



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 160

Produced by the Victorian Control Line Advisory Committee



November 2011
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**Copy Deadline for next issue is:
Wednesday November 16th 2011
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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

DATE	EVENT	CLUB
Nov-6	CLAG Vintage Stunt and Vintage Combat (to be run by those present)	KMAC
Nov-13	Speed, F2B, Burford Vintage A Team Race	CLAMF
Nov-27	Doug's Vintage Stunt	KMAC
Dec-4	CLAG Country Day	Moe
Dec-11	Navy Carrier, 2.5cc Rat Race, F2C	CLAMF
Dec-18	Club Day	KMAC
2012		
Jan 5-8	CLAMF Aerosports Grand Prix	CLAMF
Jan-8	CLAG Country Day	Moe
Jan-22	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: 03 9439 0195
Mob: 0409 935 358 Email steve.vallve@gmail.com
President: Mark Usher.
Mobile 0421 331 932
Home 9740 2531

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COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2011

DATE	EVENT	CLUB
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	Vintage T/R, 1/2A, A (2 divisions) and Vintage B.	KMFC
Sun 20 Nov	Cardinal & Classic F2B 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.	NACA
Sun 27 Nov	KMFC Christmas Party	KMFC
Sun 4 Dec	F2B Aerobatics To be held at SSME	Doonside.

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

DOONSID- (to be held at SSME) Luddenham.

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Advisory Committee"



Adelaide Aeromodellers Club 2011 Events Calendar

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

*Doug Grinham is running an event we have called Dougs Vintage stunt at Knox on 27th of November 2011.
The rules are below*

All Australian Vintage Stunt Day Comp

GENERAL RULES

PULL TEST 10KG

STATIC JUDGING

Model to be neat and straight and adhere to plan, Max 20 points

Fix Flaps 20 points

Age of model up to 1960 points on sliding scale.

Bonus points for B-Plane and 2.5cc Models 5 points.

Engines age, all engines up to 1960 will receive 5 points.

Static points to be added to flight score

Pattern to be as current Vintage Pattern

Regards Doug Grinham.



Taipan

Reproduction Engines

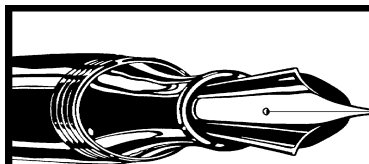
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Letters to the Editor

The article last month by Lance Smith on fire detection got me thinking that it would be even better to trigger a miniature on-board fire extinguisher rather than watching your LED flashing, two-tone blaring model go up in smoke. A pity the BCF halon type extinguishers are now banned. I doubt we'd get a special exemption to use them. That leaves the foam type of extinguisher, which is good for combustible liquids of Class B type. Mere coincidence that this naming coincides with the type of C/L models most afflicted by the fire thing? :-)

Back to work!

MARIS DISLERS

Could you please put a THANK YOU in your next ACLN, to thank John Taylor for supplying the TEMPLATES for the Aeroflyte Hummbug C/L Trainer that I requested in the wanted section

Alwyn Smith

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Ipswich & District C/L Champs (2011)

This year's competition started off with great weather to kick off with. It got a bit gusty in the afternoon on Saturday but that didn't stop the racing schedule. Most of us came on Sunday to fly Speed, Vintage A and Classic B but the wind got a lot worse so we had to cancel. We will fly those in the next coming weeks. Very sad but there was no combat at all this year and few entries in racing. Control line in Queensland is very poor on what it used to be. We had many entries from the Thunderbirds club, few from the Clasi club and 1 member from the ALC club and none from any other club. Many thanks to Ross Stokes for the only member from ALC turning up and flying and to everyone who came. Thanks to all the lap counters who helped out on Saturday and supported our club. If everyone could support each other's club and turn up to events control line could pick up again slowly. A lot of people from other clubs will only compete if their club will run it. That should not be the case. We should all help each other out and keep control line alive in Queensland. We have a large number of combat pilots in QLD and if everyone or most could have entered we could have had a few people from down South to come up as usual to make the weekend more enjoyable.

Mouse race was up first with 3 entries. It's great to see after the Dalby Nationals that the radio flyers are flying some control line now. Results are as follows:

	Heat 1:	Final
R. Edgerton/C. Turner	71 Laps	132 Laps
M. McDermott/B. Felshow	71 Laps	137 Laps
R. Williams/T. McDermott	21 Laps	63 Laps



Next up was **Bendix Team Race** with 3 entries.

Heat 1 saw DeChastel and Hewitt up with the McDermott's. Hewitt and DeChastel were struggling to get the laps they needed. John Taylor practiced with Frank Edged but decided just to fly the final as he had a Lumbar Puncture the day before and was extremely sore plus there were only 3 entries so they decided just to fly the Final. The McDermott's had a slow start on countdown due to a flooded engine.

In the final DeChastel / Hewitt team were going great until their second pit stop when the model slammed into Hewitt's knee resulting in a broken fuselage. The Maccas had a great run with 1st flick starts and great pit stops with Jeff Hartley on the battery. Good stuff Jeff

	Heat 1	Final
T. McDermott/M. McDermott	3.27	7.00.75
B. DeChastel /K. Hewitt	4.16	48 laps
F. Edged/J. Taylor	DNS	DNF

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



Z Class (Slow Bendix) was next up to fly. There were 4 entries in this newly introduced event. Frank Edged who has been out of control line for many years flew this event for the first time and flew extremely well for Ross Stokes. Ross did a tremendous job pitting as he usually flies himself. 1st flick starts and great catching. Well done to both. Everyone had a nice, clean great race. Congratulations to Bruce and Kerry for taking out the title.

Z Class Results	Heat 1	Heat 2	Final
B. DeChastel/K. Hewitt	4.39.69	DNS	8.56.03
McDermott/McDermott	4.29.00	DNS	9.15.59
R. Smith/B. Felshaw	4.50.69	4.44.12	10.16.00
F. Edged/R. Stokes	5.40.26	4.54.84	
R. Edgerton/L. Price	25 laps	DNS	



Slow Goodyear Results (Nats rules)

	Final
T. McDermott/M. McDermott	11.26.3
R. Edgerton/B. Felshaw	15.50.9



Special thanks goes to John Taylor for preparing this great weekend and for putting on a lovely BBQ for lunch. Thanks to Mark McDermott and Trevor Larson for mowing and marking out the field on Friday. We had 2 people who had come along way for this weekend including Rod Williams from Dalby and John Jacobsen from Harvey Bay. Bruce DeChastel came from Gympie. Hopefully some closer members might come next time too.

If everyone could keep Brian Burke and his family in their thoughts throughout this time I'm sure they would appreciate it.

Trent McDermott
AUS 55720
Clasi Member



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Brian Burke's Passing 19.12.1944 – 28.09.2011 AUS 2738



This was a very sad week with the death of Brian Burke on Wednesday after an ongoing illness. He had been placed in hospital for about a week and was not getting any better, so he decided to come home. After visiting him at home a few times everyone could just see his health was deteriorating rapidly.

We were going to hold a get together fly-in on Burky's premises but his health just rapidly decreased so had to cancel.

Many thanks to Andrew and Tom Linwood for flying up from Sydney that weekend to visit him. He was overwhelmed to see them. His biggest wish was to make it to the Ipswich & District CL Champs at Ipswich but sadly succumbed to his illness three days short of the weekend.

(Dad) Mark McDermott got everyone around at the start of the Contest and said a few words about him and we had a minute's silence to finish the speech.

Brian's funeral was held on the 5-10-11. There were a lot of people in attendance and a very big thanks to Michael Comiskey for driving 12 hours from Sydney to attend. Geoff Burke remained strong for his family as he gave a great eulogy for his father. Brian would have been very proud of you.

Brian was one of the finest combat pilots and won many State and National events in all aspects of combat and even a few racing events. He had a great passion for combat especially open combat. Brian invented and made the rules for the .35 slow combat events in QLD. He loved building models for everyone and has built hundreds for us. He had only just finished building a Goodyear model for us 3 months ago and it looked absolutely amazing for a combat "guru." If it wasn't for Burkey building so many models for me and giving me heaps of combat advice I would not be half the pilot I am now. So this weekend is for you Brian. Thanks heaps.

Tight lines in the sky mate!
Never forgotten (R.I.P mate)
Trent McDermott AUS 55720
Clasi Member



New South Wales State Championships for F2C and F2A.

F2A Speed was flown on Saturday morning. On arrival at the flying circle the contestants were greeted with a flying surface with plenty of puddles. Some brooms and a squeegee and plenty of willing hands managed to get the concrete cleared of water and ready for the competition and flying was able to commence. Surprise package of the contest was Murray Wilson who had his new model and engine to fly in his first F2A competition. The model had been test flown the week before but an engine setting proved to be elusive. Some changes were made to the engine and by Friday afternoon the model was starting to show some promise.

Representing N.S.W. was the trio of Andrew Heath, Ian Gapps and Andy Kerr. Andy had come to Albury intending to only fly in the F2A event. Murray Wilson was the only representative from Victoria.

Murray's first flight was a very respectable 12.63 seconds for the timed distance. Andrew Heath put in a good flight to better Murray's time by .01 of a second. Andrew improved his time in his third flight to 12.42 to place him in top position.

In a last ditch effort, Murray did some model changes and came out for his third and final flight. The Victorian spectators formed a cheer squad and the dolly was released with the Profi ready to burst into full song, and sing it did. A very quick flight of 12.22 and a speed of 294.6 kph were recorded. This time is just a little bit short of the Australian record but it was good enough to win the day.

All competitors and assistants kept the event moving along quickly and the competition concluded around lunch time just before we had another heavy rain downpour. The Twin Cities Club had a canteen in full swing so some hot food and refreshments were taken whilst the rain abated.



Murray prepares for his winning flight.



Andrew Heath, Ian Gapps, Murray Wilson, Andy Kerr.

Results of F2A Speed

Name	Pos	Flight 1	Flight 2	Flight 3	Fastest	Fastest in kph	Engine
M. Wilson	1	12.63	N/T	12.22	12.22	294.6	Profi
A. Heath	2	13.095	12.62	12.42	12.42	289.8	Profi
A. Kerr	3	13.18	12.93	13.13	12.93	278.4	Profi
I. Gapps	4	12.97	13.91	N.T.	12.97	277.5	Profi

F2C Report.

The N.S.W. F2 Racing and Speed events were the last in a series of qualifying rounds for contestants that wish to qualify for the Australian team for the C/L World Championships in Bulgaria next year. Fitzgerald/Ellins will go to the World Championships as defending F2C World Champions and were not chasing qualifying points. The ex world champions team of Potter/Simons were representing N.S.W. and the other F2C team that represented Australia in Hungary consisting of Murray Wilson and Mark Poschkens were also in the mix. Neil Baker had Graeme Wilson piloting his model for him making a total of four teams.

The circle was once again cleared of the surface water and some testing and tuning flights began.

Two rounds were flown and the fastest time of the day was 3:08.34 by Fitzgerald/Ellins. After the last race, the wind picked up and the rain came down so all and sundry packed up and called it a day.

On Sunday morning the weather was much improved. Out came the brooms and squeegee again to clear away the surface water and the two remaining rounds and the final were flown.

The final was a good race and incident free with all three teams completing the 200 lap distance.

F2C Team Race Results

Team	Heat 1	Heat 2	Heat 3	Heat 4	Final
1. R. Fitzgerald/M. Ellins	D/Q	3:08.34	3:24.03	3:13.36	6:42.34
2. H. Simons/G. Potter	3:21.53	4:08.65	4:11.38	3:54.31	6:51.85
3. M. Wilson/M. Poschkens	3:51.31	6:07.97	34 DNF	3:12.54	7:22.88
4. G. Wilson/N. Baker	4:06.40	3:35.72	3:29.06		



Robert Fitzgerald's Barstock Lerner.



Reducing the F2C cooling.



The three F2C finalist teams.



*M. Wilson, H. Simons and R. Fitzgerald.
Two World Champion pilots overtaking Murray.*

The wind and rain on Saturday caused the cancellation of some of the non State Championship racing events that had been scheduled for the weekend. These included F2F, Open Rat Race and Class 2 Team Race.

Combined Speed was flown on Sunday morning. There were four contestants.

Results of Combined Speed at Albury 2/10/11

Name	Pos	Class	Flight 1	Flight 2	Flight 3	Fastest	Fastest in kph	%	Engine
N. Wake	1	5	14.91	15.00	18.67	14.91	241.5	94.03	Nova Rossi .21
N. Wake	2	1	15.12	15.29	15.96	15.12	238.1	91.66	OSTZ12
H. Bailey	3	1	17.86	17.99	17.48	17.48	205.9	79.29	OSCZ11PS
H. Bailey	4	Proto	31.57	31.01	D.N.S.	31.01	186.8	77.81	Nova Rossi .21
K. Hunting	5	1	21.13	D.N.S.	D.N.S.	21.13	170.37	65.59	OSCZ11P
J. Hallowell	6	Proto	N.T.	D.N.S.	D.N.S.	-	-	-	Nova Rossi .21

Reports by the Editor.

A & B TEAM RACE AT ALBURY, OCTOBER 2nd, 2011.

Typical spring weather was on the menu for Albury very early in October for the NSW State Champs for F2C and F2A. It was bursts of sunshine followed by lashings of wind and rain. You would think we would be used to it by now!

Of the supporting events it was **Vintage A** that had the best entry with nine teams entered, so the racing began with 3 three up heats. Murray Wilson followed up his extraordinary win in his maiden F2A comp by posting a FTD 3:14.97 with Nobby Baker flicking his own engine in Murray's super fast Dimpled Dumping.

Of the others, only G.Wilson/Ellins on 3:21.85 and Potter/Scully on 3:25.81 kept them honest. The rest had problems of some sort that prevented them from having that elusive perfect race. Think that's why we keep coming back to try again... the thing is though, when it does happen, the pressure is really on to perform as well every time!

Winners were Murray Wilson and Neil Baker in the very good final time of 6:37.16. Graeme Wilson and Mark Ellins were second in 6:50.47 and Grant Potter and Chris Scully were third in 9:53.91.

Results of Vintage A.

Team	Heat 1.	Heat 2.	Final
1. M.Wilson/Baker	3:14.97	DNS	6:37.16
2. G.Wilson/Ellins	3:21.85	DNS	6:50.47
3. Potter/Scully	3:25.81	3:32.09	9:53.91
4. Ray/Ray	3:53.97	3:35.16	
5. Harvey/Simons	3:35.66	3:44.54	
6. Nugent/Hallowell	6:20.41	3:37.10	
7. Hallowell/Nugent	DQ	3:45.03	
8. Hunting/Bailey	6:00.66	4:00.91	
9. Bailey/Hunting	4:30.25	4:06.75	



Classic B was up next and just as it was about to start, a rain front came sweeping across the field and plastic chairs were being blown across the circle... so it was decided to quickly start 3 two up heats in the rain and gusty wind before it got unflyable.

First were John Hallowell and Murray Wilson who recorded 3:01.47 with the Irvine/Rocket. It seems whatever event Murray flies, Murray wins! The time would have been under 3 minutes but for a slow two lap glide after cutting out in the wrong spot.

The screaming OS FX/Rocket of Chris Scully and Steve Rothwell hotly pressed John and Murray. The pair has been putting in long hours working on their setup with the aim of giving the Vics some real hurry up and I can tell you, their 14.8's in a practice flight certainly raised a few eyebrows!

In their one and only heat, Steve and Chris stopped the clock at 3:08.28 but must have lost 10 seconds due to a fast landing and slipped catch. Harry Bailey and Ken Hunting were third fastest with a 3:53.22 from the Brodak/Galaxie. They swapped duties in the next heat but could only manage a 4:23.96.

Mark Poschkens showed he is not only one of the world's best F2C pitmen, but is also a talented pilot. He had Andrew Nugent flicking, but the GMS was not on its best behavior and wouldn't fire up like it should. There were similar problems with the Cosmic Ray's new Irvine .25. Now fitted to the old blue Crescendo, it proved recalcitrant and wouldn't get off the ground in their heat. The engine even took 'superflick' Mark Ellins a while in the pits to get it running. I'm sure they will soon get this problem sorted out. When Irvines go, they really go. Just ask Harry Bailey, the reigning Classic B National Champ!

By now the black rain clouds were right over the field and the heavens were opening. It was time to get out of there so it was decided right then to stop the competition and compute the result on the heat times.

Results of Classic B.

1. Hallowell/M.Wilson	3:01.47
2. Rothwell/Scully	3:08.28
3. Hunting/Bailey	3:53.22
4. Bailey/Hunting	4:23.96
5. Poschkens/Nugent	4:46.06
6. Ray/Ray	DNS

John Hallowell
AUS 1984

The control line area at the twin cities club has been cared for by Darrell Smailes. He has been mowing the grass around the concrete for some time and has even managed to get a grass circle in a flyable condition. **A big thanks to Darrell for the work that he has done.**



John Hallowell double entered "Vintage A" with team member Andrew Nugent and is seen here at the opposite end of the lines to his normal piloting role.

Catching up with people that you have not seen for a while is always part of interstate competitions and it wasn't just flying that took place at Albury. Steve Rothwell had his box of bits and pieces open for any prospective purchasers. Needle valves, shut-offs, and engine mounting plates were acquired by interested customers.

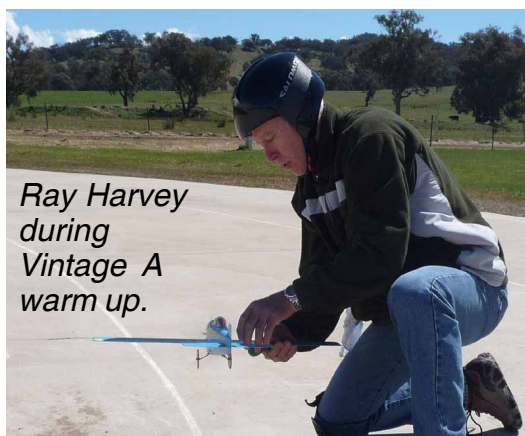
Andrew Heath brought along a large selection of his competition grade sheet balsa and rock maple engine bearers and spars for sale.

Ray Harvey had a sample Vintage Combat model from a batch of ten he has made for sale. They are "Squig" flying wings and reportedly fly as well as the popular "Anduril". As usual with Ray's products, the workmanship is first class. The model he had was fitted with an engine pod for a R250 but Ray can oblige any interested purchasers with making a pod to suit the engine of their choice.

Andrew Nugent had a sample wheel that he had produced on his lathe.

The Friday evening meal for 25 people was taken in the Springhurst Hotel and on Saturday evening we sampled a banquet at a Tandoori restaurant.

Some Pictures from Albury





COMBINED SPEED KNOX 25-9-2011.

First of all thanks to Peter Koch and KMAC for paying to get the circles mown short for our speed comp and Stuntmasters Trophy, it's a pity they were not rewarded with more entrants for there efforts. Only 2 speed flyers turned up despite my plea for entrants.

Noel had one of those days, his 25LA Vintage Proto was a bit off, and then he had all sorts of trouble getting his class 2 & 5 models to run OK. We suspected that there was something wrong in the plumbing.

I did not fare much better as after a good flight with the old ST G60 I tried another prop then later again a bit leaner, but it went off badly resulting in a hole in the piston.

Then I got my ST X40 with newer Nelson piston and liner, I'd had no luck the previous times I tried it but the first flight was OK.

I then tried a "good prop" and it was to lean, result no comp. On stripping down the engine it showed 1.5 thou wear at rear of piston probably caused by not enough cooling to rear of cowl. 1.5 is a mile in piston ovality.

My previous cut off via radio up line was not working, the receiver failed after a prop sheared a while ago and killed RX, so I got another but I could not get it to work by Sat night. The rechargeable battery was dead, so I had to fly without using it. Never again!

I have tried to foster speed in this country for 35 years with virtually no help all. I have got a lot of flack so I probably won't bother to prepare models when only a couple turn up, no wonder people turn to boring R/C.

One day we will wake up and C/L will be basically gone.

May be the problem with combined speed is that you cannot just buy the gear like F2A. That is why I have sold some of my models to help improve the situation but excepting the old CS Class One, they disappear.

At the last Frankston comp the Perky results some how did not come out with the other classes, probably my stuff up with computer so here they are, unfortunately only 2 models managed flights as mine did not go.

Noel Wake	62.00 & 58.9	fastest speed 98.38kph.
Paul Stein	49.43 & 46.92	Fastest =134.92kph. Making this the fastest unofficial top speed in Vic Aus?

Pos	Name	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R. Hiern	Class 4	STX40	13.31	N.E.L	D.N.S	13.31	270.47 93.54%
2	R. Hiern	Class 3	ST G60	11.06	11.52	11.54	11.06	261.92 87.61%
3	N. Wake	Vintage Proto	25LA	41.17	44.61	44.25	41.17	140.72 74.71%
	N. Wake	Class 2	YES	D.N.F				
	N. Wake	Class 5	Nova Rossi 21	D.N.F				

R.Hiern	Perky	Enya 15PB	47.15	44.38	44.38	130.55
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CLAMF CONTEST 16/10/2011

SIMPLE RAT RACE	rd 1	rd 2	final
1.K.Hunting/M.Ellins	78	107	215
2.C.Ray/J.Ray	109	dns	208
3.G.Wilson/M.Wilson	107	dns	205
4.H.Bailey/P.Roberts	103	103	

CLASSIC FAI TEAM RACE	rd 1	rd 2	final
1.M.Wilson/N.Baker	4:43.31	4:41.57	9:02.75
2.A.Nugent/M.Ellins	4:31.78	4:31.81	9:18.16
3.G.Wilson/P.Stein	4:33.59	4:29.87	DNF 58
4.J.Hallowell/M.Wilson	4:47.18	4:54.47	
5.K.Hunting/H.Bailey	5:57.19	DNF 34	

Classic FAI event October 16h 2011

There was a good turn out of models for Sundays Classic FAI, but the weather did not co-operate at first and the morning was very gusty (+55km winds rain and rather cold) and peppered with rain showers. It was decided to fly Simple 2.5 Rat Race and then the Classic FAI event on it its conclusion. The flying was not effected so much by the weather. The rather damp participants then proceeded to lunch and over lunch the weather improved significantly and a very pleasant Sunday afternoon eventuated.

The turnout was 4 FORA 15D's and one Rothwell R250. It was obvious that the FORA's had range over the R250 (John Hallowell) at this stage, although the airspeed on the R250 was impressive, (and I am sure going down in venturi size will get the required laps,) and so were Murray's restarts.

Murray Wilson and Neil Baker were always going to be a competitive combination and also the World Champion F2C flicker

Mark Ellins was always going to be hard to beat.

Heats proved to show that the racing was going to be close, with Graeme Wilson and Paul Stein pulling the proverbial rabbit out of the hat, and going under Murray Wilson and Lance Smith record of 4:30 set earlier in the year, with a new heat time of 4:29.87. On paper they had it in the bag! The team of Murray Wilson and John Hallowell were just pipped out of the finals by Neil Baker. That extra pit stop was always going to do damage even with Murray's lightening fast first flick pit stops. Neil was very cannily creeping up on the FORA settings and managed to control the overheating nicely whilst maintaining excellent airspeed throughout the heats, with the final pit stop slowed by just a tad of overheating.

The final proved very exciting with World F2C champion Mark Ellins and Neil Baker going head to head, whilst the very competitive combination of Paul Stein and Graeme Wilson were sidelined with the return of a fuel blockage. Neil Baker used a combination of airspeed and tactics to keep the FORA in the lead throughout-out the race, steadily bringing home his advantage in laps and airspeed, and the proven tactic of landing a lap after Mark and effectively gaining the advantage each time. The FORA restarts were great in both pairs of able hands and both ran a faultless race. Neil and Murray's overheating problem did not return and they stormed home for a very creditworthy win of 9:02.75 with Andrew and Mark chewing at their heels for a close second time of 9:18.16.

So a great day was had by all and this event had proved to be both popular and spectacular. The day turned out to be a very pleasant way of spending a Sunday afternoon, warm and sunny with much lighter winds, very pleasant indeed!!

Lance Smith AUS 62894

Ringmaster-Fly-A-Thon 1st & 2nd October 2011

The International Ringmaster Fly-A-Thon was flown early in October and a total of 1505 flights were recorded. Most of these flights were in the USA but others took place in Brazil, Canada, British Columbia, England, South Africa and Australia was represented in the Hunter Valley, Sydney and Melbourne.

John Cralley the American co-ordinator wrote "I hope you will join us again next year when our goal is 2000 flights. We will need your help to make that mark!"

I hope you all had as much fun as we did flying our Ringmasters"



Here is a report from the Melbourne members of the Brotherhood of the Ring

After all the planning that goes into an event to be hit by bad weather on the due date is disheartening. The last three days of September we received more than the month's average rainfall in one day. Turns out we had the wettest September since before the Second World War. It was still raining when I left the coast late Friday afternoon. I had planned to stay with Jeffrey Oldham in Essendon to get a quick get away to Knox on Saturday.

Jeffrey had not been flying for over twelve years. I had talked him into digging a couple of models out of the attic, blowing the dust off and some running repairs to give them some air time during this W/E Event.

Having packed the car the night before Jeff and I were on our way just after 7.00 am. Patchy light rain greeted us as we passed through the suburbs but on arrival at Knox Field it had stopped. The field was water logged but sound enough to fly on. We managed just one flight with the Ringmaster, well barely, as fuel feed problems plagued the model. As attempts to correct the problem proved fruitless, we abandoned to another model.

Jeffrey flew an old "Demon" to get back into the swing of things after twelve years and then "Hey, I'm getting dizzy!" A quick take over and guess who fell to his knees.

Next the "Mammoth Demon"! This is a 60 inch version of the original. A slow run on the OS 40 engine with an 11 x 6 prop made for a docile flight for the big girl that had not seen air time for twelve years. As she glided sweetly for a perfect landing the rain came in on us again. Slowly, then building to a solid down pour. Just as we got everything into the Pavilion, ready to dry off, Michael Haney arrived. No, He was not even going to get out of the car. By 10.15am we decided to admit the weather had beaten us and abandoned the day.

Sunday was a much better day and as we arrived at the field the sun was shining bright and warming the air. The breeze was ever so light. The ground was a little damp under foot and some water was lying around in the low areas, but mostly firm enough for models to get airborne. Michael was the early starter, just starting his "S 1" into the air.

Very quickly others started arriving and as models were laid on the field social banter was evident throughout. Although small, the group grew during the early morning from all the Melbourne Clubs; KMAC, BRIMBANK FALCONS, CLAG and CLAMF.

Unfortunately my model was still, plagued with problems and had to be retired for the day. This enabled me to move among the guys and help with launching; some chatter and take photos of the day. Most of the models were newly built and were on debut flights. It was most encouraging to see the effort undertaken to participate in this event. Steve Vallve's model was presented as "The Phantom" with excellent graphics over an all white model. Flying characteristics were reported to be good. A couple of full bodied versions were presented from the "Williamson" plan. One was even dressed nicely with wheel spats. Flying continued vigorously through the morning till lunch time when everyone gathered at the pavilion for BBQ lunch and hot coffee prepared by Gavan.

After lunch more flying and the day just got better throughout. The wind had lifted a little but not so as to ruin flying. The power plants for the models were extremely varied from old OS 29, Fox 35, Enya 30 and 19, OS 25 to Brodak 25. Although Ringmaster pilots were just "A FEW" (12) through the day, we had a number of visitors and onlookers

A young boy "SAM" came for the day and had his first fly of a Trainer. This was so great to watch as Sam took the handle after

about 2 laps and flew solo for the next 6. This was not a fluke as he repeated the deed shortly after. Although the day rounded up sooner than expected, early afternoon, a flash of absolute enthusiasm happened virtually at the end of the day. Bruce Mackay rang me on my mobile, (I was on my way home at this stage) to say he had just finished his model and if anyone was still at the field he would come and log a flight. Peter Koch and Gavan were still there and Bruce managed to get a flight in. Our small group only managed to log 44 flights to the event but all that participated had a great day and showed interest in another attempt for next year.

I hope the photos can do justice to the fun we all had.

Report and Pictures by Alan Matthieson-Harrison
AUS 4409.

Peter Dawson



Ringmaster Trainer 2.5 diesel and another S1.



Aaron Flavell



Steve Vallve "The Phantom"
Bruce Mackay



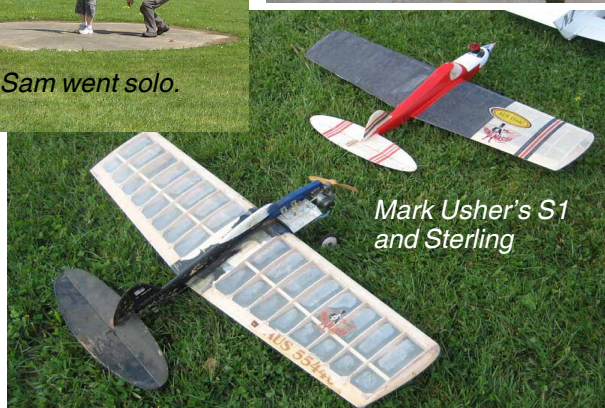
Jeffrey Oldham Saturday morning



Young Sam went solo.



Mark Usher's S1 and Sterling



Ringmasters at Knox



S1 powered by Glowchief 29.



The team in Sydney managed to record 79 flights

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Call

Robert Owen

0417411774

Sydney NSW

"Wanted. Keil Kraft 1 3/4 inch (45mm) diameter spinner in reasonable condition for my KK Phantom. Please contact Maris Dislers at jamd@adam.com.au or phone (08) 8297 0736.

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 been doing this for some time via Lance's Classic T/R site. Pictures of recent work can be viewed at the following link.

http://web.me.com/flyingkiw1/Classic_FAI_Teamrace_Site/Andrews_Racing_Parts.html

Examples of work will be prop nuts and shaft ext, carbies for most engines, Vintage T/R type tank and bottle valves. Also, I am currently trying to source some rubber to do wheels. So if you have a job that needs machining let me know and I'll see what I can do.

Regards,

Andrew Nugent.

andrew.n5@bigpond.com

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