



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 156

Produced by the Victorian Control Line Advisory Committee



July 2011
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**Copy Deadline for next issue is:
Wednesday July 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:- hbbailey@optusnet.com.au



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2011

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 7	Vic State Champs (Continued) Simple Rat Race, Speed (including Midge) Mini Goodyear	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
Mob: 0409 935 358 Email steve.vallve@gmail.com
President:
Alan Matthieson-Harrison
Landline: 52583006
Mob: 0414 273 180 Email: adharrison5@bigpond.com



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2011

DATE	EVENT	CLUB
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, 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 (contact Ron Blomberry for details Ph: 9956 5952)	SSME
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) 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

- | | |
|--|---------------|
| 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

Notice from SMR Pty. Ltd. 26th June 2011

I am winding down engine production. While engine production has never been commercially viable for me I have been doing it because I wanted to and have subsidised it from the normal commercial work.

Following a long trend, manufacturing is continuing to decline in Australia so every day it's getting harder to survive as more manufacturing shuts down here and goes offshore.

This puts a lot of pressure on those remaining, so the reality is I have little choice but to spend my time on real commercial work and not on the engines.

I have a bit of stock which I will over time build into engines and so I'll be able to supply many of the engines on order, but once the crankcases are gone there probably won't be any more made.

Steve Rothwell

steve@smrpl.com.au

Tel 02 9653 2533 Fax. 02 9653 2544
Int. xx 612 9653 2533

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.
 - Toilet facilities close by (200 metres)
 - F2C, F2A, F2F and Goodyear will not be offered.
 - 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

PARRA Gold 2.5cc Diesel Engine Review

Maris Dislers

In the 18 months since we reviewed an early production Parra 2.5 diesel, Alberto has expanded the range of options for this engine. The basic platform allows for a general purpose sport engine. With R/C throttle and Enya muffler fitted, the glowplug version would sit comfortably with the regular "hobby shop" engines. However, the Parra is capable of more specialised applications in the control line field. With a choice of carburettor sizes, diesel and glow heads and steel, ABC or AAC piston & cylinder options, the buyer can have a Parra that fits his desired niche requirement.

Our test engine is from the limited Gold series featuring distinctive gold-anodized head and prop driver and special Swiss ballraces. Ours has the ABC piston/cylinder option, a 3.5mm combat venturi and a 4.5mm venturi for racing work. We also took this opportunity to appraise the latest combat muffler made to conform to the new FAI F2D outlet size of 6mm. An exhaust elbow attaches to the crankcase with two machine screws. The muffler then slides over the tubular elbow and is secured with a clamping ring. It is a very neat and light (9.3g) assembly that is ideal for combat models and would also work well in a profile fuselage installation.

The general design of the Parra 2.5, as described in our earlier report remains unchanged. You can read it at <http://www.vicstunt.com/newsletters> section, Nov 2009 ACLN issue (thanks to Ken). However, the port durations have been revised, perhaps to allow the ABC and AAC versions to operate more effectively at higher RPM. We measured the following;

Intake port opens 40 degrees ABDC

Intake port closes 50 degrees ATDC

Intake duration 190 degrees

Transfer/boost port duration 136 degrees.

On the test bench

This engine behaved pretty much as expected when starting. A modest prime to charge the crankcase is all that's needed when cold and a choke or two for hot restarts. Providing the fuel line remained full (allowing for a repeatable routine of one or two choked preliminary turns) one-bash restarts for racing were quite easy.

We ran the engine with the small venturi through two series of tests, to assess the muffler's influence on running. Generally, more care is needed when adjusting the engine with the muffler fitted, as its tolerance of overheating is significantly reduced. Even in open-exhaust mode, it can take 30 seconds for the Parra to reach a stable operating temperature and only then should fine-tuning be made.

To measure the sound levels, we used a Dawe noise meter set to give A-weighted values. It was positioned 3 metres from the exhaust side of the engine. Both engine and meter were approximately one metre above a grass surface. The sound level varied by up to 7 dBA between various running speeds and propellers, but remained relatively consistent across the practical operating range. When fitted with the Graupner 8x5 propeller and set to run at full speed, we recorded 94 dBA open-exhaust, 96 dBA with the manifold fitted and 85.5 dBA with the muffler on board. A similar reduction in noise level of approximately

10 dBA was found across the entire range of propellers. That doesn't seem so dramatic unless you're aware that the decibel scale is logarithmic. A drop of 10 dBA equates to a 90 percent reduction in noise intensity!

Unlike the previously tested SSC engine, the ABC type is more sensitive to mixture settings and gives its best at a "lean crackle".

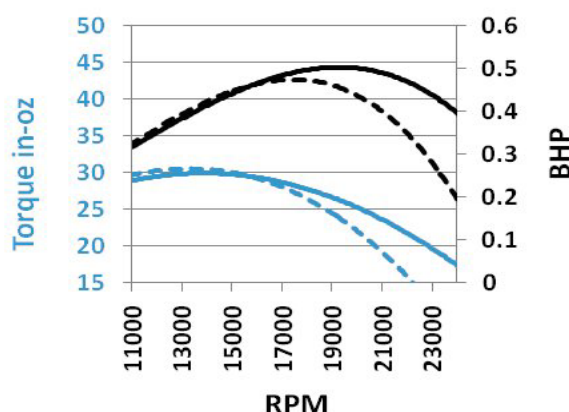
The compression adjustment is quite insensitive and a little care is needed to avoid overdoing this. Thereafter, fine tuning is accomplished with the needle valve. We found it impossible to get a completely clean run from this engine at certain speeds, where a degree of misfiring remains. This was particularly so when operating at around 17000-18000 RPM with the racing venturi and the tachometer registered RPM fluctuations around 200-400 RPM. By contrast, the Parra was rock steady at 23,900 RPM when turning the APC 7x3 test propeller.

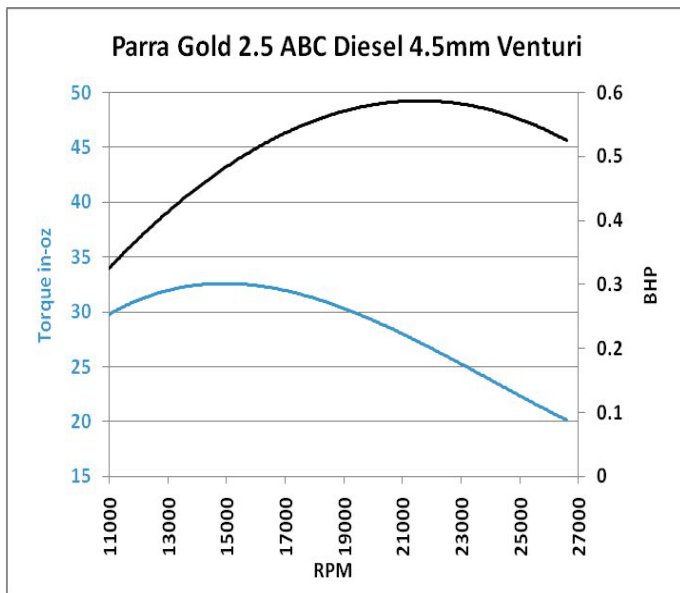
Following the initial test session, we found that the contra-piston protruding into the combustion chamber when set for higher speed running. This is normally not a good thing, so the two copper head shims were removed and the ignition improver content increased from 1.5% to 1.8%. A further series of tests did not significantly alter the RPM data, but the engine sounded happier and ran more consistently. For the record, our base test fuel contained 16% castor oil, 30% ether and 54% kero, plus ethyl hexyl nitrate ignition improver. While this is our standard fuel for ABC & AAC engines, further experimentation to optimise fuel formula for the Parra Gold engine might improve performance.

Revs per Minute

	3.5mm venturi	3.5mm with muffler	4.5mm venturi
Propeller			
Graupner 9x5	10900	11100	11100
APC 9x4	13300	13400	13700
Graupner 8x5	14400	14300	15000
APC 8x4	16100	16300	17300
APC 7x6	17100	17200	17700
APC 7x5	18500	17900	19200
APC 7x4	19600	19000	20400
APC 7x3	22000	21000	23900
APC 7x3 trim		26500	

Parra Gold 2.5cc ABC Diesel 3.5mm Venturi





Analysis

A combination of revised port timing, ABC piston/cylinder and better bearings significantly boosts the Parra Gold engine's performance over that achieved by its earlier sibling. With the 3.5mm carburettor, it nudges 0.5 BHP in the 18,000 – 20,000 RPM range. That's a gain of 20% or roughly 1000RPM on any given propeller and even more at higher speeds.

We found the muffler smoothed running at slower speeds, giving a small increase in RPM. Power output is essentially unchanged in the mid-range speeds up to 17000 RPM. Predictably, some power loss was evident thereafter, but is quite acceptable providing the engine is operated at less than 19,000 RPM.

The 4.5mm venturi really transforms the Parra Gold engine, boosting maximum torque by around 10% to 33 in-oz at approximately 15,000 RPM. That allows power output to build substantially, to a maximum of 0.58 BHP somewhere around 21,000 RPM. The BHP curve is quite flat at that point, so near-peak output can be expected anywhere between 19,000 and 23,000 RPM. At those speeds the engine remained easy to start, but a little more care was needed to arrive at optimum settings.

One final data point was needed to establish how rapidly the power curve drops after its peak. We were unable to get an accurate figure, having reached the limit of compression adjustment. The engine was still under compressed with the tachometer registering a little under 26,000 RPM. Our estimate of RPM if compression was increased further could be a bit out, but the way that the Parra took to high speed running was remarkable. We don't recommend others try this, as the little end of the conrod wore significantly at these unnecessarily high RPM.

Flight tests

Mounted in a vintage combat model, the Parra Gold was put through its paces in the air. Lap times were in the 2.8 to 2.95 second range with open exhaust. Propellers included Master Airscrew S-2 8x6, Taipan soft 8x4, Taipan hard 7x6 and a Russian fibreglass diesel combat propeller.

Suction through manoeuvres was very good and it should be quite easy to achieve a consistent mixture setting, especially as the fuel economy is very good and only a

relatively small fuel tank is required. We found the engine's response to load in the air interesting. With our propellers, a clearly under-compressed setting in level flight was needed to avoid excessive overheating in sustained tight turns. This was especially so with the 8x6 propeller, where the engine was quite overloaded. On the plus side, this engine cooled down again quite quickly when the going was easier. It seems that here is another significant difference between this engine and the older Parra with SSC piston cylinder. While the stopwatch showed quite acceptable airspeed, we'd chosen propellers that restricted revs on the ground to no more than 15,700 RPM and the engine was not happy. Had we arranged the Parra Gold to run at near-peak speeds instead, it would most likely be a completely different matter.



Conclusions

By setting out to produce an engine with broad applicability, compromises are inevitable. Alberto Parra has approached this problem in a pragmatic way. Rather than making an engine that is a "Jack of all trades, but a master of none" he has opted for a common platform that accepts various components and peripherals. This keeps the prices down to a very reasonable level and achieves performance from the various possible combinations that is not too far off the more specialized alternatives.

We found the Gold model with ABC piston & cylinder a nice engine to handle. Not one cut on the flicking finger throughout the test program. Build quality is first rate. The SSC version tested previously was like a very good example of traditional medium/high performance diesels – tolerant of a wide range of loads, but limited at higher speeds. This one loves to rev up. While the tachometer shows good numbers at sub-optimum RPM, the ABC version prefers suitable propellers that allow it to run at or close to its peak power level, perhaps even erring on a few too many revs than too few. That probably means selecting from the more modern commercial alternatives, such as the APC range, as traditional sizes may not be quite as suitable.

The muffler really cuts noise level. If you're in a situation

where a fairly stringent noise limit applies, it is a light and compact arrangement that meets that need. However, the Gold engine in flight showed a tendency to build up heat under load and our bench tests indicated that the muffler could accentuate that. A light propeller load and care in tuning should make for a practical system.

In all, this engine has a markedly different character to its "steel" sibling. Best at higher speeds near its peak power level, it has more of a competition than general purpose engine feel. The Parra Gold should reward owners prepared to optimise its potential with very good performance, particularly in racing mode, at a competitive price. For more information, take a look here;

<http://www.clubtamaran.com/parramotorING.htm>

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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.



New club member Matt Noonan came along to the field with his own "Too Up" but had a heavy landing that needed some home repairs. He then was encouraged to have a go with the club trainer model. This flight was uneventful and the landing was soft. Matt went home with a smile on his face.



Second pilot for the "Too Up" was Ross, a returnee to C/L. He stayed airborne until he became dizzy and handed the handle back to the pilot on stand by.

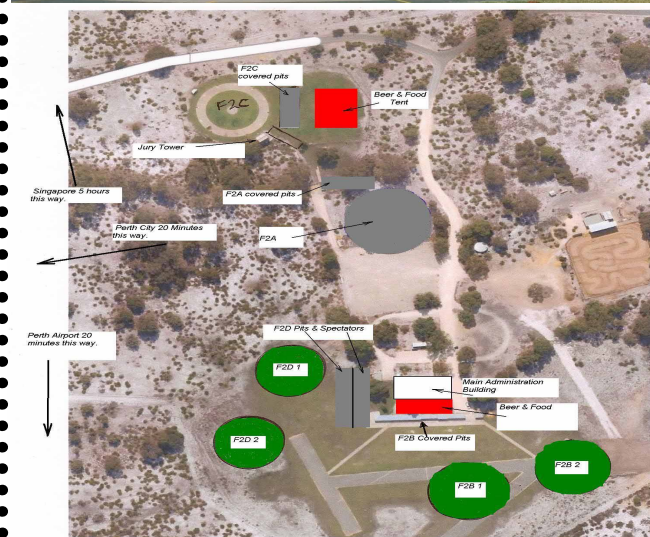
The CLAMF Aerosports club trainer "Too Up" is equipped with an OS15FP motor courtesy of Bryce Young with prop and fuel by Ken Maier.

2014 Control-Line World Championships in Perth Australia ????

What a **World Championships** at the “**West Australian Model Aircraft State Centre**” has to offer:-
 Perth is a medium sized city that has a blend of old and new, it has all the modern conveniences while retaining a small town feel. Getting around in Perth is very easy compared with most big cities.
 Here are some very good reasons for holding the 2014 World championships for Control Line models at this great location.

1. **Easily accessible** Fly direct to Perth from International Airports.
2. **Distance from Perth International Airport** 20 minutes by car.
3. **Distance to Perth City** 30 minutes by car.
4. **Distance to Accomodation** 10 – 30 minutes, depending on taste and budget.
5. **Distance to practice facilities** ... F2B, F2D & F2C, 5 – 15 minutes, at same altitude.
6. **Weather** Maximum temperatures average 20 degree C (Winter)
 July minimum typically 5 - 9 degree C
 Note - April to July is the calm weather period in Perth.
7. **Facilities.** See attached site plan & photo's.
F2C Smooth Concrete F2C circle, established 2004.
 Safety fence, Timer & Mechanic screens, Height Markers, Jury Tower , Public Address System with extensive loud-speaker network & Video System currently in use.
F2D Grass area located in main arena.
F2A Brand new circle and facilities to be completed in 2012.Covered pits area adjacent to circle.
F2B Two new Bitumen circles in main arena, to be completed late 2013. Very large Covered pits area adjacent to circle.
8. **Tourism & Nightlife** Wineries, Restaurants, Nightclubs and resorts are all close.

The Jury Tower,” soon to be completed. In use at W.A State Champs (May 27-May 29 2011)



The Firecracker that I'm flying at the moment is a pull apart and weighs in at 63oz,. It flies very well with an Andrew Heath modified Super Tiger 60 so I thought I would build another one, but this time not a pull apart and try to keep the weight down.

Attached is the latest Firecracker. I succeeded in keeping the weight down as the new model is 60oz.

A lot of work for 3oz, but I hope it will make a difference. By the way the pull apart bits in the old model weighed 3oz. LOL.

Hope to have a fly on the weekend weather permitting.

Tony Bonello

New Models



Geoff Potter has built this Golden Era racer and will be flying it at the "Coff's Harbour Old Farts and Friends Weekend."



John Hallowell has built another Classic B racer. This "Streak" uses an O.S. FX 25 for power and it is painted with VHT spray can paint.

A, B & Bendix Team Race at 2011 NSW State Titles

It was a wet and windy 2011 NSW State Championships. Despite the damp conditions, it didn't stop those that came to fly from getting into the spirit of all the events and that meant some close competition in the racing circle.

Bendix was first away and a definite highlight was a new record heat time of 3.15.25 by Mark & Trent McDermott. With the Nelson .36 on full song and keeping up the good form in the final, they grabbed first place ahead of Tony Bonello and Andrew Heath with the yellow Nemesis of John and Murray finishing third. Although it was the fastest model, the Nemesis suffered from shut-off adjustment and landing problems that will need to be worked on in the coming months.

Bendix Results:

1. McDermott/McDermott	3.15.25 (rec.)	7.51.37
2. Bonello/Heath	DNF	8.10.24
3. Hallowell/M. Wilson	3.32.02	8.57.10
4. Justic/Owen	5.35.72	38 laps (W/D)



Next up was Vintage A. It really was touch and go as to whether this racing would go ahead or not. There was talk of postponement to the October weekend in Albury. Can't blame those that thought the rainy weather was going to stop the event being run... It was almost miraculous the way it cleared up enough to get the racing happening!

The Macca's, Mark and Trent McDermott posted the fastest heat time of 3.16.53 followed by John Hallowell and Murray Wilson on 3.18.78 and Hugh Simons & Grant Potter on 3.19.37. Pre race favorites (and reigning National Champs) Steve Rothwell & Chris Sculley along with Richard Justic & Andy Kerr had some problems with range and did not make it through to the top three positions.

The final was won by Hallowell/Wilson in 6.40.28 from the Maccas and Simons/Potter who both retired at the halfway mark with broken models. The clingy couch grass proved unforgiving for the Vintage A's. The winning Elliptical used an R250 which unloaded nicely on a Graupner 7x7.

Vintage A Results:

1. Hallowell/M. Wilson	3.36.10	3.18.78	6.40.28
2. McDermott/McDermott	3.20.35	3.16.53	DNF 88 laps
3. Simons/Potter	39 laps	3.19.37	DNF 77 laps
4. Justic/Kerr	3.42.16	3.38.40	
5. Rothwell/Sculley	3.45.09	3.41.40	



There was just enough daylight left to decide who would be NSW Classic B champ for 2011. Mark Godfrey had already headed home by the time the race was due to start. Hope he can make it to Albury in October along with John Goodwin and the other NSW bods who have Classic B models.

The Hallowell/M. Wilson Streak recorded the fastest heat time of 2.58.86. Grant Potter was deputising for Steve Rothwell who was giving his sore foot a rest. With Chris Sculley's whirlwind flick on target, they posted a smart 3.02.46. Justic/Owen were next on 3.04.92 and the McDermott's were just tenths of a second behind with 3.05.57. For the first time in a long while, the men from Macca's Racing team were unable to qualify in the top three. It is bound to make them even more determined next time. Yet again, and certainly as expected, there was super close racing in the Classic B circle.

It was time for the final. As it was about to start, Richard Justic pointed to the moon that was shining in the sky overhead... It would give us a bit more light, he suggested! Grant Potter and Chris Sculley had some bad luck as the fuel

tubing parted company with the feed pipe on the opening lap, causing a sudden loss of power and pilot Grant some hectic moments in the middle.

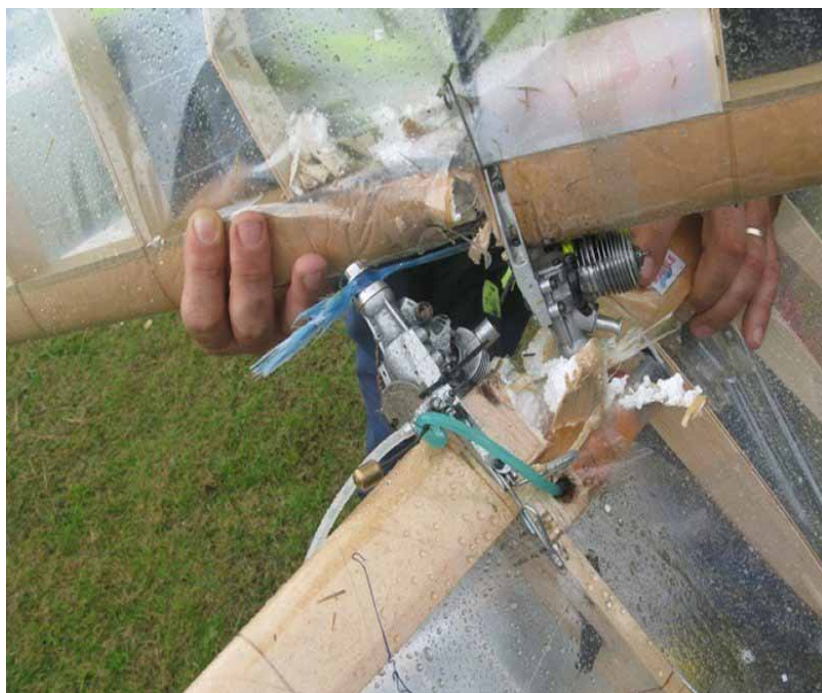
Richard and Rob Owen got a good start and despite a slow second stop, they crossed over the line first flying a Rocket with a Lance Smith tuned OS25 FX. Their winning time was 6.54.82. After leading the race early, Murray Wilson and John Hallowell placed second with the Streak also with a Lance modified FX. As can be seen in the photo, it was getting quite dark when at the last pitstop, John lost sight of the line on the grass, clipped the battery box and removed the wing on the Streak. Murphy in action!

Classic B Results:

1. Justic/Owen	3.34.01	3.04.92	6.54.82
2. Hallowell/M. Wilson	2.58.86	DNS	DNF 94 laps
3. Potter/Sculley	3.02.46	3.05.73	DNF 0 laps
4. McDermott/McDermott	3.05.57	3.10.01	

Some excellent racing took place at Whalan Park despite the inclement weather. A big thank you to the NSW organizers who worked long and hard to put on a top weekend.

John Hallowell
AUS1984



F2D collision action replay.



F2D pits at Whalan Reserve

Aerobatics Results from the NSW State Champs

Results from the World Championship Team trial as run at Whalan Reserve were:-

Murray Howell
Frank Battam
Russell Bond

Steve Rothwell was at Whalan with a box full of Rothwell goodies for sale.



F2B Aerobatics - Advanced			EVENT SCORES				Best 2 of 3 Flights			
Place	Contestant	EVENT SCORE	NOT USED	Round #1	Round #2	Round #3	NOT USED	NOT USED	NOT USED	Final SCORE
1st	Paul Allen	856.65	0.00	834.20	841.25	872.05	0.00	0.00	0.00	856.65
2nd	Paul Kenny	798.45	0.00	754.75	779.40	817.50	0.00	0.00	0.00	798.45
3rd	Robert Graham	760.23	0.00	745.25	758.45	762.00	0.00	0.00	0.00	760.23
4th	Greg Frail	744.50	0.00	591.00	743.00	746.00	0.00	0.00	0.00	744.50
5th	Don Keysecker	697.53	0.00	695.80	699.25	660.40	0.00	0.00	0.00	697.53
6th	Les Spaltman	606.95	0.00	590.40	623.50	0.00	0.00	0.00	0.00	606.95
7th	Tony Clifford	594.53	0.00	614.80	0.00	574.25	0.00	0.00	0.00	594.53

F2B Aerobatics - Expert			EVENT SCORES				Best 2 of 3 Flights			
Place	Contestant	EVENT SCORE	NOT USED	Round #1	Round #2	Round #3	NOT USED	NOT USED	NOT USED	Final SCORE
1st	Murray Howell	1022.68	0.00	987.97	1035.27	1010.10	0.00	0.00	0.00	1022.68
2nd	Mark Batty	975.97	0.00	950.67	964.00	987.93	0.00	0.00	0.00	975.97
3rd	Frank Battam	944.85	0.00	0.00	959.70	930.00	0.00	0.00	0.00	944.85
4th	James Batty	940.08	0.00	910.00	944.07	936.10	0.00	0.00	0.00	940.08
5th	Paul Turner	927.52	0.00	870.70	962.10	892.93	0.00	0.00	0.00	927.52
6th	Reg Towell	921.32	0.00	927.17	892.00	915.47	0.00	0.00	0.00	921.32
7th	Russell Bond	904.85	0.00	743.40	900.90	908.80	0.00	0.00	0.00	904.85
8th	Bruce Hoffmann	877.05	0.00	841.67	871.90	882.20	0.00	0.00	0.00	877.05
9th	Tony Bonello	860.42	0.00	818.57	902.27	0.00	0.00	0.00	0.00	860.42
10th	Andrew Heath	775.53	0.00	721.73	829.33	0.00	0.00	0.00	0.00	775.53
11th	Barry Frederickson	772.40	0.00	631.33	782.63	762.17	0.00	0.00	0.00	772.40

MAAA CLASSIC STUNT			EVENT SCORES				Best of 2 Flights			
	Contestant	EVENT SCORE	NOT USED	Round #1	Round #2	NOT USED	NOT USED	NOT USED	NOT USED	Final SCORE
1st	Reg Towell	1030.00	0.00	993.00	1030.00	0.00	0.00	0.00	0.00	1030.00
2nd	Paul Allen	1011.00	0.00	901.00	1011.00	0.00	0.00	0.00	0.00	1011.00
3rd	Barry Frederickson	962.00	0.00	901.00	962.00	0.00	0.00	0.00	0.00	962.00
4th	Steve Masterton	930.00	0.00	930.00	0.00	0.00	0.00	0.00	0.00	930.00
5th	Tony Clifford	769.00	0.00	157.00	769.00	0.00	0.00	0.00	0.00	769.00
6th	Don Keysecker	760.00	0.00	300.00	760.00	0.00	0.00	0.00	0.00	760.00
7th	Denis Percival	637.00	0.00	637.00	0.00	0.00	0.00	0.00	0.00	637.00

MAAA VINTAGE STUNT (CLAS)			EVENT DETAILS				
	Contestant	EVENT SCORE	Static	Flight #1	Flight #2	Model	Motor
1st	P. Turner	285.50	116.00	169.50	163.50	Wombat 1949	Sabre .29 1953
2nd	D. Keysecker	277.50	114.00	148.50	163.50	Lil Duper Zilch 1948	K & B Torpedo .29 1948
3rd	B. Frederickson	276.50	115.00	155.50	161.50	All American 1951	? 1951
4th	T. Clifford	268.00	117.00	151.00	148.50	Jamison Special 1947	Torpedo 1954
5th	P. Barclay	243.00	123.00	120.00	115.00	Jamison Special 1947	Atwood Triumph 1948
6th	P. Kenny	219.50	124.00	95.50	0.00	Dragon 1947	Atwood Triumph 1948
7th	F. Battam	185.00	125.00	60.00	0.00	Jamison Special 1947	Atwood Triumph 1948
8th	D. Percival	137.00	137.00	0.00	0.00	Dragon 1947	Anderson Spitfire 1947
9th	D. Harvison	101.00	101.00	0.00	0.00	Hot Rock 1948	O. S. .25 Modern
10th	K. Paszkiewicz	100.00	100.00	0.00	0.00	Nobler 1951	Fox .35 1963

NSW STATE CHAMPS COMBINED SPEED RE-SCHEDULED

Due to the poor weather last weekend, the NSW Combined Speed event will now be flown on the 10th July at Luddenham commencing at 10am, (practice will be from 9am). This date was originally set for an SSME Combined Speed competition, this will now be replaced with the State Champs.

Andrew Heath

Results for Vintage Combat

1st	Tom Linwood	NSW
2nd	Richard Bellis	WA
3rd	Mike Comiskey	NSW

Results for Slow Combat

1st	Les Spaltman	NSW
2nd	Bob Fischer	NSW
3rd	Paul Kenny	NSW

F2D results

1st	Murray Wilson	VIC,
2nd	Bruce Bellis	WA,
3rd	Richard Bellis	WA,
4th	Tom Linwood	NSW.



Standing: Lachlan Fairall, Paul Kenny, Neil Holden, Bob Fisher.
Kneeling: Les Spaltman.



Combat spectators



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

Pictures from the NSW State Championships



AROUND THE CLUBS



The continued wet weather put a dampener on the day's proceedings at the monthly competition at Frankston. The day itself was pleasant enough to get some flying done by those that arrived at the field but wellies were the correct footwear for the day. Some Classic FAI models were put through their paces and were timed by a watchful Lance Smith. Water puddles on the concrete circle prevented three up racing. Club president Paul had his new "Espadon" (French for Marlin) model to give it its first flights using a Fora 2.5.

Lance Smith recorded the flight times.

Recorded Times
Paul: Espadon FORA 15D Jr
25.7/47
25.8/46

Andrews: Classic FAI Fora 15D Jr
25.7/27
25.5/33
25.22/37
25.62/43
25.42/44

John's: Tiger Rothwell R250
25.2/22
25.1/27
24.6/36
24.9/38
24.7/27

Ken's: Fora 15D Jr
29.69/35
26/45
25.9/40

Johns: Gold Irvine Rocket Classic B
16.9/46
16.8 16.7/46
16.66 /45



For Sale



The caravan belonging to the CLAMF club has become surplus to requirements and is being placed for sale to the best offer.

Classic 70's design
Registered
Tows and like a dream
Dynamic breaking
Good tyres including spare wheel & tyres
Includes stove etc.
Good chassis
Gas bottle not included
One window needs repair

Contact :- G. Wilson (03) 9786 8153,
H. Bailey (03) 9543 2259 or any other
committe member.

Email :- clamf@ozemail.com.au

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

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: ah Heath14@australia.edu

I have 8 new FORA 15D's with P/L set (\$150),
4 new FORA 09's diesels (\$120 each)
1 x OS FX 25 racing engine (\$285),

Contact Lance Smith at smithlw@optusnet.com.au

Phone +61 3 9708 8315

FOR SALE

1 only ARF Top flite "score" new in box \$250
1 only ARF Brodak "Strega" new in box \$250
Pick up only
Robert NSW 0417411774

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

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

OS15FP with muffler

Contact :- Matt Noonan noonan72@gmail.com

I am looking for a Super Tigre G21/29 Rotor and/or Backplate and Rotor to suit as my rotor is a two piece one !!.

Brendan Robinson

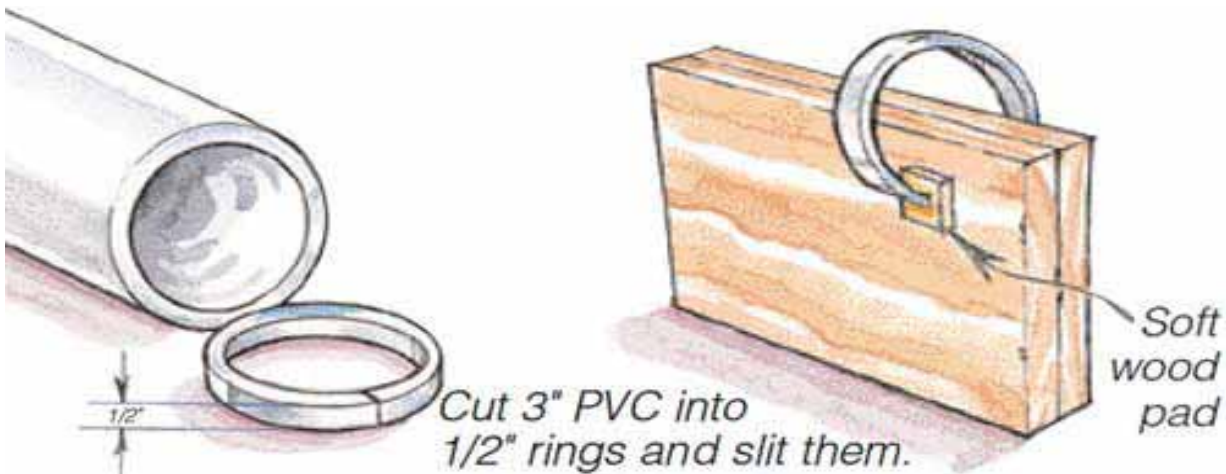
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Hints and Tips

From the Woodworker magazine, a bloody good little ripper of an idea!

CREATE A COLLECTION OF MINI CLAMPS

For the occasional small balsa clamping job, regular clamps are often much too heavy or cumbersome - or you may not have enough of them. The trick is to take a 3" diameter piece of PVC pipe, slice it up on the band saw and then slit it (using a band saw) as shown below. The resulting "pinch clamp" provides plenty of pressure for small glue-up jobs, but you will want to make a few softwood pads to protect your soft balsa sheet



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



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