



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 225

Produced by the Victorian Control Line Advisory Committee



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PRODUCTION SPECIFICATIONS

**Please send any submissions for publication by CD/
memory storage device or use Email.**

Contest results should be tab delimited, i.e. use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.



COMING EVENTS



VICTORIAN CONTROL LINE

CONTEST CALENDAR 2017

| DATE | EVENT | CLUB |
|--------|--|-------|
| Nov 5 | CLAG flying day | Moe |
| Nov 26 | Monty Tyrell Classic Stunt | KMAC |
| Dec 3 | CLAG flying day | Moe |
| Nov 12 | Speed , Warbird Stunt, Vintage Combat | CLAMF |
| Dec 10 | Vintage A, Classic B, Classic FAI . | CLAMF |
| Dec 17 | Club Day and Christmas Party | KMAC |
| Jan 28 | Coreflute Combat | KMAC |
| Feb 4 | CLAG flying day | Moe |
| Feb 25 | Hearns Trophy / Yeoman's Novice | KMAC |
| Mar 4 | CLAG flying day | Moe |
| Mar 25 | State Champs practice day | |
| Apr 29 | KMAC Carnival | |
| May 6 | CLAG flying day | Moe |
| May 27 | All-Aussie and Vintage Combat | |
| Jun 3 | CLAG flying day | Moe |
| Jun 24 | Rat Race | |
| Jul 1 | CLAG flying day | Moe |
| Jul 29 | AGM and Warbirds | |

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), GPS -38.086777,145.148009
10.00am start

Contact :- Secretary, H. Bailey (03) 5941 5978

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: President:- Reeve Marsh 0405 001 008 or
Secretary:- Bruce Mackay 0418 380 014.

Email:- knoxmacvic@gmail.com

Web site :- <https://sites.google.com/site/knoxmacv/home>

CLAG has monthly fly-ins at the Moe Race Track every first Sunday of the month.

Contact :- Treasurer. Alan Frost

Email:- afrost2@skymesh.com.au

Phone:- 03 52817350

Send your articles for publication to Newsletter Editor

Harry Bailey.
3 Bailey Place
Pakenham 3810
Victoria
Email:-

hbailey@optusnet.com.au



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2017

| DATE | EVENT | CLUB |
|--------|-----------------------------------|----------|
| Nov 19 | Classic Stunt flying F2B pattern. | NACA. |
| Nov 19 | Vintage T/R and Diesel Goodyear. | KMFC |
| Nov 26 | Christmas Party and Fun Fly. | KMFC. |
| Dec 3 | F2B Aerobatics. | Doonside |

KMFC - (Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.

SAT- (Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.

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

DOONSIDE- Baseball diamond, Whalan Reserve.

Queensland 2017 Contest Calendar.

| Date | Event | Club |
|--------|------------------------------------|------|
| Oct 29 | 27 Goodyear, Classic B, Vintage A. | |
| Dec 10 | Xmas Party | |

Adelaide Aeromodellers Club

2017 Event Calendar



Nov 4th Club Combat,

AAC Unley Rd.

Dec 2nd Peacemaker, FliteStreak, Ringmaster Stunt.

AAC Unley Rd

Notes:

1. Start time of events and other detail will be advised in event 'flyer'.
2. All entrants must be MASA / MAAA members with a valid membership card.
3. Safety straps required on all handles in all events.
4. Mufflers mandatory on all glow motors 2.5cc and above when event at AAC
5. MASA noise limit (96 dB) applies to all motors when event is held at AAC.
6. Separate event notice will be issued for all AAC events.



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The Cowra Oily Hand weekend was a mixture of free flight, radio assist and control Line held over the weekend of 25th, 26th & 27th August.



Magnum is a 36" control line model originally designed for triathlon events, but doubles as a competent sport aerobatic model. Twenty one builders turned up with their Magnums. Some of which were fitted with the Owen Engines T2.5 diesel. The Owen T2.5 is a reproduction of the 1958 Taipan 2.5 which David did a production run of in the few years prior to his passing. A fine engine for a fine flying model. The concours de elegance for both the Fli-Bi and the Magnum were won by Andrew Linwood with Dave Bailey and Reg Towell close on his heels. The neatness and precision of these builders is awe inspiring. None of the Magnums were entered in the Plank Racing event. Perhaps their builders wanted them to fly another day as Plank Racing can lead to model attrition. Both Traditional Cowra Plank and Super Plank were won by Maris Dislers who had ventured up from SA to show how it is done. Don't forget the Victorian Oily Hand is to be held at the Munro field 17th-18th March 2018.



Judging Concours for "The Model of the Meet, Magnum" by David Owen.

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The Ringmaster Fly-a-thon held at the KMAC flying field.



| Pilot | Model | Number of Flights |
|--------------------------------|---|-------------------|
| Saturday 7 October 2017 | | |
| Les Varga | Ringmaster S1 – Merco 29 | 3 |
| Gavan Opperman | Ringmaster S1 – Fox .35 | 2 |
| Michael Haney | Ringmaster S1 – OS .LA 25 | 5 |
| Steve Vallve | Baby Ringmaster – Enya 15 III | 5 |
| Bruce McKay | Ringmaster S1 – Fox 35 | 4 |
| Reeve Marsh | Ringmaster S1 – K&B Stallion .35 | 4 |
| Gary Whitbourne | Williamson Ringmaster – Taipan 2.5 Diesel | 1 |
| Col Collyer | Ringmaster S1 – K&B Stallion .35 | 1 |
| Les Varga | Williamson Ringmaster – Brodak 25 | 1 |
| John Goodge | Ringmaster S1 – K&B 40 | 5 |
| Ken Maier | Ringmaster S1 – Fox .35 | 1 |
| Ron Jones | Ringmaster S1 – Fox .25 | 3 |
| Graham Keene | | |
| Sunday 8 October 2017 | | |
| Reeve Marsh | Ringmaster S1 – K&B Stallion .35 | 2 |
| Total Number of Flights | | 36 |

The forecast for the weekend proved correct with Saturday providing excellent conditions for this year's Ringmaster flights. As good as Saturday was, Sunday was a disappointment with only president Reeve posting flights on the day.



Steve and Bruce giving the little girl some encouragement. A new piston and liner in the Little Enya 15 III reinforced the adage of the lengthy time it takes to run these little motors in.



John Goodge presented this new S1. Extra reinforcement at the front end keeps the K&B 40 in check. Beautiful model but you have to hang on tight when it leans out towards the end of the flight.



Gavan prepping his model for an early flight



7 Little dicky birds all in a row



Reeve Marsh assisting Gary Whitbourne with his Williamson Ringmaster powered by a Taipan 2.5 D



Reeve presented a new S1 also. Although not shown to best effect in the photo the vintage colour scheme looked good. What the Stallion added in weight was more than compensated for by its power. The combo worked well.



Not normally known for his shyness, here Michael Haney is hiding from the camera while he preps his LA .25 powered S1



One good turn deserves another. Here Steve pits for Bruce while he gets his Fox 35 S1 ready for take off

New South Wales State Championships for F2B, Classic and Vintage Aerobatics.

This competition was run by C.L.A.S. and held at Whalan sports ground in St Mary's over the Labour Day long weekend of September 31st to October 2nd.

Following many weeks of gusty wind conditions which managed to wipe out Saturdays competition, we hoped that Sunday and Monday would be kind to us.

Well, we were given two flyable days, Sunday saw 18 entries in Expert and Advanced F2B (all to fly 3 rounds) all judged by Joan McIntyre, Bill Swan and Dave Simons.

On Monday there were 16 entries in Classic and Vintage Stunt and all flew two rounds.





Adam Pogue with his "DQ Master".
Stalker 51 power.



Vintage placings.
1st Brian Eather "Humungous" 2nd Frank Battam "Jamieson Special" 3rd Paul Turner "Wombat"



Advanced placings.
1st Steve Thomas, 2nd Geoff Van Kampen, 3rd Richard Field



The ladies in the engine room that kept the competitors running.



Bill Swan. "All Australian" entry.

Pictures and report by Warren Williams.

Below.

Classic placings. 1st Geoff Van Kampen "Nobler"
2nd Brian Eather "Venus"
3rd Tony Bonnello "Caprice"



Steve Thomas with his Enya 40 powered "Vector 40".



69th MAAA Nationals for Combat, Speed and Team Race.

Held at Twin Cities Club in Albury NSW.

29th September—2nd October 2017

Continuing on from last month's report.

Vintage A team race was ready to roll first thing on Monday morning. Only four teams presented models in the pit area. The three teams that were ready flew a race. Ryan Leknys was piloting for Andy Kerr but Andy's model was having all sorts of problems and he elected not to use his model for a final race. That only left three team entrants so they went straight into the final.

Andrew Heath teamed up with Steve Rothwell to give a contest winning performance with Andrew's "Voodoo" ahead of the Macca's racing team of Mark and Trent's "Dimpled Dumpling". Harry and Ken were unfortunate at the first pit stop when the engine cut in a position for a possible short landing at the at their segment but Mark McDermott launched his model from his pit stop just at that moment and Harry's collision avoiding tactics resulted in a heavy landing and a broken propeller so he did not continue.

| Vintage A Results. | | Heat 1 | Final |
|---------------------------|---------------------------|---------------|--------------|
| 1. | A. Heath/S. Rothwell | 3:25.93 | 7:00.09 |
| 2. | T. McDermott/M. McDermott | 3:29.42 | 7:44.62 |
| 3. | H. Bailey/K. Hunting | 3:36.96 | DNF 45 laps |
| 4. | A. Kerr/R. Leknys | 3:58.86 | |



A late addition to the programme was **Open Combat**. This took place concurrently with the racing events. There were four entrants from four different States using some models that were state of the art whilst others were old foamy clunkers that had seen better days. The competition was run as a Round Robin in a spirit of good fun with some typical spraying of polystyrene confetti. Murray Wilson did not have one of his better days with three straight losses. Bruce Bellis ran out of models so it was left to Mick Comiskey and Trent McDermott to have a fly off to decide the winner.

| Open Combat Results | Rd 1 | Rd 2 | Rd 3 | Rd 4 |
|----------------------------|-------------|-------------|-------------|-------------|
| Michael Comiskey | L | W | W | W |
| Trent McDermott | W | W | L | L |
| Bruce Bellis | W | L | W | |
| Murray Wilson | L | L | L | |





Trent and Mick battle it out in the final round.



This Nelson .36 hauled the model around with plenty of pace.



Murray uses an electric finger to get things going.

27 Diesel Goodyear was flown on the well prepared grass area with six entries. Local flyer Danny Maslowicz entered his first Nationals competition since the Bendigo Nationals. His original Oliver Tiger was up to the job in hand but was held back on speed by the heavy-weight lines that Danny was using.

Lacey/Wilson and Macca's racing Trent and Mark were barely separated by one second in the heats and Heath/Rothwell grabbed the other final place.

In the 200 lap final race the Heath/Rothwell model suffered the well known Goodyear model breakage behind the wing at the pit-stop and retired on 41 laps. Lacey/Wilson posted a very respectable time of 10:11.57 and the Macca's got to take home the silver medal to Queensland.

27 Goodyear Results

| | Heat 1 | Heat 2 | Final |
|-------------------------------|---------------|---------------------------------------|--------------|
| 1. R. Lacey/M. Wilson | 5:08.58 | DNS | 10:11.57 |
| 2. T. McDermott/ M. McDermott | 77 laps | 5:09.47 | 11:04.11 |
| 3. A. Heath/S. Rothwell | 5:26.64 | DNS | DNF 41 laps |
| 4. R. Justic/D. Maslowicz | 6:04.95 | 7:25.11 | |
| 5. K. Hunting/H. Bailey | 6:35.00 | 6:50.54 (extra pit-stop for speeding) | |
| 6. G. Nelson/R. Gilbert | 6:47.19 | | |

Below:-

27 Diesel Goodyear top four teams.



Steve displays the broken "Polecat"



Last event of the Nationals was **Classic B Team Race**. By the time of the start of the race many interstate travellers had had packed up and headed home and only three teams were available for some racing on 60 foot lines. One heat was run so everybody had a chance to get a race setting. McDermott/McDermott set a blistering pace to record a time of 2:57.48. Harry twisted Ryan Lekny's arm and persuaded him to be his rent a pilot whilst he took over the pitting duties of the Irvine engine in his trusty "Galaxie" and Ken Hunting volunteered to be battery boy. Wilson/Ellins were the third team and as usual they were on form to make the final an interesting affair.

At the start of the final all models were in the air quickly and the airspeeds was very similar. At the first pit stop Trent McDermott did not manage to get a steady landing into father Marks hands and the model ran on and ran in. They conceded taking any further action. Mark Ellins missed a catch at a pit stop and lost a little bit of time but Harry and Ken did not put a foot wrong and the "Galaxie" was able to claim another Nationals title by a narrow six second margin.



Classic B winning model and the gold medal.

| <u>Classic B Results</u> | <u>Heat</u> | <u>Final</u> |
|--------------------------|-------------|--------------|
| 1. Bailey/Leknys/Hunting | 3:14.12 | 6:00.53 |
| 2. Wilson/Ellins | 3:21.73 | 6:06.54 |
| 3. McDermott/McDermott | 2:57.48 | DNF 34 laps |

At the conclusion of all events Andrew Heath presented the medallions to the various podium finishers.

Much work had been put in to the excellent field preparation by the local Twin Cities club members headed by Darrell Smailes. In appreciation of their work, the competitors had made a collection to assist with field equipment maintenance and fuel costs and this was presented to Darrell and his team along with a card to show our appreciation.

Thanks to all competitors for taking part and for all the officials CD's and timekeepers.

Report and pictures by The Editor.

The Twin Cities well prepared field.



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I have just tidying up and updated the PLANS and ENGINES lists on the website for Charlie Stone's stuff.

There are still a large number of plans and a few engines for sale.

The planes generally go for \$15 (large models) to \$5 (smaller models)

Have a look at: <http://www.members.iinet.net.au/~kirtons/Charlie/>

You might be interested in bidding.

Cheers, Norm Kirton.

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'Engines from Russia' Master Junior 2.5cc Diesel, AAC, new. \$160

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