

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 158

Produced by the Victorian Control Line Advisory Committee



September 2011
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**Copy Deadline for next issue is:
Wednesday September 21st 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

Sep-4	CLAG Country Day	Moe
Sept-11	Navy Carrier, Vintage Combat, Speed	CLAMF
Sept-25	Stunt Master F2B + Combined Speed	KMAC
Oct-1-2	Ringmaster Fly-A-Thon 2011	KMAC
Oct 1-2	CLAS.NSW C/L STATE CHAMPIONSHIPS. Venue Twin Cities, Albury (F2A, F2C + Supporting events) Classic B, Vintage A, Combined Speed, Open Rat Race including Class 2 T/R.	
Oct-2	CLAG Country Day	Moe
Oct-16	Classic FAI Team Race, Simple Rat Race, Goodyear	CLAMF
Oct-23	2011 Monty Tyrrell Classic Stunt	KMAC
Nov-6	Vintage Stunt and Vintage Combat	KMAC
Nov-13	Speed , F2B, Burford Vintage A Team Race	CLAMF
Nov-27	Dougs Vintage Stunt	KMAC
Dec-4	CLAG Country Day	Moe
Dec-11	Navy Carrier, 2.5cc Rat Race, F2C	CLAMF
Dec-18	Club Day	KMAC

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: Mark Usher.
Mobile 0421 331 932



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2011

DATE	EVENT	CLUB
Sun 11 Sep	KMFC Triathlon	KMFC
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	SSME (contact Ron Blomberry for details Ph: 9956 5952)
Sun 20 Nov	Vintage T/R, 1/2A, A (2 divisions)	KMFC and Vintage B.
Sun 20 Nov	Cardinal & Classic F2B	NACA To be held at the CCMAC field, Rutley's Road, Doyalson North. Exit the Pacific Highway at Rutley's Road, find the flying field 1km in, on your right.
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)
Contact:- Ian Smith (02) 49752292
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.

Subscribers are reminded that they can receive Australian
Control line News by email at no extra cost. This option
would allow you to view the pictures in colour as soon as it
is ready to be sent to the printers for publication.
If you would like to use this option just make a request to
the Editor by email.



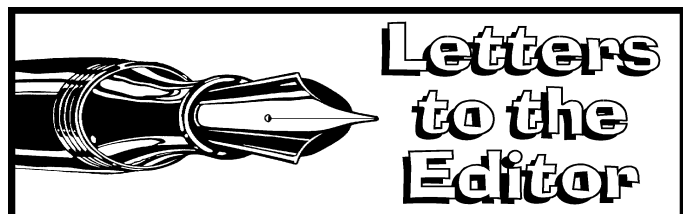
Adelaide Aeromodellers Club 2011 Events Calendar

- | | |
|---|----------------------|
| 5. 1/2A Combat – | September 3rd |
| 6. Delta Dart / Hangar Rat Indoor Night at Ingle Farm – | September 10th (tbc) |
| 7. Sabre Trainer Racing – | October 8th |
| 8. Peacemaker / FliteStreak Stunt – | November 5th |
| 9. 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 Mal Dyer tel. 8186 1135



Hi Harry.

I have just been told by John Taylor about a letter to the editor in issue #157 where people are looking for Control Line parts and equipment. I am pleased to be able to tell you that we stock most of the items that a person needs to start in to CL flying for the first time or for those are interested in making a comeback. It seems that we are currently the only business in Australia that deals almost exclusively with CL

We started about two years ago when we became the Sole Cox Engine & Spares Distributor for Australia and since then we have started to move into areas of more general interest. We now carry as regular stock items such things as – Kits, Lines, Line Clips, Tanks, etc,.. Also we have just moved into stocking CL engines although our range is a little limited at

the moment. We currently have the Irvine Mk IV .40 Venturi engine & the ASP .15 Venturi engine although these won't appear on the website for another week or so. We will also be upgrading the site soon which is predominantly Cox based to give a stronger emphasis on CL in general. We currently take orders by email and return Invoice, for the customer's consideration, but will endeavor to add a shopping cart before the end of the year.

Business has been reasonable and we have sold many hundreds of engines and quite a lot of kits and accessories all over Australia.

If you would like to have a look at our website please follow this link

www.wightsmodelaircraft.com.au

however I am not going to advertise the site to a greater customer base until it has had a bit of a revamp as not all of our stock is displayed. In the mean time if any one is looking for something they could email me and I would be very happy to answer any questions, etc,..

Thanks very much Harry.

Cheers.

Lindsay.

VALE

WARREN SHURMER 10/3/1940- 28/6/2011 (AUS 560)

Another of our earlier modelers has passed on to the big flying field above.

Warren started modeling at an early age and competed over many years at numerous Nationals concentrating mainly on Team Racing, Speed and Scale.

First of his many successes over nearly 5 decades of competitions was a win in Class 3 Team Speed at the 10th Nationals held at Traralgon in 56/57 using a K&B 35.

Over the following years Warren also flew in a number of Trans Tasman events and was well known and respected in New Zealand for his achievements and flying ability.

He moved to Queensland in the early 80's joining the Stardusters Club and from there to ALC Club where he and his team mate partner were nearly invincible for a number of years particularly in Class 2 events.

In 1996 he joined the newly re-formed Ipswich Club (CLASI) and remained a very enthusiastic club member always willing and ready to assist anyone in any way he could with his vast knowledge and experience.

He returned to Sydney in mid 2000 and continued to fly and build many models, though his attention turned more to Scale after he admitted he could no longer fly the fast team race models.

He remained fairly active and was still building till his untimely departure after suffering a stroke and heart attack.

To his family and friends we offer our sincere condolences.

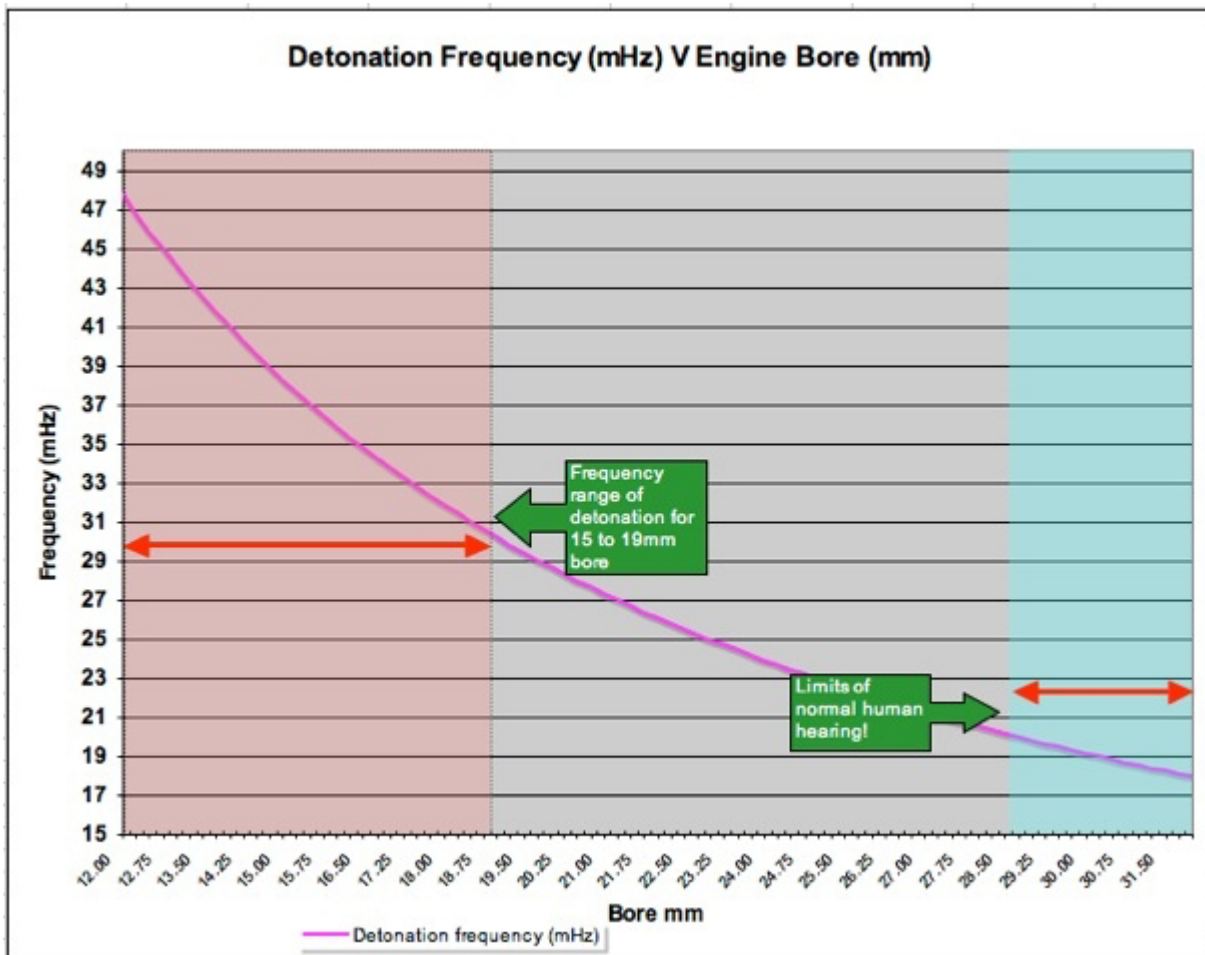
The Wonders of Detonation

By Lance Smith

Of all the effects that plague our miniature internal combustion engines, one of the most misunderstood is detonation. My definition of detonation is: **the onset of rapid, uncontrolled combustion outside the normal boundaries of controlled combustion**. Under any circumstances, this phenomenon is damaging to the physical integrity of an engine; it can be described as a rapid, high-speed energy wave that has the power to remove metal from a piston crown, cylinder head and glow plug. If it is allowed to continue for too long, it will cause major structural damage to moving parts – and sometimes the crankcase that is trying to hold those tortured parts together – with the inevitable consequences.

Under normal circumstances, racing engines are designed to hold together under the stresses and strains of high temperatures, lateral and centripetal forces without springing apart. When detonation (no matter how minor) is added to the equation, these forces are so massively in excess of the normal design parameters that significant damage can occur over a very very short moment in time. Other than running an engine without oil, there is probably nothing that is more detrimental to an engine than detonation.

By its nature, this damage is done silently. Unhappily, we become aware of detonation only through secondary signs such as excessive labouring and slowing down, or plugs that blow repeatedly between refills. A blown plug may be the only actual sign we see, and sometimes we can miss that sign. Only when the engine is pulled down, or when we are glumly sorting through a pile of engine fragments and see the sand-blasted effect on piston crowns or cylinder heads, or both, do we realise what is going on.



Detonation can be a silent destroyer of engines and glow plugs, simply because, although it is rather obvious in car and motorcycle engines as a high-pitched pinging sound, in smaller engines the resonant frequency is so high it goes completely unheard and therefore unnoticed. If you think you can hear it in model aircraft engines, quite frankly, you are dreaming. You will never hear detonation when starting up, although you may sometimes hear the engine going over at the extreme end of detonation; and even then only in the later stages, as thermal runaway proceeds and the engine goes over.

Detonation frequency (mHz) $Df = 900,000 / (3.14 \times r)$ where r = radius of the engine bore.

It is important to note that Df is independent of engine rpm and is only dependent on the bore size of the engine in question. You can see from the equation that for us it happens at frequencies so high you would need the ears of a bat to hear it.



The damage to the heads above show the extent of cratering created by the explosive gas “cavitation” effect, as minute areas explode and tear out or dent metal at the surface of the combustion chamber itself. The hard steel surface of the plug, and the platinum winding in the plug has also been eroded and distorted, showing the raw power of un-controlled combustion. The situation can rapidly go from this type of damage to extremes in which a hole is punched clean through the piston, or the crankcase is split in two.

Once detected, detonation can be dealt with by:

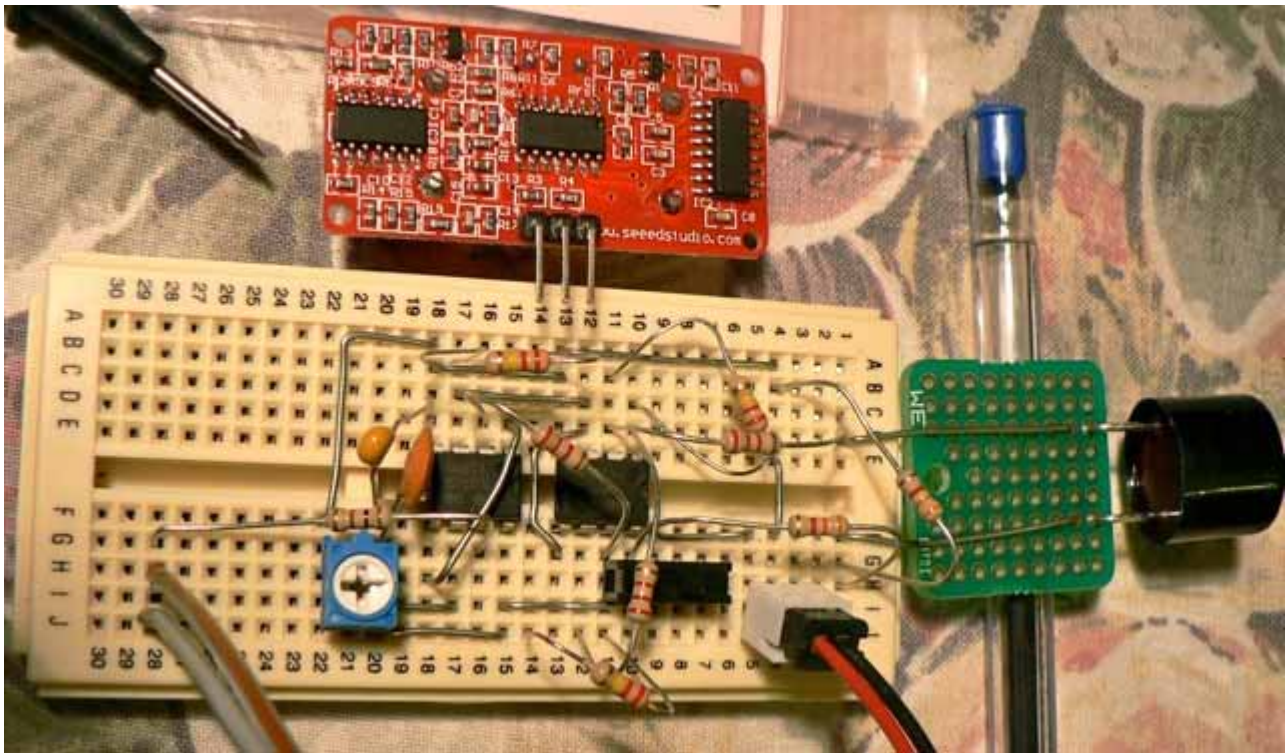
1. Increasing head clearance (thereby reducing combustion temperatures) at the sacrifice of power.
2. Reducing head clearance or increasing squish volume (thereby allowing the heat to escape better through the piston crown or the top of the combustion chamber, and speeding up squish velocity, thereby improving fuel mixing.
3. Running a richer mixture, cooling off combustion temperatures.
4. Coating the head and piston crown with heat-resistant material, thereby preventing the metal surfaces from retaining heat during combustion.
5. Retarding the engine by slowing up combustion (retarding fuel mixes).
6. Removing all sharp edges from inside the combustion chamber.

How can you tell if frequently blown plugs are a prelude to detonation problems? Plugs may blow for a number of reasons unrelated to detonation; for example, an engine that is mechanically tight can be prone to blowing plugs because of excess vibration or mechanical shock. So how can we eliminate this and other causes from the equation? Guess-work just won't do.

Detecting the detonation itself while it is happening is the only objective measure. The engine typically runs at 300–670 Hz, while detonation rings out at 35,000–40,000 Hz – a vast difference in frequency. What is needed is a detector that can pick up the very high frequency noise that signals detonation.

Note to self: build some kind of detonation detector using off-the-shelf electronic components.

I was surprised to learn that there is a multitude of circuits available on the internet, including ultrasonic transducers that detect sounds emitted by bats. These are just perfect for a home-made detonation detector. For \$35, you can pop down to Jaycar and buy all the components you need to build your own 3.7–5V lipo battery-powered circuit, and output an analogue or digital pulse to a computer or a microprocessor for detection.



My prototype detector, constructed on a temporary “breadboard” (the rectangular cream affair) can be seen in the photo above. The breadboard shows a standard quad amplified circuit using a typical 35–45 kHz ultrasonic transducer (that round, black microphone-looking thing) as the sensor to pick up and output a digital signal that can be detected as a 5V pulse. The miniature red circuit board above contains a self-testing ultrasonic circuit that generates a 40 kHz pulse, and a parallel receiving circuit that can receive a signal from an ultrasonic source, sort it, and then output a confirm signal to a microcomputer for display or for recording and data logging. (I found that complete board **after** I built my simple circuit; Sod’s law at work).

All the components from the breadboard can be mounted on the green mini-board (seen at right) as a permanent final design board, producing a very compact and simple device. I used the red board to produce a test 35 kHz signal to prove that the prototype board actually works.

And how did it work? Tests showed that it could indeed detect an ultrasonic sound source at 35-45 kHz and output a digital signal on cue. Voice sound waves (loud cheers) elicited no response, nor did a recording of a 40 rat in full song. So far so good. The next step is to turn the prototype into a field detector and see how it goes, then couple it up to a data-logger as well to record the waveform.

More to come ...

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.

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

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

2011 FAI EUROPEAN CHAMPIONSHIPS FOR CONTROL LINE MODEL AIRCRAFT

CZESTOCHOWA - POLAND July, 23rd – 30th, 2011

F2A INDIVIDUAL RESULTS

Place: Competitor	Country	1. Flight	2. Flight	3. Flight	4. Flight	RESULT
1 MORRISSEY Ken	GBR	304,3	304,4	305,9	307,4	307,4
2 KALMÁR Sándor	HUN	303,8	297,4	0,0	292,3	303,8
3 EISNER Paul	GBR	300,3	302,2	301,5	300,1	302,2
4 PARRAMON Luis	ESP	0,0	302,1	0,0	300,7	302,1
5 SZVACSEK Ferenc	HUN	297,8	300,1	300,4	298,9	300,4
6 FEDOTOV Konstantin	RUS	0,0	299,3	300,4	295,3	300,4
7 OSOVYK Oleksandr	UKR	299,6	0,0	0,0	0,0	299,6
8 HALMAN Peter	GBR	272,4	293,5	295,4	297,9	297,9
9 CAPO Francis	FRA	293,7	296,6	0,0	291,2	296,6
10 AUBE Jean Marc	FRA	295,1	0,0	0,0	296,3	296,3

There were 35 entries in F2A

"Very often a record time in speed is an isolated and hard to repeat achievement.

To up the record in four successive attempts is very, VERY impressive. Well done Ken, fantastic result".

Mick Orchard

F2C Team Race Results

Place: Team	Country	Race 1.	Race 2.	Race 3.	Result	Semi 1.	Semi 2.	Result	FINAL
1 SURUGUE Pascal / SURUGUE Georges	FRA	03:10,4	03:12,3	03:05,4	03:05,4	03:05,9	86 laps	03:05,9	06:24,1
2 ANDREEV Sergey / VOROBIEV Oleg	RUS	03:12,7	03:07,7	03:10,3	03:07,7	03:06,4	03:06,0	03:06,0	06:24,1
3 OUGEN Thierry / SURUGUE Roland	FRA	03:05,7	03:12,8	34 laps	03:05,7	03:13,6	03:04,8	03:04,8	DISQ
4 SHABASHOV Yury / YUGOV Victor	RUS	03:11,8	03:06,7	03:17,2	03:06,7	03:07,0	03:40,7	03:07,0	
5 BONDARENKO Yuriy / LERNER Semen	UKR	03:13,9	03:17,2	03:06,6	03:06,6	03:10,0	03:08,2	03:08,2	
6 DOZHIDAEV Sergey / DUKOV Viiatcheslav	RUS	03:08,8	DISQ	03:24,5	03:08,8	03:08,7	03:35,1	03:08,7	
7 ALONSO Luis / IGLESIAS Ignacio	ESP	03:15,4	03:10,2	DISQ	03:10,2	03:13,2	03:10,8	03:10,8	
8 MAKARENKO Volodymyr / FULITKA Volodymyr	UKR	03:18,5	03:09,8	97 laps	03:09,8	03:18,6	03:18,3	03:18,3	
9 BARRAGAN Antonio / BARRAGAN Juan	ESP	03:12,1		DISQ	03:12,1	67 laps	03:30,3	03:30,3	
10 CARRACEDO Eliseo / ALDECOA Antonio	ESP	03:12,2	03:12,6	03:18,6	03:12,2				

There were 31 entries in F2C

"F2C was a tie for 1st, Surugue/Surugue & Andreev/Vorobiev 3rd was Ougen/Surugue (France) with a DQ

The winning time was a world record (6:24.1), to be held jointly by the two teams".

Hugh Simons.

F2B INDIVIDUAL RESULTS

Fly-Off

Place: Competitor	Country	Flight 1.	Flight 2.	Flight 1.	Flight 2.	TOTAL: Flight 1.	Flight 2.	Flight 3.	TOTAL:
1 BURGER Igor	SVK	1095,46	1059,40	1069,35	1097,26	2192,72	1096,85	1109,21	1075,08
2 KORNMEIER Richard	GER	1067,16	1090,33	1099,96	1059,40	2190,29	1098,76	1096,98	1088,53
3 VEJMOLA Jiri	CZE	1073,50	1052,06	1058,40	1061,23	2134,73	1079,06	1086,70	1086,91
4 SCHREK Alexander	SVK	1043,16	1042,00	1075,88	1091,56	2134,72	1068,33	1078,43	1070,01
5 YATSENKO Andriy	UKR	1043,96	1057,03	1028,93	1012,76	2085,96	1058,98	1085,01	1058,53
6 YATSENKO Yuriy	UKR	1031,40	1030,86	1057,16	1017,96	2088,56	1062,98	1056,96	983,50
7 YAKOVLEV Evgeny	RUS	1057,13	1044,36	996,80	1019,26	2076,39	1047,73	1058,41	1028,81
8 MAS Carles	ESP	1012,80	1019,80	992,23	1020,36	2040,16	1051,23	1043,85	1014,81
9 SOLOMYANIKOV Sergiy	UKR	1069,21	1014,50	1007,60	978,86	2076,81	1027,15	1066,01	945,86
10 VALLIERA Marco	ITA	1023,00	1016,63	1010,46	1028,60	2051,60	1044,63	1046,38	1036,06
11 SALENEK Viktor	RUS	1015,00	979,63	1009,36	1031,60	2046,60	1016,26	1051,13	1030,61
12 DESSAUCY Luc	BEL	1040,23	996,90	966,70	1022,10	2062,33	1035,71	1036,11	1010,20
13 CHAPOULAUD Nicolas	FRA	1033,43	811,26	994,06	1035,10	2068,53	1031,21	1018,20	1038,58
14 GARFUTDINOV Albert	RUS	1046,10	1006,63	1032,23	944,63	2078,33	1023,66	1024,73	1017,28
15 BOSIO Aivia	ITA jun	960,63	1028,86	1014,36	977,53	2043,22	1023,48	1017,56	1005,08
16 VANYAGIN Dmitry	RUS jun	986,06	988,03	985,16	1040,30	2028,33	1017,41	1015,60	1022,01

There were 53 entries in F2B

"I see Igor Burger won F2B with his electric model. This was a completely new model only completed about a week before the Euro's and was a departure from his usual A123 cell set up in favour of Lipo's".

John Hammonds

F2D INDIVIDUAL RESULTS

Place: Competitor Country License No Results

1 EREKLINTCEV Pavel RUS
 2 POMOGALOV Ivan RUS
 3 BELAEV Andrey RUS/ECh
 4 POKORSKIY Oleksandr UKR jun
 =5 VARFOLOMEJEV Dmitri EST
 TRIFONOV Igor RUS
 7 MATEO SALA Manuel ESP jun
 =8 FORSS Jussi FIN
 GRIFFIN Jamie GBR jun
 PLATKAUSKAS Robertas LTU
 DEMENTIEV Igor MDA
 USKIKH Sergiy UKR

1. 2. 3. 4. 5. 6. 7. 8. 9. 10.
 W L W W W W W W W W
 W W W W L W W W W L
 W W W W W W L W L (W)
 W W W W W W W L L (L)
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There were a total of 61 entries in F2D



*E/CH Czestochowa/POL, Winner F2B:
 Igor Burger, Max Bee with electric setup*



*Ken Morrissey
 during one of his
 four record
 breaking F2A
 flights using an
 Irvine.*



*F2C Scoreboard (Below) shows 178 laps gone in
 the final and identical times. First and second place
 could not be seperated at 200 laps.*



Photographs by Claudia Kehnan.

Complete results of all the events can be seen at:-

<http://www.controlline-ech2011.pl/en/echs-2011-results.html>

CLAMF
Aerosports
presents....

2012 Air Racing, Stunt & Combat
"Grand Prix"

January 5th - 8th 2012 over 4 days

*F2A, F2B, F2C, F2F, Vintage A, Classic Stunt,
Classic B, Classic FAI, Vintage Combat, 1/2A Combat,
Combined Speed, Navy Carrier*

Swap Meet and Social Activities

More details & event schedule coming soon !...

FEDERATION AERONAUTIQUE INTERNATIONALE

CLAMF AIR RACING

Frankston

Victoria

WHYALLA CONTEST WEEKEND

2.5cc Rat Race	rd 1	rd 2	Snr final	Jnr final	Engine
1.G.Wilson/M.Wilson	228		21:44.87		OS FP 15
2.M.Davies/M.Davies	201	197	DNF 308	24:51.84	MVVS D
3.M.Dislers/M.Ellins	205		DNF 211		Parra D
4.J.Anglberger/R.Fitzgerald	184			27:04.63	Rossi RVD
5.P.Anglberger/J.Witz	175	119			?
6.M.Poschkens/M.Wilson	174	130			Taipan BR
7.D.Bainbridge/M.Ellins	170				Nelson FI D
8.P.Anglberger/M.Dyer	166	160			ASP 15
9.B.Thomas/M.Poschkens	166	110			MVVS D
10.P.Templer/G.Fell	161	152			Fora Jnr
11.G.Roadknight/A.Roadknight	150	143			?
12.N.Suffolk/P.Templer	117	149		dnf 0	Fora Jnr
13.J.Suffolk/P.Templer	100	66			OS FP 15

Mark Poschkens, Duncan Bainbridge and Paul Templer enjoyed their Rat Race.



Junior Rat Race finalists.



1/2A Combat	1	2	3	4	5	6
1.M.Wilson	W	W	W	W	W	W
2.M.Ellins	W	W	W	L	W	L
3.M.Davies	W	W	L	W	L	
4=.G.Wilson	W	L	W	B	L	
4=.M.Dislers	L	W	W	L		
6=.M.Davies (J)	L	W	L			
6=.M.Poschkens	W	L	L			
6=.P.Templer	L	W	L			
9.J.Anglberger (J)	W	L	w/d			
10=.R.Fitzgerald	L	L				
10=.N.Suffolk (J)	L	L				
10=.P.Anglberger	L	L				

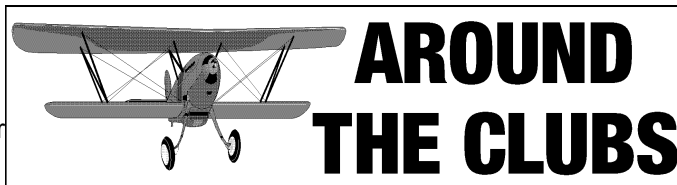


Classic Stunt	rd 1	rd 2
1.P.Anglberger	1186	1257
2.G.Roadknight	1128	1201
3.M.Ellins	1173	1163
4.P.Templer	1048	1139
5.A.Roadknight	1089	1138
6.R.Fitzgerald	663	1131
7.M.Dyer	903	1042
8.M.Wilson	984	1012
9.M.Poschkens	953	970
10.G.Wilson	368	807



Results from flying held at Frankston on 14/8/2011.

Perfect conditions greeted members and visitors for a stunt and racing Sunday at CLAMF Aerosports. Classic B team race time trials commenced first up with a round of Classic Stunt following shortly thereafter. Pilots were challenged by the lack of wind over the course of the day, a rarity in Melbourne! A 'Michelin 3 star' BBQ lunch was then prepared by Andrew, our own 'Master Chef'. Various fun fly and combat flights took place during the early afternoon with the final round of Classic Stunt and F2F team racing closing out the day.



CLASSIC STUNT	rd 1	rd 2	Best
1. Mark Ellins	616	dnf	616
2. Peter Koch	567	459	567
3. Ken Maier	539	392	539
4. Paul Stein	494	484	494
5. Gavan Opperman	424	260	424

F2F T/R	rd 1	rd 2	engine
1.M.Wilson/P.Stein	4:10.57	4:03.68	Vorobiev SE
2.K.Hunting/N.Baker	4:40.60	4:32.12	Nelson FI SE
3.H.Bailey/P.Roberts	5:05.03	5:18.97	Nelson RI SE



CLASSIC B TIME TRIALS AT CLAMF, 14/8/11

It was a perfect day at Frankston today for Classic B, F2F and Classic Stunt. Lots of sunshine, temperatures in the high teens and light winds.... It doesn't get much better than that! Our local 'Masterchef' Andrew Nugent said it was the best flying day since Easter and I reckon he was on the money. Andrew also prepared a top BBQ lunch on the verandah of the new clubhouse. Ken Maier brought along his Vintage combat models for some final check flights before he leaves next week for the British Nats. We wish you many cuts and good luck, Ken!

Due to the state of the water logged field, timed solo heats for Classic B were run on the hard circle. It's fine for 60' lines to fly on as long as the pilot remains within the smaller orange lined centre circle. Like Combined Speed, more than one model could be entered.

The time trial concept has been used before and provides an alternative contest when for whatever reason, full-blown racing is not an option on the day.

Classic B produced the usual super close racing with only about 4 seconds between the top four teams. Once again, it was the super quick Enya 25 of Paul Stein that raced away with the honors, a scant second ahead of the wolf pack that was snapping at his heels.

Speeds on the top four models were virtually identical with all around the 15.2 mark or 118 mph. Quite amazing when three very different engines can be so close in performance. No doubt due to the New Zealand factor of Lance Smith and the late Alan Barnes, one of the all time great engine men.

The way these models are sorted, it only takes an extra flick, a slight hesitation or hiccup to make the difference between winning and losing. As in Vintage A, whereabouts in the circle the engine decides to cut can also have a big bearing on the time. Extended glide means extended time!

Maybe the time will come in Classic B where shutoffs are compulsory (for safety reasons) and, like Barton B in England, are allowed to be operated in a race. At a guess, around 80% of today's racers have them fitted.

There were quite a few models and teams that did not fly, including Mark Ellins and his Super Swooper, Lance Smith, the Cosmic Rays, Ken Hunting and Bryce Young. Hopefully most will be at the next big meet in Albury on the 1st and 2nd of October. Not long to go now!

Results were as follows.

CLASSIC B T/R	model / engine	rd 1	rd 2
1.G.Wilson/P.Stein	Rocket /Enya 25	2:49.53	dns
2.J.Hallowell/M.Ellins	Red Streak / OS FX 25	dnf	2:50.75
3.H.Bailey/P.Roberts	Galaxie /Irvine 25	2:54.00	2:52.72
4.J.Hallowell/M.Wilson	Rocket /Irvine 25	2:53.37	dns
5.M.Wilson/N.Baker	Rocket /GMS 25	3:08.12	3:21.47
6.P.Roberts/H.Bailey	Backtrack /Magnum 25	3:12.28	dns

John Hallowell



Sunday August 7th. at Frankston

The remaining events from The Victorian C/L State Championships were completed today at Frankston. Three months of bad weather had delayed the running of the last three events. No problems with the weather on this occasion. In fact it was very pleasant.

Midge speed was first up and with only three entries was concluded in a short time.

Mini Goodyear T/R was up next and there were five entries. The G. Wilson/ M. Ellins team had the fastest model and combining that with good pit stops gave them a well deserved first place. OSCZ11 PS engines were used by all competitors.

Simple Rat Race had some close competitive racing and it was the team of M. Wilson/M. Ellins that were first over the line in the final followed by K. Hunting/N. Baker and in third place H. Bailey/ P. Roberts. The Cosmic Ray's (Jim and Colin) had a day of blown glow plugs and could not get amongst the top runners in either of the racing events.

Report by Harry Bailey

Here are the results of the remaining Vic State Champs events for 2011.

Midge Speed	Rd1	Rd 2	Rd 3	Km/h	Engine
1. Ken Hunting	9.84	n/t	n/t	146.88	Paw
2. Colin Ray	15.34	12.24	n/t	118.08	Taipan
3. Noel Wake	19.54	23.20	n/t	73.97	Silver Swallow

Mini Goodyear	Heat 1	Heat 2	Final	Engine
1. G.Wilson/M.Ellins	3:31.37	dns	7:23.24	OS CZ11 PS
2. H.Bailey/P.Roberts	4:30.10	4:27.35	8:52.84	OS CZ11 PS
3. K.Hunting/N.Baker	4:07.12	dnf 95	10:36.31	OS CZ11 PS
4. C.Ray/J.Ray	4:40.37	dnf 66		OS CZ11 PS
5. M.Wilson/P.Stein	dnf 80	dns		OS CZ11 PS

Simple Rat Race	Heat 1	Heat 2	Final	Engine
1. M.Wilson/M.Ellins	111	104	219	OS 15 FP
2. K.Hunting/N.Baker	103	96	210	OS 15 FP
3. H.Bailey/P.Roberts	106	104	201	OS 15 FP
4. C.Ray/J.Ray	64	100		OS 15 FP



Vic State Champs



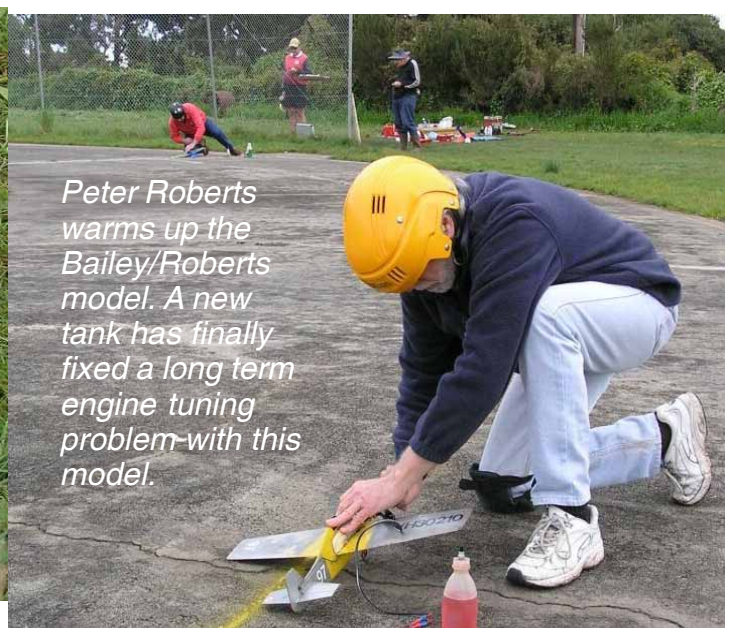


*Mini Goodyear
T/R finalists at
the Vic State
Champs.*

*All the models in
Simple Rat Race
used OS 15 FP
Engines on a day of
sunglasses and
gum boots.*



The Wilson/Ellins Mini Goodyear model.



*Peter Roberts
warms up the
Bailey/Roberts
model. A new
tank has finally
fixed a long term
engine tuning
problem with this
model.*

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ANDREW'S PANS.

For some time now I have been selling my speed and team race pans through this newsletter. I would now like to offer some limited machining services. I have also been doing this type of work for some time via Lance's Classic T/R site. This can be viewed at the following link. http://web.me.com/flyingkiw1/Classic_FAI_Teamrace_Site/Andrews_Racing_Parts.html

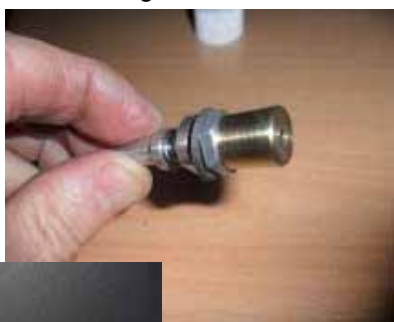
[Andrews_Racing_Parts.html](http://web.me.com/flyingkiw1/Classic_FAI_Teamrace_Site/Andrews_Racing_Parts.html)

I have included some pics of recent work, and more photos can be seen on the above site. I can't see myself doing complete engine rebuilds as I don't have the skills and equipment to do this. Examples of work will be prop nuts and shaft extensions, carbies for most engines, Vintage T/R type tank and bottle valves and other machining as requested. So if you have a job that needs machining let me know and I'll see what I can do.

Regards,

Andrew Nugent.

Tel (03) 9551 1884



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Tel (03) 9 874 2824

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Brendan Robinson

bjrobs@clear.net.nz

WANTED Aeroflyte HummBug Control line Trainer Kit to BUY OR Borrow to copy the Full Size Parts, to DRAW up a plan.

There was NO FULL size plan with this Kit, and we have a copy of the Building Instructions. A number of C/L modellers are trying to find the PLAN for the HummBug.

Alwyn Smith 03 9 8507849

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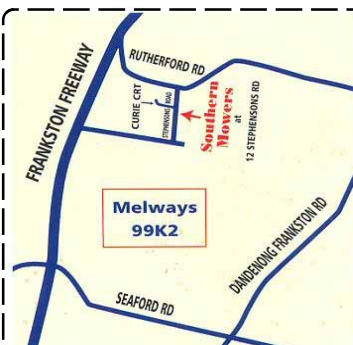
or Secretary John Taylor 07 33927679

Email me for an entry form johndt@iprimus.com.au

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