



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 166

Produced by the Victorian Control Line Advisory Committee



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Around the Clubs.  
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### **Copy Deadline for next issue is: Wednesday June 20th 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:- [hbbailey@optusnet.com.au](mailto:hbbailey@optusnet.com.au)



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR 2012

DATE	EVENT	CLUB
June 3.	State Champs over run. (1/2 A T/R, Mini G/Y, Simple R/R, 1/2 A Combat.)	CLAMF
Jun-3	CLAG Country Day	Moe
Jun-17	<b>Classic FAI T/R, F2F, Burford A T/R</b>	CLAMF
Jun 24	Combined Stunt	KMAC
July 8.	<b>Speed</b> , Vintage stunt. 1/2A Combat.	CLAMF
July 22	Club Day + AGM	KMAC
Aug 12.	Quadrathlon, Members Fun fly.	CLAMF
Aug 26	Club Day	KMAC
Sept 9.	Carrier, <b>Speed</b> .	CLAMF
Sept-23	Club Day + Combined Speed	KMAC
Oct 6-7	Ringmaster Fly a Thon	Everywhere
Oct 14.	Vintage Combat, F2B stunt.	CLAMF
Nov 11.	<b>Classic FAI T/R</b> , Burford A T/R.	CLAMF
Dec 9.	<b>Speed</b> , <b>F2F T/R</b> , Nats Practice.	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](mailto: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](mailto:johnnogo@bigpond.com.au)

**CLAG** Contact :- Craig Hemsworth Mob 0433 809 862  
Email :- [chemsworth@childhood.org.au](mailto:chemsworth@childhood.org.au)  
Details of venues can be found on the club web site  
[www.clagonline.org.au](http://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](mailto:Email steve.vallve@gmail.com)  
President: Mark Usher.  
Mobile 0421 331 932  
Home 9740 2531



## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2012

DATE	EVENT	CLUB
9-11 Jun	CLAS. NSW C/L STATE CHAMPIONSHIPS. CLAS. Whalan Reserve TBC	
15-17 Jun	QUEENSLAND STATE CHAMPIONSHIPS. Contact Lindsay Price. MAAQ. Maryborough	
23-24 Jun	"OLD PHARTZ and FRIENDS" VINTAGE WEEKEND. Fred Pearson. Ph:6653 2997 Coffs Harbour	
Sun 1 Jul	AGM and Club Race	KMFC
Sun 8 Jul	F2B Aerobatics Doonside (Whalan Reserve)	
Sun 5 Aug	F2B Aerobatics	KMFC
Sun 12 Aug	Diesel Goodyear, Sabre Racing & 2.5 Diesel Speed.	KMFC
Sun 26 Aug	F2B Aerobatics	SSME
Sun 9 Sep	Triathlon	KMFC
Sun 16 Sep	Warbirds and Fun Fly. Contact Ian Smith 02 4975 2292.	CCMAC
Sep 29-30	CLAS.NSW C/L STATE CHAMPIONSHIPS. (F2A, F2C) Venue Twin Cities, Albury	
Sun 7 Oct	GORDON BURFORD DAY (Details TBA)	KMFC
Sat 27 Oct	Combined Speed. (Contact Ron Blomberry Ph: 9956 5952)	SSME
Sun 28 Oct	Phantom, Vintage A, Vintage B, Bendix T/R and Diesel G/Y	SSME
Sun 4 Nov	F2B Aerobatics SAT (Ashford Road, Milperra)	
Sun 4 Nov	Combat. 1.6cc, Slow and Vintage.	KMFC
Sun 11 Nov	Combined Speed (Contact Ron Blomberry for details Ph: 9956 5952)	SSME
Sun 18 Nov	Cardinal Stunt and Classic Stunt. (I. Smith Ph:024975 2292) NACA at CCMAC at Rutley's Road Mannering Park	
Sun 25 Nov	Vintage T/R and Diesel Goodyear	KMFC
Sun 2 Dec	KMFC CHRISTMAS PARTY	KMFC
Sun 9 Dec	F2B Aerobatics Doonside. (Whalan Reserve)	
CCMAC-	(Rutley's Road, Mannering park.)	
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.	
CCMAC	at Rutley's Rd, Mannering Park)	
SAT-	(Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.	
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 Baseball Diamond, Whalan Reserve)	



## Adelaide Aeromodellers Club 2011 Events Calendar

### 2012 Events Calendar

6. Vintage and 1/2A Combat – June 16th
7. Grass Rat and Sabre Trainer Racing – July 14th
8. Classic Stunt – August 11th
9. Whyalla Show – August 18th and 19th
10. Vintage and 1/2A Combat – September 15th
11. Grass Rat and Sabre Trainer Racing – October 13th
12. Peacemaker / FliteStreak Stunt – November 17th

#### 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 entrants must be MASA / MAAA members with a valid membership card.
5. Safety straps required on all handles in all events.
6. Mufflers mandatory on all glow motors 2.5cc and above.
7. MASA noise limit (96 dB) applies to all motors.

For further info contact Mal Dyer tel. 8186 1135

Gentlemen,

C.L.A.S New South Wales will be hosting the Control Line Nationals in 2012/13.

The Committee is seeking offers of assistance from all States, to assist in any capacity. (Judges, timers, pit bosses, etc. etc.)

If any of your members would like to assist in the various disciplines, could they please contact the co-ordinators directly.

Co-ordinators for the disciplines are:-

**Racing/Speed.** Andrew Heath.

Email: [ah Heath14@australia.edu](mailto:ah Heath14@australia.edu) Mobile: 0414 966 033

**Combat.** Robert Owen.

Email: [flyingroentec2@gmail.com](mailto:flyingroentec2@gmail.com) Mobile: 0417 411 774

**Aerobatics.** Frank Battam.

Email: [fbattam@bigpond.com](mailto:fbattam@bigpond.com) Mobile: 0412 377 896

Kindest regards,

Joan McIntyre.

Hon. Secretary C.L.A.S.

### MAAQ Control Line State Championships – 2012.

The 2012 Control Line State Championships will be held at Maryborough Aeromodellers Club inc. (M.A.C) Boonooroo Rd Maryborough on the 15th–16th–17th June 2012.

For more information contact the MAAQ Control Line Administrator - [cladministrator@maaq.org](mailto:cladministrator@maaq.org)

CL Administrator / Event Organiser.

Lindsay Price.



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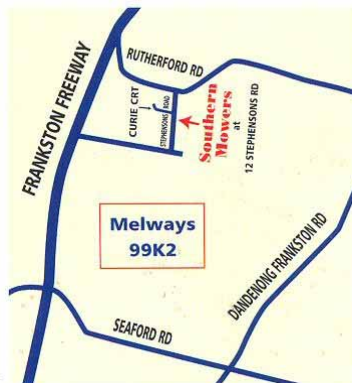
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# Analytic analysis of team race performance.

by Joe Supercool

Pilot and mechanic seem always to be very busy on team race day. Not too hard to understand I guess. They have to count laps, watch needle setting and dash around 2 other guys every 1.6 seconds! Not to mention a DQ if they don't smile at the jury foreman. Also DQ for taking off under a landing model, whipping, high flying, foot placement outside circle, mechanic drunk...hell, why bother to start the engine!

Even so, we Aussies have produced the last 2 World Champs winning teams, so I thought I might give this year's brood some tips on flying team race! Mind you, it is 50 years since I last flew T/R, with an Eta Elite in a 27 oz model. Didn't run too well with the rear disc drive pin placed in the air intake, but it sure fired a lot.

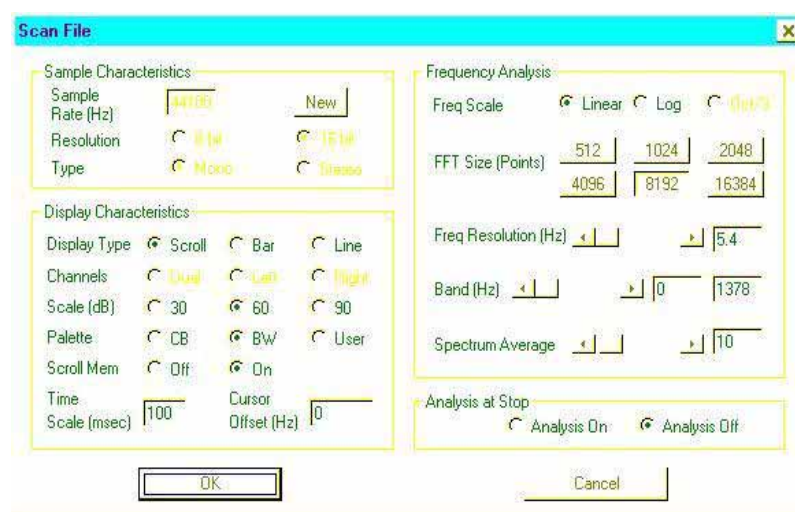
So here is an off-line method of evaluating performance, where the laps and speed can be found in comfort in an armchair. All you need is a tape recorder (or any sort of sound recorder) and a computer which will run Spectrogram.

Place the recorder 2m to the windward side of the pilot, in the middle of the circle. Turn it on and forget it. Although maybe it would be nice to tell the recorder what you are doing/have just done. Purely as a reminder, in case you forget.

When you are done flying, connect your recording device into your computer soundcard, then fire up Spectrogram as follows. Refer to Figure 1.

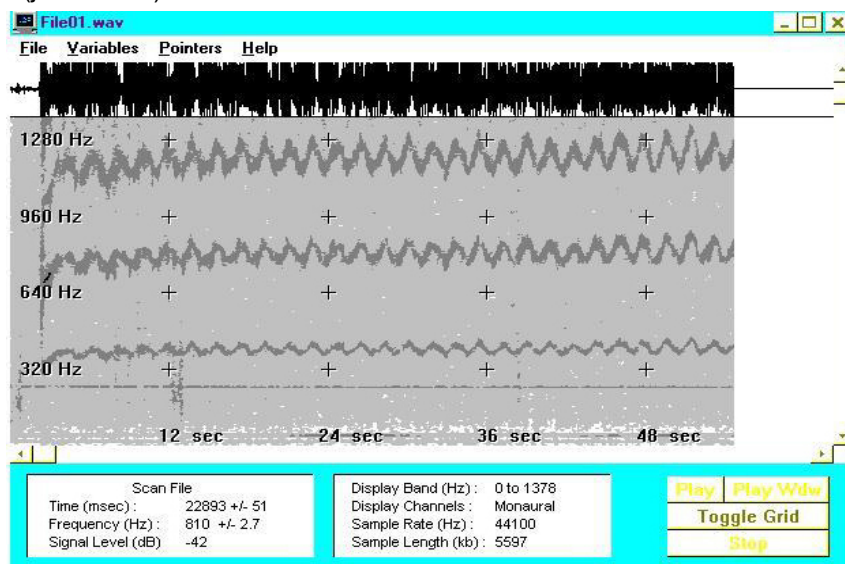


Click on File and choose either F2 or F3, but most likely F3. (F2 is for wav files already stored by Spectrogram). Another screen will pop up, requiring you to choose your analysis settings. Make everything the same as I have in Figure 2. Works for me!





Click OK, and with the recorder playing, you will see wavy traces like in Figure 3. When the screen is full, click on Stop, and maybe even Toggle Grid (just for fun)



Those wavy lines have a story to tell. They are wavy because the sound that made them is Doppler shifted a little. That is why the recorder was placed off centre: we can now see individual laps appearing, hopefully at least 34 if this is F2C. In this case, we have 3 wavy lines: they are all in fact the same trace, but moved apart. They are harmonics, numbers 1, 2 and 3. The upper (third) harmonic is easiest to see, so where from here?

Well, we want the time for 10 laps. In figure 3, lower left, is the "Scan File" box. It has a clock marked "Time (msec):", and it is every bit as good as a stopwatch. Place the cursor on one peak, read the clock, then count along 10 laps with the cursor and read the clock again. Subtract the first time and you have the time for 10 laps with great accuracy. Since 10 laps is one kilometre, you also have the speed!

Also in the "Scan File" box is "Frequency (Hz)". Choose a peak on a given lap, place the cursor there, and read the frequency. For the same lap, read the frequency at the bottom of the peak. Average the 2 readings and divide by 3 (we are using the third harmonic). Now multiply by 60 and you have the RPM!

So from this one figure, you get lap times, airspeed, RPM and number of laps flown under power. Pretty cool! Finally, if you are worried about engine overheating, get the RPM at each lap, and plot them on a graph. They are a bit rough in terms of scatter, but smooth them out by eye and see what you can in terms of engine loading.

Now, wot other tips can I give these youngsters?

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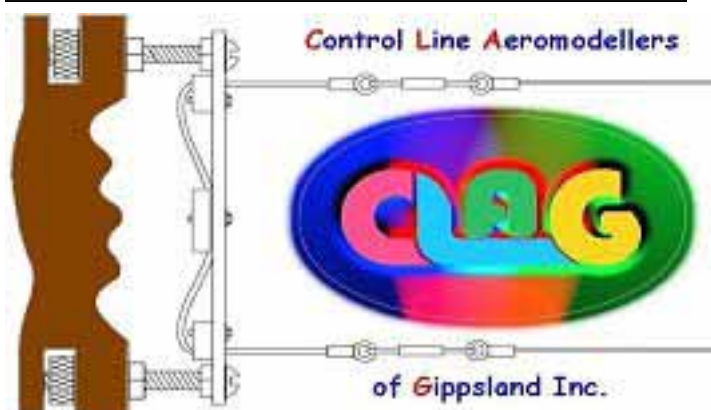
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## CLAG All Aussie event, held at KMAC field 6 May 2012.

A remarkable turn up of some 35 models representing a good cross-section of the history of Australian control line models, a real walk through time.

Voting was keen and in the end only 2 votes separated first from third. Congratulations to all, some handsome models, and flyers too(?)

Weather was excellent and many ventured into the air.

Model	Owner	Votes
Aeroflyte Firestreak	Doug Grinham	20
All Australian	Peter Florte	19
Eldorado (own design)	Dave Nobes	18
Larrikan	Peter Koch	15
Super Skylark	Steve Byrne	12
Aeroflyte Viper	Peter Koch	8
Sabre Trainer (Hearn's)	Doug Grinham	8
K Factor	Ken Taylor	7
Demon	Ken Maier	6
Duck's Gutz	Craig Hemsworth	6
All Australian	Doug Grinham	4
Ramrod	Peter Koch	2
Wildcat	Graham Vibert	2
Top Spinner	Dave Nobes	1
Predator	Dave Nobes	1
Too Up	Peter Koch	1

We are looking to encourage more entries next year and would be happy to hear of any suggestions to get more of these models into the air in additions to the static display, but keeping it simple however.

Craig Hemsworth

*Doug Grinham collects the prize for the peoples choice model from Craig Hemsworth whilst Steve Mitchell looks on.*



*Some of the many Australian designed models on display at Knox.*





# Vintage Combat 6th May



*Tony and Adam flying in the final bout.*



*Mick Lewis prepares to launch.*

The weather conditions for flying the "Vintage Combat" event at Knox were very good and the soft ground helped to cushion some of the collisions with terra firma.

The event was flown using the two losses and you're out scoring system and the six entrants took to the field just before the lunch break and All Aussie results and prize giving took place.

Nigel Robertson is a new CLAMF member that has returned to control line. He use to fly combat in Scotland before he immigrated to Australia. He was using Squig models that were built by Ray Harvey. Mixtures of engines were used on the day by the competitors including some PAW, Oliver Tiger clones and Super Tigers. One engine that is becoming increasingly popular is the Parra SSC diesel. They are a strong, no hassle engine that is readily available at a fair price. Adam Kobelt used his Ironmonger /Parra combination to good effect but had to have two final fly off bouts with Tony Caselli before he could claim the winner's title. Many of the "All Aussie" crowd and spectators enjoyed the spectacle as much as the competitors did.

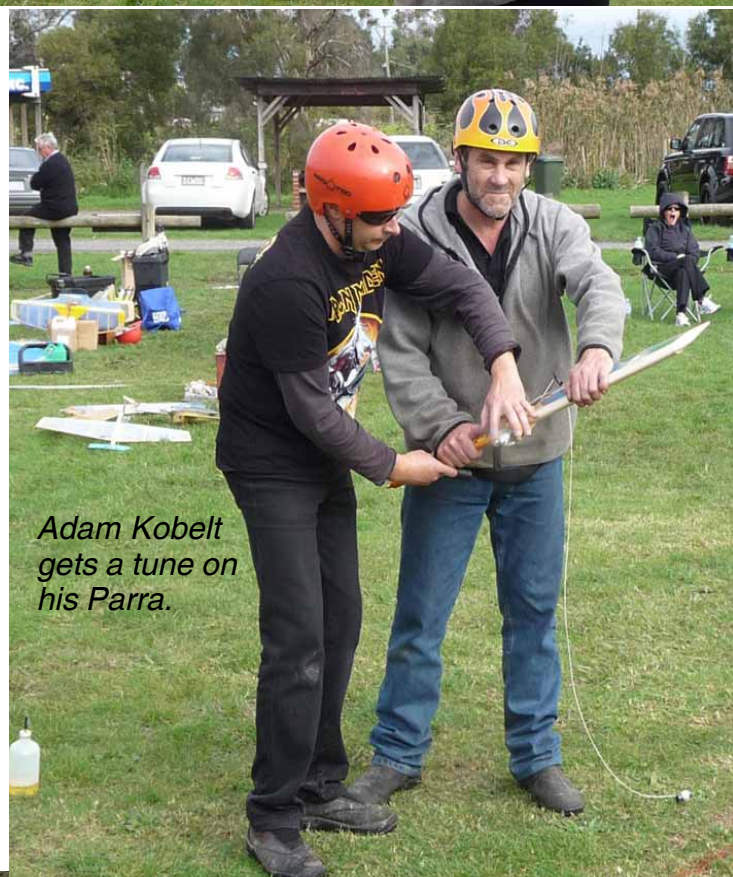
Thanks to all the people that assisted with cut judging and C D-ing the event.

## Vintage Combat Results

1. Adam Kobelt	W W W W L
2. Tony Caselli	L W W W
3. Harry Bailey	W W L L
4. Nigel Robertson	W L L
=5. Ken Maier	L L
=5. Mick Lewis	L L

## Final Fly Off

W
L



*Adam Kobelt gets a tune on his Parra.*

*Nigel Robertson prepares his "Squig" for flight.*







# Navy Carrier News

Event: Navy Carrier Competition

Date: Sunday 20th May

Weather: Perfect

Light and variable winds set the scene for some great Navy Carrier flying with anticipation of fast high speed flights, good slow speed runs and the all important 3 point arrested carrier deck landing. Seven competitors lined up with a variety of model and engine combinations.

Graeme and Mark both flew a stock HP40 powered Brodak J Roberts Bearcat with aplomb, just another day at the office for these seasoned flyers. Peter Robert's Merco 35 powered Wildcat equipped with flaps gained the early advantage in the light conditions blitzing the 7 lap slow speed time and Harry flew his Thunder Tiger 36 powered Brodak Bearcat with very impressive high speed times. Peter Koch in his second Navy Carrier competition presented with a nicely refreshed Brodak J Roberts Skyraider powered by a 'big block' Thunder Tiger 40. Adam took the opportunity to participate with a Brodak Guardian and Bearcat in his first Navy Carrier competition.

Anyone would think that 7 experienced C/L modellers blessed with perfect weather conditions would make for a great competition with close results, right? Wrong !

In the first round not one competitor managed to complete the three phases of flight which comprises of a deck departure, 7 laps of high speed flight, 7 laps slow speed and a successful 'three point' arrested landing. Fuel blockages, flame outs, hook failures, throttle malfunctions just a few of the 'opportunities' that would have competitors in and out of the pits for the entire event. Inconsistent engine runs encouraged what can only be described as some very innovative flying. Attempts at three point deck landings included kamikaze style approaches that resulted in the stern ramp taking some extreme punishment.

Mark at controls of the Guardian decided to attempt a 'Sudden Death 2' approach and subsequently missed the arrester wires instead leaving propeller impressions along the entire length of the deck. Harry's attempt at a high speed 'Creepier' approach ended in tears and Peter Roberts in a first made needle valve adjustments on his engine (untouched since 1976..) only to endure multiple flame-outs. Adam managed a 2 point landing with the black Bearcat 201 on his third pass, go Adam!

By days end and after some fiddling, most competitors managed to execute at least one successful arrested deck landing. Superb weather conditions, a great BBQ lunch with lots of laughs made for top day at the CLAMF Aerosports field.

Place	Competitor	Model/Engine	High Speed	Low Speed	Landing	Bonus	Total
1	Mark Ellins	Bearcat HP40	26.44sec	80.20sec	100	30	183.76
2	Paul Stein	Guardian HP40	27.96sec	83.59sec	95	30	180.63
3	Graeme Wilson	Bearcat HP40	25.82sec	72.46sec	90	30	166.64
4	Peter Roberts	Wildcat Merco 29	26.75sec	90.88sec	Splash	20	94.13
5	Adam Kobelt	Bearcat HP40	28.39sec	65.94sec	10	30	76.55
6	Harry Bailey	Bearcat TT 36	23.17sec	53.80sec	Splash	30	60.63
7	Peter Koch	Skyraider TT40	25.32sec	46.81sec	Splash	30	51.49

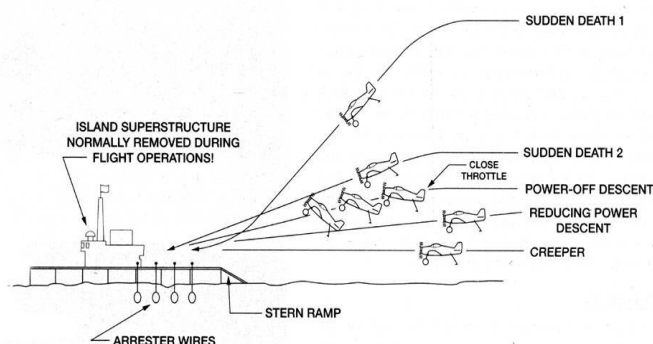


FIG. 2. LANDING TECHNIQUES  
(ALL ANGLES, ATTITUDES & HEIGHTS EXAGGERATED FOR CLARITY)





CLAMF member Mat Noonan took advantage of the good flying conditions and had some satisfying sport flying.

Carrier Models in the pits.



## Result of Combined Speed held at Frankston 20/5/2012

Name	Pos	Class	Motor	Flight 1	Flight 2	Flight 3	Fastest	Fastest in KPH	%
N. Wake	1	1	Nova Rossi 12	16.56	NEL	16.33	16.33	220.5	84.87
N. Wake	2	5	Nova Rossi 21	17.58	17.39	16.67	16.67	216	82.48
V. Marquet	3	Vint Proto	Enya 30	N.T.	-	-			

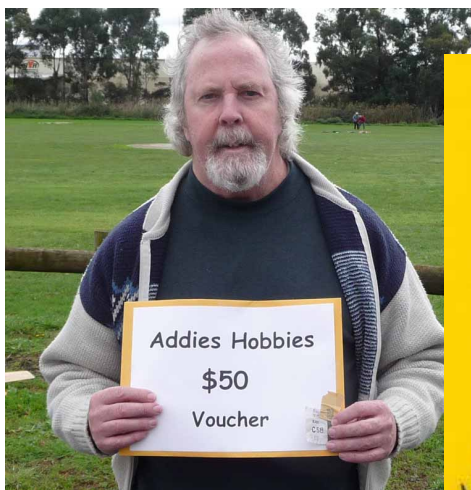
### Perky

V. Marquet	Perky	Fox 15	63.77	NEL	NEL
N. Wake	Perky	Force 15	49.35	52.09	NEL

## CLAMF Raffle Prizes

A couple of the undelivered prizes from the CLAMF Easter raffle were handed over to the winners at the "All Aussie day" at KMAC. The prizewinners are seen here.

Thanks go to Addies Hobbies and Roj's Hobbies for their generous contributions.



# Addies HOBBIES

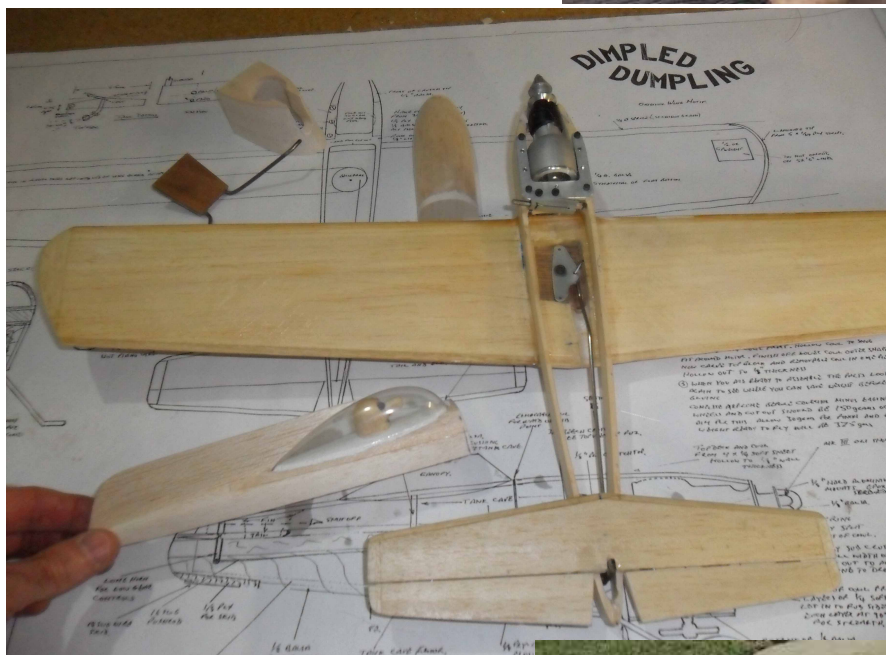
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# New Team Race Models

*This new Class 2 model by John Hallowell has an ex Lance Smith modded Nova Rossi Rex .21 engine and is designed to give Harry Bailey and Macca some genuine hurry up and make them really earn any Class 2 wins they may have in the future.*



*Andrew Nugent is constructing this model for his recently acquired R250.*



*Here are a couple of pictures of a Classic FAI model and Classic B model built by Steve Walton in W.A. I heard that Steve was trailing a Parra engine in the Russian style FAI model.*



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## ANDREW'S PANS.

The new 21 size speed pans have all been sold. However,  
the masters for both the 21 pan and the T/R pan are back at  
the foundry and I will have new stock in a few weeks time.  
I have in stock 4 or 5 T/R pans and a few 2cc speed pans.  
I am still doing some limited machining via The Classic T/R  
web 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](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, and vintage T/R type tank and bottle  
valves.

Also, I have just received a batch of Fora Jnr Diesels  
(\$100) and a few spare P/L (\$50). Most of the engines are  
sold but there are still a few remaining. I would just like to  
add I am not acting as an agent for "Fora Engines", I am  
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Thanks,

Andrew Nugent.

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