

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 161

Produced by the Victorian Control Line Advisory Committee



December 2011
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**Copy Deadline for next issue is:
Wednesday January 18th 2012
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:- hgbailey@optusnet.com.au



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2011

DATE	EVENT	CLUB
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
Feb-12.	Speed , Classic stunt , F2F T/R.	CLAMF
March-18.	Classic FAI T/R, Simple R/R.	CLAMF
March 10-12	S.A State Champs	Monarto/Callington
April 6-9	Vic State Champs	CLAMF & KMAC.

(Events to be advised)

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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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.



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2011

DATE	EVENT	CLUB
Sun 4 Dec	F2B Aerobatics	Doonside.
		To be held at SSME

SSME - (Sydney Society of Model Engineers)
Model Park, Luddenham Rd, Luddenham.



Adelaide Aeromodellers Club 2011 Events Calendar

9. Biathlon – December 3rd

For further info contact Mal Dyer tel. 8186 1135

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SSME Combined Speed, 13 November 2011

A perfect flying day at Luddenham, with temperatures in the mid 20s, no wind and no rain. Unfortunately, not many competitors either.

The F2A models flown by Andy and Richard displayed their usual cantankerous sensitivity, but both managed to achieve commendable flights in the 12 second range. Ron flew his monoline GO 25 model, which the previous week had done 10.6 seconds, but the engine was rapidly loosing compression and sounded very unhappy. The second flight ended rather quickly with a typical "speed model wingover" into the ground, fortunately with only slight damage. He had better luck with his Novarossi 21, achieving 99.1% of Robin Hiern's recently set record.

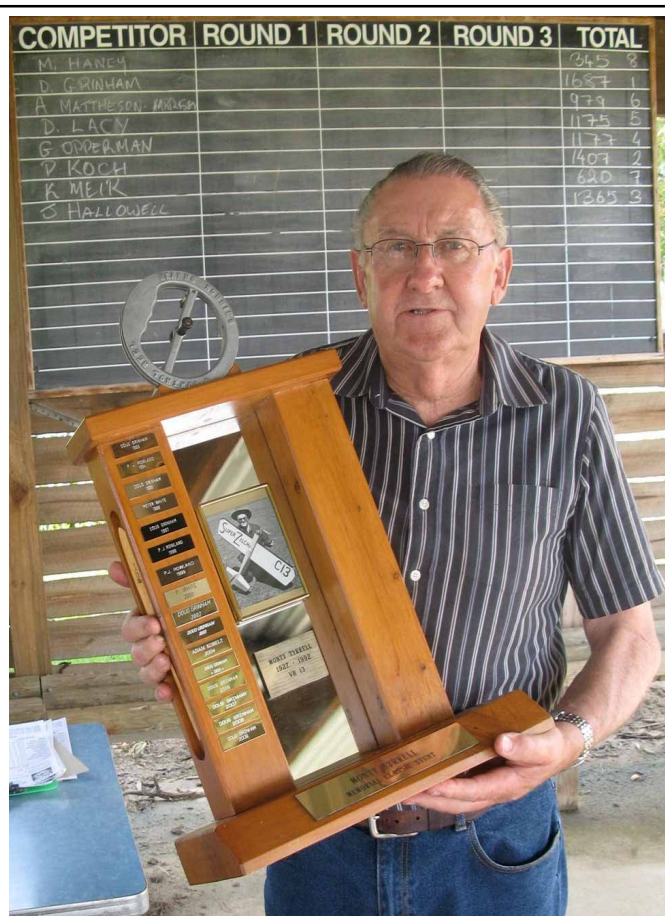
Andy also won the Nominated Time award, his best time being only 0.56% different from his nominated time of 12.7 seconds.

Name	Class	Engine	Best Time					KpH	% Record	Rank
Richard Justic	F2A (2 models)	Profi	12.98	13.13	13.28	13.3	12.98	277.3	93.1%	3
Andy Kerr	F2A	Profi	13.31	13.0	12.63		12.63	285.0	95.7%	2
Ron Blombery	II	GO25	13.81	ATT			13.81	130.3	71.7%	4
Ron Blombery	V	N/rossi	13.88				13.88	259.4	99.1%	1



Andy Kerr prepares Richard Justic's F2A model for flight.

Report and pictures from Ron Blombery



The Monty Tyrell Classic Stunt contest was held at the KMAC field on October 23rd. Doug Grinham was the eventual winner.

	Score
1 Doug Grinham	1687
2 Peter Koch	1407
3 John Hallowell	1365
4 Gavan Opperman	1177
5 Dave Lacy	1175
6 Alan Mathieson-Harrison	979
7 Ken Maier	620
8 Michael Haney	345



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Ipswich and District Control Line Championships

Part Two

Due to terrible weather on 2nd October, the postponed events were rescheduled to Sunday 30th October. The weather was glorious with virtually no wind at all and unfortunately virtually no competitors.

Combined Speed was run first up with John Jacobsen taking out 1st place with 3 nearly faultless runs with each of his two 21 Proto ships. A final best run of 26.50 with Trent McDermott piloting the all carbon fiber models that John has been building. John has a medical certificate to allow him to use a proxy pilot.

John Taylor came second running a Class2 model but unfortunately was not able to run his Pulse jets at CLASI field due to agreement with council.

Due to shortage of experienced pilots (any kind of pilots actually) we were forced to Mix N Match and handle stop watches and counters as well, in the Vintage A races.

The McDermott's won the first heat in a time of 3.15 but then withdrew from further racing in order to pilot for the other competitors.

Trent McDermott/Rhys Patten took out 1st place in the final with a 7.56 followed by Ross Stokes/J Taylor with a 9.22 and Mark McDermott/Rod Smith with a 10.24 filled the final placing.

Unfortunately only two models turned up for Classic B, and after a practice crash destroyed one, there was no alternative but to abandon Classic B.

The rest of the day was spent with further testing of John Jacobsen's models and I believe it won't be long before the Proto record is broken, particularly as there is another model out of the mould which is 100 grams lighter.

John Jacobsen competed in the 16th Nationals at Camden coming second in Proto and Open Combat but then stopped modeling in 1965 and only returned 4 years ago when he joined the Maryborough R/C club.

He has only been building the carbon models since last September but is booked to go to Perth Nationals. Watch out for him there.

I do have a couple of observations to make in light of the lack of interest in the CLASI Championships.

In spite of offering Junior and Senior Combat events there was not one entry received from other clubs.

The response in general was extremely disappointing and the Championships ran at a loss, CLASI will never again offer to run Competition events under the same conditions.

It is quite apparent that anyone wishing to get serious competition in FAI and MAAA events will be forced to travel to the Southern States from here on in.

The Maccas and I will be travelling south in future whenever possible.

Many thanks to those who did enter, show up and assist in any way. Your attendance was greatly appreciated.



Two pictures of John Jacobsen's .21 Proto No 3. The No 3 & 4 were flown at the Ipswich Open by Trent McDermott, and No 5 is nearly finished being even better and lighter (100 grams in fact) . The model will comply 100% with rules re canopy, numbers on model etc, but expect 4 models at Perth Nats and I believe he will blow the record away as as yet no pipes have been tested on the engines.

Pictures and report from John Taylor.



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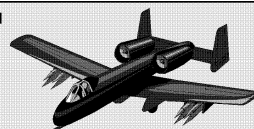
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CLAMF CONTEST 16/10/2011

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	

CONTEST RESULTS



Classic FAI event October 16 - 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.

2.5 Rat and this event proceed on it's conclusion, 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 there just piped 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 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

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	



November 2011 Vintage Combat day at Knox

The Brimbank Falcons vintage combat day held at the Knox MAC field on November 6th was an all CLAMF affair with just 5 die hard combat fliers showing up to brave the early windy conditions.

By late morning most of the wind had gone. Almost dead calm, heavily overcast, warm & humid conditions prevailed for the remainder of the day.

The competition was flown fast & fierce & competitor's thanks go to Peter Roberts for assisting in the running of the event.

First up was Tony Caselli & Mike Lewis with Mike returning to the combat circles following a year & a half absence from flying. Tony managed to last the full 4 minutes in the air & despite a rather on form Mike scoring 2 cuts against him, managed to win the bout comfortably on airtime.

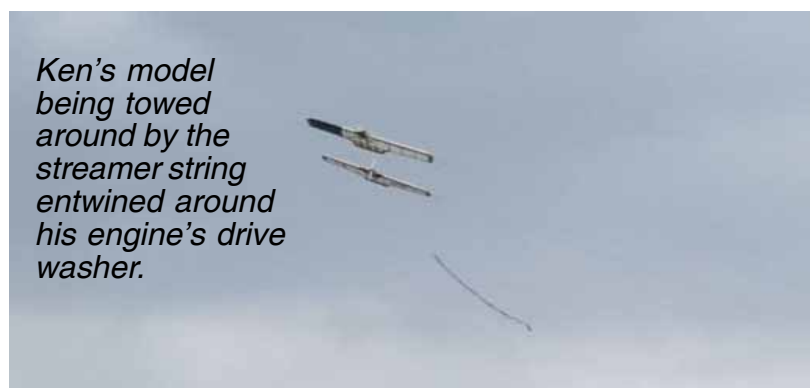
Ken Maier smashed Harry Bailey's model out of the sky after just 20 seconds into the bout when both models struck overhead. Ken's model was quickly restarted & he won the bout on airtime.

In the bout between Graeme Wilson & Ken Maier, Graeme just couldn't (literally!) shake Ken's model off his tail as it was being towed around by the streamer string entwined around the engine's drive washer. Ken's model having gained about 2 minutes of free airtime in the process.

Final was between Ken Maier & Tony Caselli. The first final bout produced a draw as the winning margin was by only 2 seconds so the judges called for a refly.

Second time up it was Tony Caselli who emerged the eventual winner on the day after taking Ken's entire streamer very early in the piece & despite having come out rather second best in the massive midair that occurred only seconds later.

Competitor	Model	Engine	
1st Tony Caselli	Anduril 1969	Parra 2.5D	W W W L W
2nd Ken Maier	Anduril 1969	Super Tigre G20D	W W L W L
3rd Graeme Wilson	Ironmonger 1970	PAW .19	L W L
= 4th Mike Lewis	Ironmonger 1970	Super Tigre G20D	L L
= 4th Harry Bailey	Stockport Warlord	Parra 2.5D & PAW .19	L L



Combined Speed at Frankston 13/11/2011

Place	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest in KPH	Fastest	%
1	M.Wilson	FAI	Profi	12.79	N.T.	N.T	12.79	281.5	94.45
2	N.Wake	5	Nova Rossi	15.21	15.14	15.17	15.14	237.8	90.82
3	L. Smith	Vint Proto	O.S 25	35.1	34.43	34.66	34.43	168.3	89.34
4	N. Wake	2	Force 28	11.25	N.T.	N.T.	11.25	257.5	88
5	V. Marquet	Vint Proto	Enya 30	38.13	38.34	—	38.13	151.9	80.67

Perky

P. Roberts	ST X15	40.73	—	—	40.73	142.2
A. Nugent	ST X15	40.65	—	—	40.65	142.5
V. Marquet	E.D.	65.55	63.19	—	63.19	91.7
P.Stein	ST X15	43.21	41.3	—	41.3	140.3
N. Wake	Force 15	50.84	50.24	—	50.24	115.3

Average speed was 47.22

Noel Wake was the closest to average speed with 50.24



*Burford Vintage A.
P. Roberts, H. Bailey, G. Wilson, M Ellins.*

- | | |
|-----------------------|---------------------------|
| 1. G.Wilson/M.Ellins | 3:48.91 3:51.53 Footprint |
| 2. H.Bailey/P.Roberts | 5:36.13 6:01.97 Footprint |

Today's events of Speed, F2B Aerobatics and Burford A team race were held during humid and overcast conditions. There were no complaints though as there was only a little of the dreaded wind that can put an end to modelling activities when it gets excessive.

The Speed guy's occupied the hard surface until the lunch time BBQ break. Soon after, the small entry of F2B models were given some relaxed competition airtime.

During the lull in competitions, lots of racers, combat and sports models were given some air time and tested. One of these models was a FAI Team racer built by Dennis Prior during the 1970's.

Final event of the day was the "Burford A" team race. Ken Hunting would have entered but had to leave before the event was raced. That left only two teams, both of whom flew Footprint/Taipan combinations. Bailey/Roberts had a model that had not been flown since the Dalby Nationals and during both heats was plagued with fuel blockage problems.

In a light hearted end to the second heat, the Bailey/Roberts model slowly completed 70 of the required 80 laps due to a fuel blockage. When the model finally came to a standstill for refuelling the Wilson/Ellins model had already finished the race.

Pilot Harry left the circle centre and retrieved the model. The model was refuelled and the needle valve opened up to get a running setting. The opposition pilot (Graeme Wilson) picked up the handle and flew the remaining required ten laps at a good pace. Needless to say, Wilson/Ellins gained the accolades for the day.

Harry Bailey

*CLAMF members
Chris and
Stephen Lester
did some sport
flying whilst the
competitions were
taking place.*

F2B Stunt scores

Mark Ellins	801
Paul Stein	645



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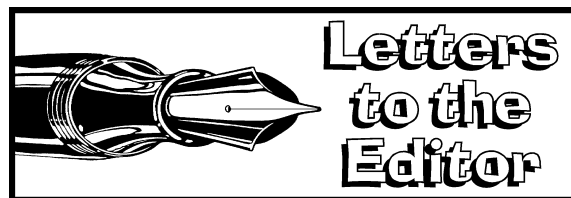
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Gentlemen,

I am only now in receipt of the final results from all State Championships and can now advise you of these results.

The F2B Team Trial was run over the June long weekend this year and numbers were disappointing, given that over a dozen members had advised originally that they were keen contenders for a position. Only three fliers took part, so the results had to be taken from this field. The names were sent to the MAAA by the acting secretary whilst I was away and I apologise for not having had these sent to you first. Murray Howell, Frank Battam and Russell Bond have been offered placements and I believe have accepted.

In F2A, only 2 states held this qualifying event so results are based on these. The places are as follows:-

1. Andrew Heath 989.54647
2. Ian Gapps 971.08728
3. Murray Wilson 500
4. Richard Justic 485.60177 These names will be forwarded to the MAAA.

In F2C, Rob Fitzgerald assisted by compiling results, which he has forwarded to me. These were based on the State Championships held in Victoria, SA, WA and NSW. (3 results only to count). Results are as follows:-

Rob Fitzgerald / Mark Ellins. (Also 2010 World Champions so would be offered a position as a matter of course as defending World Champions.)

Murray Wilson / Mark Poschkens

Hugh Simons / Grant Potter

Trevor Letchford / Steven Walton

In F2D, the placements were taken from the three State Championships running this event. (WA, NSW and VIC) Results were as follows:-

Tom Linwood and Murray Wilson. Equal on 17 points.

Michael Comiskey. 15 points

Bruce Bellis. 12 points.

Richard Bellis. 9 points.

I note that Tom is still recorded as a Junior on the database, but I have spoken to Tom's father and we will need to check whether he will be a senior or junior next year.

Again, these names will be forwarded to the MAAA.

If you can see any issues with this, please email me immediately as I would like to send these to the MAAA in the next couple of days.

Kind regards,
Joan McIntyre.
Chairman C/L Sub Committee.

WISE Glue replacement.

Readers may remember my note on VISE glue, a foaming polyurethane glue which could be used in modelling. It seems I was the last to find this glue, there being many applications in modelling which had not occurred to me (just remember to clamp it!).

I went to use mine last Autumn, with the intention of putting it on my shed roof nails to seal them against the rain. Sadly, the glue had gone very thick in the bottle and was unuseable.

So back to Bunnings, and great was my disappointment to find VISE glue no longer on their shelves.

But recently, I noticed a bottle of SIKA with a red spout and mainly yellow label, just like the old VISE glue. It was labelled "SIKA High Strength Multipurpose Polyurethane Glue", with the usual falsehood "Ideal for Woodworking".

I bought the small 125g bottle and sure enough, it was identical to VISE glue. So users of VISE can still get their product, just this time its called SIKA!

Cheers Supercool



The Prop Doctor

2012 Air Racing, Stunt & Combat "Grand Prix"

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More details & entry form coming soon !...

Day	Venue	0900 - 1200	1300 - 1700
Thursday 05/01/12	CLAMF	F2C Team Race	1/2A Combat Combined Speed
Friday 06/01/12	CLAMF	F2A Speed Classic Stunt 2 Rounds	Navy Carrier
Saturday 07/01/12	CLAMF	Classic FAI Team Race F2B Stunt 2 Rounds	Vintage A Team Race Swap Meet 1530-1800
Sunday 08/01/12	CLAMF	Classic B Team Race	Vintage Combat

FEDERATION AERONAUTIQUE INTERNATIONALE

CLAMF AIR RACING

Frankston Victoria

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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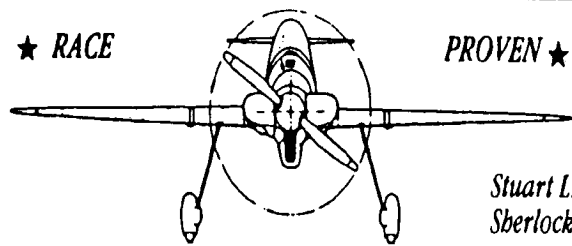
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or Pylon racing engine w/- spinner \$265.00

6 FORA 09 P/L/rods sets \$60 each

2 FORA 09 Glow conversion heads \$12 each

5 x FORA 09 NVA's \$15 each

6 x FORA 09 combat engine

mounting plates \$12.00 each

1 x New set FORA Junior 15D

crankshaft bearings \$15.00 set

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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.

I also have competition grade balsa for sale, if you are interested, I can email a price list to you.

email: ah Heath14@australia.edu

I have a OS 25 FX that has been modified for Classic B use for sale. The engine is new, fitted with a flat squish machined head, internal modifications, and Rothwell B venturi and needle set up. The exhaust port stub also filed around to clear the cowl. \$200 plus PP. Basically it is the FX modifications taken to an AX 25 engine if anyone is interested

Lance Smith

Contact :- as in FORA advert.

WANTED

Caterpillar 3208 turbo diesel complete motor or parts, in particular fuel injector pump but all parts considered including non turbo parts.

Also need Rockwell FG 941 front axle knuckle, prefer both sides but must have drivers (Right Hand) side.

if you know someone with 3208 or Rockwell axle stuff give me a ring !

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.

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