 2	Motor
1. A. & D. Robinson	6-36.57	5-31.83	Oliver Mk 3
2. K.Barnes/O.Rogers	5-51.25	5-37.12	ST G15D
3. R.Brown/B.Robinson	5-40.00	99 Laps	Enya 15D
4. A.Keeling/B.Howser	6-21.66	8-05.62	Oliver Mk 3

F2B Aerobatics

	Rd 1	Rd 2	Rd 3	Best 2	Series
1. Kevin Barnes	998.4	1038.4	954.2	2036.8	1000
2. Owen Rogers	989.5	1016.4	1002.5	2018.9	991.2
3. Don Robinson	893.9	922	938.2	1860.2	913.3
4. Adrian Hamilton	840.2	915.7	920.0	1835.7	901.3

Sportsman Aerobatics

	Rd 1	Rd 2	Rd 3	Best 2	Series
1. Adrian Hamilton	343.5	308.5	343	686.5	1000
2. Dave Ackery	322	312.5	317.5	639.5	931.5
3. Graeme Duncan	272	284	108	556	809.9

Slow Combat

	1	2	3	Wins
1. Graeme Christie	W	L	W	+2
2. Adrian Hamilton	L	W	L	+1

Flite Streak Racing

	Heat	Final
1. R.Brown/O.Rogers	5-01	9-01
2. K.Barnes/G.Duncan	6-19	9-48
3. R.Smith/G.Christie	9-05	14-24

NASS Sport Jet (mph)

	Rd 1	Rd 2	Rd 3	km/h	Motor
1. Andrew Robinson	148.33	150.32	153.92	247.71	JB Sport
2. Robert Bolton	150.37	152.61	148.09	245.60	JB Sport
3. Don Robinson	151.07	152.48	150.19	245.39	JB Sport
4. Brendan Robinson	148.09	149.44	149.94	241.31	JB Sport
5. Bob Reynolds	Att	133.38	134.88	217.07	Aristo Jet

Fast Jet (mph)

	Rd 1	Rd 2	Rd 3	km/h	Motor
1. Andrew Robinson	185.95	186.72	Att	300.50	JB Fast Jet
2. Robert Bolton	174.62	177.96	Att	286.40	Lenny Jet
3. Bob Reynolds	159.55	158.76	167.56	269.66	OS Mk 2

4. Don Robinson	152.07	148.14	151.25	244.73
5. Brendan Robinson	148.44	149.43	149.23	240.48

JB Sport
JB Sport

2cc Speed (mph)

	Rd 1	Rd 2	Rd 3	km/h
1. Adrian Hamilton	97.51	101.49	103.75*	166.97
2. Dave Ackery	99.33	102.14	—	164.38
3. Brendan Robinson	Att	99.42	—	160.00
4. Bob Reynolds	89.62	97.39	95.03	156.73

Motor

ASP 12 (* NZ Record)
Jammin 12
CS 09 & pipe
Jammin 12

3.5cc Speed.

	Rd 1	Rd 2	Rd 3	km/h
1. Dave Ackery	133.31	—	—	214.54
2. Brian Howser	Att	—	—	0.00

Motor

K/B 21
Picco 21

5cc Speed.

	Rd 1	Rd 2	Rd 3	km/h
1. Brendan Robinson	98.11	104.68	107.29	172.67

Motor

ST G29

F2A Speed.

	Rd 1	Rd 2	Rd 3	km/h
1. Bill Bell	164.00	Att	141.58	263.93

Motor

Zalp & Profi

Percentage Speed

	Class	mph	km/h	Percentage
1. Adrian Hamilton	2cc	103.75	166.97	103.20%
2. Dave Ackery	2cc	102.14	164.38	101.60
3. Brendan Robinson	2cc	99.42	160.00	98.89
4. Bob Reynolds	2cc	97.39	156.73	96.87
5. Bill Bell	F2A	164.00	263.93	92.74
6. Andrew Robinson	Jet	186.72	300.50	88.15
7. Robert Bolton	Jet	177.96	286.40	84.01
8. Bob Reynolds	Jet	167.56	269.66	79.10
9. Dave Ackery	3.5cc	133.31	214.54	75.80
10. Don Robinson	Jet	152.07	244.73	71.79
11. Brendan Robinson	Jet	149.43	240.48	70.54
12. Brendan Robinson	5cc	107.29	172.67	65.18
13. Brian Howser	3.5cc	0.00	0.0	0.00

News from Qld

2010/2011 M.A.A.Q. Inc CHAMPIONSHIPS

Over the labour day long weekend in Queensland from 30th April to 2nd May 2011 and (with the exception of events awarded elsewhere) the Control Line State Championships were decided for the last time at our clubs facilities at Loganholme.

After almost 12 months of perpetual rain I personally was staggered by the preparation that was achieved by club members and executive especially mowing of the water logged stunt circle. No rain fell at any time during the contest and the wind was only noticeable on the Sunday, when I could barely find a parking space!

Apart from mouse race, all the team racing events were run on the hardstand - this brought forth many comments from the "grass trackers" concerning how much easier it all was!

Trophy winners were:-

2.5 cc Fast Combat

1. M. Comiskey
2. P. Dillon
3. T. McDermott

Vintage Combat

1. M. Comiskey
2. P. Mills
3. M. Dillon

Vintage "A" Team Race

1. T. & M. McDermott
2. R. Patten & P. Dillon
3. R. Smith & R. Edgerton

Classic "B" Team Race

1. T. & M. McDermott
2. M. & P. Dillon
3. P. Laing & L. Winterton

"Z" Class Team Race

1. B. Felschow & G. Cathcart
2. T. & M. McDermott
3. M. & P. Dillon

Goodyear Team Race

1. T & M. McDermott
2. R. Tonkin & R. Edgerton
3. B. Felschow & P. Dillon

35 Slo Combat

1. T. McDermott
2. M. Dillon
3. M. Comiskey

Mouse Race

1. C. Turner & R. Edgerton
2. B. Felschow & W. Jackson
3. J. Taylor & T. McDermott

2.5cc Slo Combat

1. M. Dillon
2. P. Dillon
3. M. Comiskey

Combined Speed

1. J. Taylor
2. J. Jacobsen
3. T. McDermott

The Aeromodellers of Logan City Inc. are extremely grateful to everyone who entered and/or assisted in any way and look forward to a repetition next year at the club's new flying facilities.

Brian Burke Aus 2738
Registrar



The plane in the picture is new as is the engine. It is the first of two that I have built since the Nats. The second one not shown is basically the same except it is 80 grams lighter and different wing section.
John Jacobson



John Taylors' pulse jet is held by proxy pilot Trent McDermott.



Results of the Aerobatics from the Victorian State Championships 2011 -



F2B

	Model/Engine	Rd 1	Rd 2	Rd 3	Average of Best Two
1. Craig Hemsworth	KA 10/ Stalker 5	11003.00	1133.00	1165.30	1149.15
2. Russell Bond	Bondelero/Electric	1086.50	1153.75	1141.80	1147.76
3. Doug Grinham	Starcraft/Stalker 61LW	1097.80	1112.00	1100.80	1106.40
4. Mark Ellins	Yatsenko/Retro75	983.00	1066.30	1144.50	1105.40
5. PJ Rowland	Groundal Nobler/Stalker 61	1022.00	1059.50	1022.00	1040.75
6. Adam Kobelt	T/F Nobler/OS 35FP	994.80	989.00	1076.00	1035.40
7. Peter Anglberger	Yatsenko/Retro 75	946.50	1002.50	1049.30	1025.90
8. Warren Leadbeater	Pathfinder/Electric	860.00	997.30	1000.50	998.90
9. Bill Swan	Yatsenko/Retro 61	990.50	987.00	1004.50	997.50
10. Michael Davies	Tutor 11/LA46	927.80	971.00	1013.80	992.40

Classic Stunt

1. D Grinham	Nobler/Double Star 40	615	628
2. A Kobelt	Nobler/ OS 35FP	560	592
3. P Koch	Nobler/ Enya 40XLS	506	569
4. P Anglberger	Nobler/OS 35S	516.5	539

Vintage Stunt

		Static	Flight 1	Flight 2	Score
1. D Grinham	All Aussie/ Sabre 49	128	191	198.5	326.5
2. P Koch	Still Stuka/Fox 29	103	167.5	183.5	286.5
3. K Maier	Ambassador/Oliver Tiger 2.5	109	156	134	265.0
4. P Anglberger	Ambassador/Taipan 2.5	116	145.5	130	261.5

Many thanks to the C.D's, Ian Read and Ken Taylor and to the judges, John Goodge, Brian Lang and Craig Yoeman.

Footnote:- Ian Read is recovering well after his major operation in the Royal Adelaide Hospital.



Russell Bond with his "Bondelero/Electric" F2B



Adam Kobelt fuels his T/F Nobler/OS 35FP in the F2B pits.



Car parking was difficult for latecomers.



*Peter Koch with his Nobler/
Enya 40XLS*



*Doug Grinham was the winner
of Classic Stunt with his
Nobler/Double Star 40*



*Adam Kobelt flew his T/F
Nobler/OS 35FP in F2B
and Classic*



2nd Russell Bond

F2B top three

1st Craig Hemsworth

3rd Doug Grinham



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2011 W.A. State Championships

Vintage A results.

Team name	Place	Heat 1	Heat 2	Final
Hoogenkamp – C Leknys	1	3:35.54	3:21.27	7:05.00
M Wilson - Poschkens	2	3:07.25	pass	7:07.05
G Wilson - Walton	3	3:25.52	3:32.68	7:19.13
Bellis - Gannon	4	3:28.60	3:26.52	
R Leknys - Morrow	5	DQ	3:30.34	
Sherburn - Dyson	6	3:53.25	DNF 38	

Classic-B results.

Team name	Place	Heat 1	Heat 2	Final
M Wilson - Poschkens	1	3:08.81	pass	6:25.17
Hoogenkamp – C Leknys	2	3:21.25	3:01.63	6:31.31
G Wilson - Walton	3	4:13.16	DNF 35	8:00.00
Sherburn - Stone	4	4:45.03	DNF	
Letchford - Dyson	5	DNS	DNS	

Here's the **results of F2D** today. Excellent day, sunny and mid 20's most of the day.

1st	Tom Linwood	L, W, W, W, W
2nd	Murray Wilson	W, L, W, W, L
3rd	Mick Comiskey	W, W, L, L, W fly-off 3rd
4th	Bruce Bellis	L, W, W, L, L
5th	Graeme Wilson	W, L, B, W, L
6th=	Steve Walton	L, W, L
6th=	Mark Poschkens	W, L, L
8th	Richard Bellis	L, L

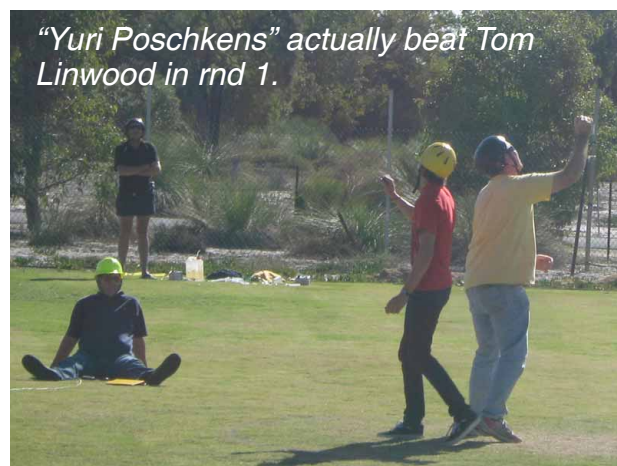
T/Rev.



Mick Comiskey, Tom Linwood, Murray Wilson



The W.A. team of Hoogenkamp/C Leknys (centre) were the winners in Vintage A Team Race.



Murray Wilson and Tom Linwood in a F2D combat bout.



F2C Results

Team name	Pos	Heat 1	Heat 2	Heat 3	Heat 4	Final
Wilson - Poschkens	1	3:30.21	3:21.22	DNF 35	<u>3:16.97</u>	6:27.28
Fitzgerald - Ellins	2	3:04.25	<u>2:58.47</u>	Pass	Pass	6:49.75
Simons - Potter	2	3:16.19	3:11.25	DNF 68	<u>3:06.72</u>	DQ 69
Bellis - Gannon	4	DNF66	<u>3:27.44</u>	DNF66	Pass	
Letchford - Walton	5	3:40.87	6:55.72	<u>3:27.93</u>	Pass	
R Lecnys - Morrow	6	3:54.28	3:50.37	<u>3:44.56</u>	DNF 78	
Hoogenkamp – C Lecnys	7	4:19.50	4:03.03	<u>3:45.55</u>	DNF 33	
S Lecnys - Nash	8	<u>3:56.88</u>	DQ24	DNF35	4:14.78	
Sherburn - Dyson	9	DNS	DNF64	<u>6:07.31</u>	DNF	

F2F Results

Team name	Pos	Heat 1	Heat 2	Heat 3	Heat 4	Final	Engine
R Lecnys - Morrow	1	4:01.06	DNF	<u>3:56.00</u>	DNF 97	7:58.93	Vorobiev
Wilson - Poschkens	2	PASS	<u>4:00.65</u>	Pass	DNS	8:13.01	Nelson FI/SE
G Wilson - Ellins	3	4:13.79	4:15.29	<u>4:08.50</u>	DNS	8:58.56	Nelson FI/SE
Potter - Walton	4	<u>4:14.07</u>	4:21.28	DNS	4:26.43	Nelson FI/SE	
S Lecnys - Nash	5	<u>4:20.22</u>	DQ35	DNF51	4:59.59	Vorobiev	
Bellis - Gannon	6	DNF75	DNF35	Re-run	<u>4:20.44</u>	Vorobiev	
Sherburn - Dyson	7	DNS	DNF73	<u>4:35.41</u>	4:52.47	Vorobiev	
Hoogenkamp – C Lecnys	8	<u>4:31.78</u>	4:49.63	DQ70	DNF	Vorobiev	

It was very windy on the last day of competition but still warm, 25 deg approx, had a dugite (snake) make an appearance on the grass circle which got everyone's attention, disappeared into scrub near shed so no wondering into the area was well heeded, lots of re-runs for various reasons but an enjoyable 2 weekends of racing with some F2D in between, so do yourself a favour & organise to come to the the WA Nats from the 13/4 - 20/4 2012, you won't be disappointed.

64TH AUSTRALIAN NATIONALS HELD AT DALBY QUEENSLAND

Model flying with a difference - 31 December to 7 January 2011

by Malcolm Campbell

I was asked to write about free flight "Down Under" so I thought running a major event in the recent floods in Queensland would be something unusual for UK readers. Although the freezing rain and snow you've been having since Christmas is something we wouldn't want to contend with. This is a report with very little description of flying. So I hope I hold your interest.

The Australian Nationals is a combined R/C, C/L and F/F week long event held by various States of Australia on a rotational basis. 2010/2011 was Queensland's turn, and the country town of Dalby, 3 hours west of Brisbane was chosen because of their excellent radio club and nearby facilities that suited the other disciplines well. Our club, the Brisbane Free Flight Society, fly our FAI events on paddocks adjoining the radio club and these have been ideal for free flight.



Planning a Nationals event takes a year and everything was falling into place. Now Brisbane is in the sub tropics, and our state of Queensland is affected by monsoonal rains, but the months of December and January aren't always super wet, but we were about to get caught out. Our dams were down to 17% combined capacity a few years ago and many Brisbane people installed tanks to catch roof water for gardens and clothes washing. Things looked grim in a drought stricken State and a desalination plant was hastily built off the Gold Coast. Recycled water became a political topic and in true Queensland fashion was installed regardless. But the weather pattern changed. In late 2010, La Nina came back, and we started to get realistic rainfalls again, and the dams started to fill. In fact the main dam would fill to 190% capacity by the second week of January 2011. It would overflow at 225% if it wasn't drained.

Extraordinarily heavy rains lashed north Queensland, causing major flooding and this was repeated on the central coast at Rockhampton and further south in Bundaberg. These were called "once in a 100 year" floods, but these were soon renamed "the worst floods in recorded history". Inland falls were also breaking records and the State was becoming waterlogged. 75% of Queensland became flooded.

So what does all this have to do with a model plane competition in Dalby? The rain depression moved south and many southern towns started to flood. Dalby is dissected by the Myall Creek, a passive little thing that soon filled to overflowing and spilt out into the town. The town of Dalby is built on a flat plain, so the waters spread far and wide, flooding the flying fields. The Nationals looked like they would be cancelled. And then there was a break in the weather. And the flat land drained slowly. Flyers made it from Rockhampton, Mundubbera, the Gold Coast and Brisbane. But only a few made it across the border from New South Wales and Victoria, which drastically cut numbers. The way into Dalby was from Toowoomba on the Thursday, but the media frightened everyone away. Locals knew the ways. The MAAQ website data and photos, and text messages they sent to competitors gave them the latest Dalby news.

We only had to wait 24 hours to get into our accommodation. And our unit had a foot of water in it the day before. In 24 hours, the flood height had receded by about 2 - 3 metres, with no further rain expected for the week. The afternoon we arrived, we even went out to the substitute field to examine it and some flew on it. We were pleasantly surprised. It's not often that a fall back field is so good.



Our prime field was covered in water and the road in was impassable, and it was all soft gooey black soil. Luckily the planning committee had identified a backup field!

So we started a day late, using the alternate field that was high and dry. The bonus was it allowed very easy motorised retrieves for those who chose to.

Downwind paddocks weren't hard to negotiate but there were wet patches best avoided without gumboots or old shoes. And there was a couple of large dams.

On New Year's Eve, the Dalby MAC put on some great entertainment at their field, with giant 3D models performing their impossible aerobatics, little ducted fans and fast high wing aircraft chasing each other around the sky, and colourfully lit helicopters doing what helicopters aren't supposed to do. An awesome display of combat skills was given by Australian Junior Champion Tom Linwood as he hurled his wing around at incredible speed performing the tightest aerobatics I've ever seen. It was humbling to see he wasn't even looking at his model a lot of the time! All this was made possible by a lighting system second only to the Melbourne Cricket Ground, or so it seemed. The ladies of the club put on one of their delightfully nourishing two course meals which we ate out on tables under the stars. A fantastic night that would have made their club proud.



One day was held up for 3 hours, but we enjoyed the low level flying display



It was sunny every day and we experienced a few light showers on F1G day and heavier rain on the last night. We managed to fly all bar the last day's competition. We had blue skies for 90% of the Nats, and manageable and mostly light winds. Some days were glorious. F1B had shortened maxes for the first 5 rounds, although the fly off was in perfect conditions. F1G had the worst of the wind to contend with. We wisely choose to cancel the final day, after the 5.30 am drizzle affected LSq/100 fly off, and head for home, as a broad band of light rain returned. We quickly left the field and repacked the car as the rain intensified.



The trip home was quite dramatic by contrast to our easy arrival, as the rain seemed heavier the closer we got to Toowoomba. We received an in car phone call to tell us that Dalby was again bathed in sunshine by 10 am. Short lived optimism. The next day, our accommodation was once again flooded, and this happened a further 3 times in January.

Country people are so resilient.

Of course, it didn't end there for south east Queensland. It hadn't even started. We couldn't descend the Toowoomba range on the way home as the full 4 lanes were blocked by a mud slide.

We were forced to detour through Murphy's Creek, where floodwaters raged and we only just got through.

We then drove back along the Brisbane Valley, near Grantham and country town names that would soon be ravaged by massive water flows. Four days later, Toowoomba had a massive rainfall; pushing cars like ping pong balls. Murphy's Creek and Grantham were literally washed away, and then an extraordinary rainfall



This was our view of Murphy's Creek when we forded it.

event combined with massive releases from Wivenhoe Dam pushed a wall of water into Brisbane, for a flood of epic proportions.

But back to Dalby and the organisers.

Congratulations must go to the committee for running a successful Nationals under exceptionally gruelling conditions.

Certainly, it was down on numbers, but the obvious planning, facilities and services offered to flyers at each field were extraordinary. I am sure that all those who attended will leave Dalby with fond memories. Our substitute field was great, the New Year's Eve flying spectacular and the hot food was sensational.

The Nats dinner, hastily rearranged from the Dalby RSL to the Dalby Leagues Club due to flood damage was excellent and I was amazed to see how the small band of caterers could keep up with the indulgent appetites of most modellers. The Mayor gave a wonderful speech and thanked us for supporting his town. The icing on the cake for us were the daily food drops, the shade tent, ample chairs and the cool water. A water taxi (Hobie kayak) for the drowning models was also over and above our expectations, as was the ladder retrieval of treed models.

This was a Nationals we would never forget. Oh, and Cyclone Yasi, a category 5 cyclone bigger in area than Hurricane Katrina that hit New Orleans was still to form in the north!



Retrievals of note. From two metre high sorghum crop (left) and the kayak rescue of UK flyer David Brawn's F1A

IPSWICH AND DISTRICT OPEN CONTROL LINE CHAMPIONSHIPS

OCTOBER 1ST and 2nd 2011

CLASI CONTROL LINE FIELD

LEICHARDT PARK, ONE MILE, IPSWICH

UBD Ref R1 Map 232

COMMENCING 9AM Sharp Each Day

This will be a **Pre-entry Competition** open to all financial MAAA members (Cards MUST be produced)

Closing Date for Entries will be 5PM Friday 2nd September

Hot and Cold Food and Drinks on site Both Days

- Two immaculately groomed grass circles are available for use.
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 - Grass Speed will be conducted.
- We will be offering all other events which are able to be run on grass surface.
Including F2D Modified, Mouse and Slow Goodyear.

SWAP AND SELL MEET

- Trade stalls catered for (Contact Secretary for details)

Scale Static Display.

ENTRY FORMS will be distributed in early August

Further details can be obtained from President Mark McDermott 07 32889263

or Secretary John Taylor 07 33927679 email johndt@iprimus.com.au

Hints and Tips

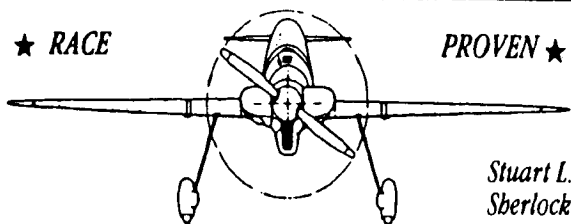
An easy method of bending thin walled brass & aluminium tube, without a proper bending tool, is to insert 2 mm trimmer (strimmer) line. Bend tube to shape required, then warm tube with a hair dryer or heat gun and pull the line out. Tough enough to prevent tube collapse, nylon will stretch and slide out easily when warmed.
Alan T. in NZ

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October 1st & 2nd, 2011

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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

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"AUSSIE" DAY and VINTAGE COMBAT

Sunday July 3rd 2011

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

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

So, bring your Aussie model and join us for a day of Combat mayhem and a display of Australia's finest.

Refreshments and "Aussie" BBQ will be available.

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

For more info contact Craig Hemsworth 0433 809862

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All lengths 12"

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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

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Tel (03) 9543 2259

Email:- hbailey@optusnet.com.au


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