



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 236

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 2018/19

DATE	EVENT	CLUB
Nov 4	CLAG flying day	Moe
Nov 11	Combined Speed , Warbird Stunt.	CLAMF
Nov 25	Monty Tyrell Classic Stunt	KMAC
Dec 2	CLAG flying day	Moe
Dec 9	Vintage A, Classic B, Classic FAI .	CLAMF
Dec 16	Club Day and Christmas Party.	KMAC
2019		
Jan 26-28	Australia Day Carnival	CLAMF/KMAC
Feb 3	CLAG flying day	Moe
Feb 24	Hearns Trophy F2B / Yeoman's Novice Stunt	KMAC
Mar 3	CLAG flying day incorporating Electric Control-line!	Moe
Mar 31	Vic State Champs practice day, general flying welcome.	KMAC
Apr 19-22	Vic State Championships.	CLAMF/KMAC
Apr 28	KMAC Carnival.	KMAC
May 5	CLAG flying day.	Moe
May 26	All-Aussie and Vintage Combat.	KMAC
Jun 2	CLAG flying day.	Moe
Jun 30	Rat Race.	KMAC
Jul 7	CLAG flying day.	Moe
Jul 28	AGM and Warbirds.	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), 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



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2018

DATE	EVENT	CLUB
Nov 4	Classic Stunt.	Doonside
Nov 4	SSME Speed Day	SSME
Nov 18	Vintage T/R and Diesel Goodyear.	KMFC
Nov 18	Vintage/Classic Stunt Fun Fly.	SSME
Nov 25	KMFC Christmas Party and Fun Fly.	KMFC
Dec 2	F2B Aerobatics.	Doonside.

**** KMFC Club Stunt. 2nd Saturdays in March, May, July, September and November. Contact Geoff Goodworth 0412 162 518

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.

DOONSDIE- Baseball diamond, Whalan Reserve.

Queensland State Championships Dates.

Nov 3-4	F2D, Vintage, Open, 35 Slow, 2.5 Slow Combat.	CLASSI
Aug 4	Brian Burke 500 Lap 27 Goodyear Race at	TBIRDS

Contact Mark McDermott Email: mark_mcd@bigpond.com

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.

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TIMING AND LAP COUNTING – A BEGINNERS GUIDE.

All control line racing events require timekeepers and lap-counters so I put together some tips for people new to the game.

First, I must admit that I enjoy timekeeping and lap-counting. It gives one a chance to get up close to the action and study pitting techniques such as model preparation, launching and catching a model, refuelling and the way that a mechanic uses sign language to communicate with the pilot.

Equipment required:

1. **A reliable stopwatch.** Electronic stopwatches are cheap and reliable nowadays. Usually the organisers provide a stopwatch although I prefer to use my own as I know instinctively where the buttons are.
2. **A mechanical lap-counting device (clicker).** Also usually provided by the organisers.
3. **A chair.** It's not mandatory but much more comfortable than standing, especially if one is timing multiple events.
4. **A hat.** In our climate the sun can be pretty fierce so wearing a hat makes sense – there is not much shade when one is sitting next to a control line circle.

Preparation:

1. **Practise** with your own watch from the pit area and compare your results with the 'official time'. (Ideally you should be the same or at least within 0.1 sec.)

Identify the event rules. Different events have their own specified number of laps and pit stops, e.g.; 100 laps and 2 pit stops in heats, 200 laps and 5 pit stops in finals for some racing events while others may have 80 lap heats and 160 lap finals. Then other events may require one to just count laps within a given time, the CD will announce the start and when to stop counting. **It is very important that you ask the CD what is required** before you head out to the circle.



Technique:

1. Check that your stopwatch and clicker are functioning properly **and then zero them.**
2. Set your chair up on the edge of our just outside the circle on a radius that passes through your allocated pitting segment.
3. If a safety barrier is provided **use it** and adjust its position so give you adequate protection from a wayward model. (At the recent Albury State Champs I moved a barrier to my segment after a wind change – the next race, a broken line and a disintegrating model whizzed by centimetres from the barrier).
4. Introduce yourself to the pitman, even if just to get the team's name, but then sit down and do not interrupt them, they have enough on their plate already.
5. **Identify the pilot** of the model that you are timing, the model will be right in front of you, note the colour but it's the pilot you shall mainly be watching
6. Check that your stopwatch and clicker have not been bumped and are still zeroed. It is convenient to use the lanyard to hang the stopwatch around your neck so that you can easily locate it when required
7. When the countdown reaches '5' have the stopwatch in your hand and give it a glance to confirm that it is still zeroed. When 'Go' is announced, press the start button, glance at the stopwatch to confirm that it has started and then let it dangle.
8. Locate your pilot and watch **the pilot** rotate. **Don't try to watch the model.** Press the clicker each time the pilot completes a lap. (You usually catch a glimpse of the model as it passes).
9. Count the laps in your head (or even out loud) as you press the clicker because the pitman will often query you for the number of completed laps during a race and a timely and accurate response is required. Just an occasional quick glance at the clicker is adequate to verify the count.
10. During a pit-stop, remember to press the clicker as soon as the model passes the segment marker. Usually this is during the catch, so it counts as a lap completed.
11. During the last ten laps of a race take hold of the stopwatch ready to press the 'stop' button when the model flashes past the segment. I usually count the final few laps out loud so that the pitman can hear and loudly say "finished". The pitman might ask you for their time or number of laps so tell them.
12. Do not zero the stopwatch or clicker, take them to the CD once the race is over and it is safe to walk around the circle. Keep an eye out for models and lines as the competitors remove their equipment from the circle.
13. Once the CD has the required information then zero the stopwatch and clicker and return them if you are not involved in the

next heat.

14. Relax!

So give timekeeping and lap counting a go, for without it there is no racing!

Finally, if you make a mistake, own up to it immediately! It's not a hanging offence and the competitors would appreciate your honesty.

Danny M-Z



Results from SSME—F2B Aerobatics held at Luddenham on Sunday 23/09/2018

We finally had a flyable day for F2B with a total of 11 entries flying 2 rounds.

Placings in F2B Expert.

1st Murray Howell

2nd Reg Towell

3rd Bruce Hoffman

Advanced results (with handicap points)

1st Warren Williams

2nd Paul Kenny

3rd Don Keysecker



Pictures:-

Top left. Reg Towell in the pit area.

Top right. Spectators and competitors sit in the shade near the pit area.

Bottom left. Reg Towell prepares his "Mustang" for flight with Paul Kenny assisting. Reg placed 2nd in Expert.



Warren Williams "Turning 81 next month so need those handicapped points with the Legacy/Brodak"

Don Keysecker with his trophy for 3rd place in Advanced.



Paul Kenny with his second place prize in F2B Advanced.

Paul Kenny's "Gotcha"

Competition flying has been restricted recently due to wind and rain. KMFC had 2 events last weekend 6th-7th October but both days were cancelled. Hopefully the weather will be kind to us for the F2B event at SAT on October 14th.

Report by Warren Williams.

The Control Line flying site at the Twin Cities Club in Albury that was the Venue of the NSW State Championships as seen from above.

Picture from Danny Maslowicz.



NSW Control Line State Championships for Team Racing and Speed.



Reports and pictures by the Editor.

On the weekend of September 29th - October 1st the NSW State Championships were again held at the Twin Cities club in Albury. The club has great facilities and has the only dedicated control line hard surface in NSW. The control line flying site is maintained by some dedicated club members and was in prime condition for the weekends events.

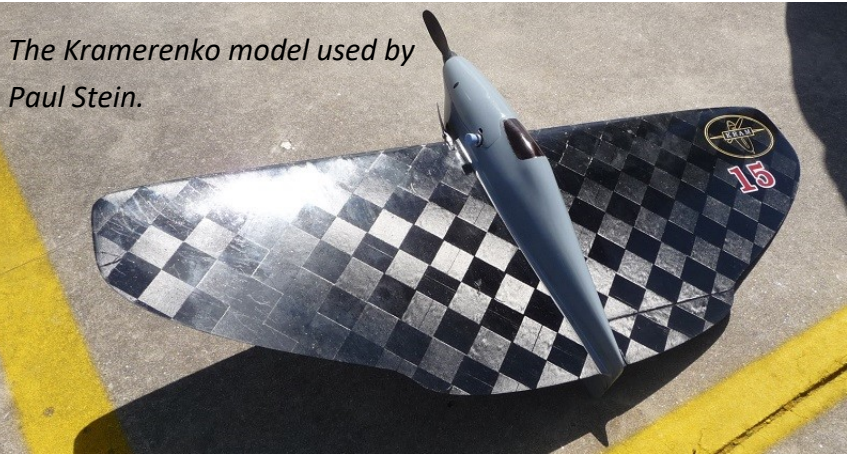
Entry numbers were down on some previous years as some of the interstate travellers took some time out to have a break after their overseas World Championships trip.

Because of the reduced entry numbers we were able to apply a relaxed order of the scheduled events.

Saturday morning had a distinct chill about it with a wind that was blowing off the snow covered surrounding mountains. Nobody was in a rush to spring into action and the start for **F2C team race** was delayed until 10:30 to allow the sun some time to impart a little bit of warmth. The following weather for the weekend was terrific.

Only three teams had entered F2C and Richard Justic was unable to be there on Saturday due to a prior engagement. Murray Wilsons regular pitman did not attend so Paul Stein enlisted Murray’s piloting skills to make up the second team for the day’s F2C races. Fitzgerald/Ellins put in a couple of respectable times but Paul’s older equipment was up there with them and two clean competitive races resulted.

Richard Justic arrived for the Sunday morning contest. Justic/Lacey had a few tuning flights and were ready to join the racing but it was all to no avail as two DNF’s were the result. They elected not to fly in the final race. The other two teams had their equipment working well and progressed into a well flown two up final.



F2C Results

Pl	Team	Heat 1	Heat 2	Heat 3	Heat 4	Final	Engine.
1.	R. Fitzgerald/M. Ellins	3:10.40	3:14.34	3:13.3	-	6:30.41	
2.	M. Wilson/P. Stein	3:13.32	3:43.81	3:34.15	3:15.47	7:04.63	
3.	R. Justic/R. Lacey	DNS	DNS	DNF	DNF	DNS	



The three teams that flew in F2C team race.

L to R:-

R. Justic/R. Lacey

M. Ellins & R. Fitzgerald

P. Stein & M. Wilson



Ron Lacey pits in F2C.

In F2A Andrew Heath set the fastest time of the contest with his second flight on the Saturday. He only needs to gain another 6KPH to crack the magic 300 mark.

All times were recorded using the Transit trace timing system.

F2A Results

Place	Entrant	Rd 1	Rd 2	Rd 3	Rd 4	Fastest in KPH
1.	Andrew Heath	12.97	12.23	12.73	12.96	294.39 KPH
2.	Murray Wilson	12.74	12.64	12.77	12.45	288.93 KPH
3.	Andy Kerr	13.78	NT	12.76	NT	282.11 KPH
4.	Richard Justic	NT	NT	13.65	NT	260.28 KPH



Part of Andrew Heath's F2A propeller selection.

In speed limited Goodyear (27 seconds for ten laps) any heat time close to the 5 minutes mark is going to give you a great chance of getting into the final race. Lacey/Wilson well crafted racing skills gained them a 5:03.81 which was 11 seconds faster than nearest rivals Stein/Ellins. The three junior Miles brothers were again showing how well they have continued to improve their piloting skills and Chilton proved he was ready to mix it with the big boys by claiming the silver medallion.

The final race had a bit of extra excitement in the closing stages. With a little over 10 laps remaining for Lacey/Wilson to get to the 200 lap finish stage, the Stein/Justic model came in for a final pit stop but when the model was released and in the air it was noticed that the model fuselage had a distinct out of alignment feature. Under the circumstances, the shut-off could not be activated so the contest director called a halt to the racing and everybody got behind the safety barriers whilst Paul continued to fly the model until it ran out of fuel and landed safely.



Pauls model was broken but not wrecked.

27 G/Y final pilots Lacey, Miles and Stein in action. Murray is checking his model racing speed and Danny Maslowicz does the lap counting.

27 Goodyear Team Race Results

Place	Team	Heat 1	Heat 2	Final
1.	R. Lacey/M. Wilson	5:08.8	5:03.81	192 laps
2.	C. Miles/A. Heath	5:26.22	DNF 77	166 laps
3.	P. Stein/Justic - Ellins	5:14.21	DNS	DQ
4.	M. Owen/R. Owen	DNF 35	5:33.97	
5.	J. Miles/R. Fitzgerald	5:43.15	DNF 16	
6.	A. Miles/	5:58.13	5:54.19	
7.	H. Bailey/K. Hunting	7:44.13	6:16.03	

*Left:- Andrew Heath had a busy weekend as the overall C.D, F2A competitor and pitman for the Miles brothers.
Thanks Andrew. Much appreciated!*



Classic FAI team race once again had a varied mix of model designs and engines and the racing was as close as it has come to be expected.

The top five teams produced heat times that were within ten seconds of each other and generally speaking all the models worked with a minimum of fuss.

Paul Cameron and the Owen brothers had new models that were flown in competition for the first time.



The Classic FAI T/R teams.

Classic FAI Results.

Place	Team	Heat 1	Heat 2	Final	Engine.
1.	M. Wilson/M. Ellins	5:45.05	4:23.72	8:41.75	Nelson steel
2.	R. Justic/P. Stein	4:26.09	DNS	9:08.91	Fora
3.	P. Cameron/R. Fitzgerald	4:25.19	4:35.62	9:51.53	Rossi FI/R250
4.	R. Fitzgerald/R. Lacey	6:18.09	4:27.59		Cippola
5.	H. Bailey/K. Hunting	4:33.85	4:59.07		Parra
6.	M. Owen/R. Owen	26 laps	6:20.62		Parra
7.	K. Hunting/H. Bailey	6:21.06	DNS		Fora



Paul Cameron's new "Turtle/Rossi FI"

In **Combined Speed**, we were enjoyed watching Richard Justic getting his monoline monster on song to set a new record using the 10% nitro fuel. Murray Wilson found a propeller that worked on his Nelson .29 with the 10% nitro and almost equalled the current record.

Some of the other competed classes are not official MAAA events but nobody seemed concerned.

Combined Speed results.

Entrant	Class	Engine	Rd 1	Rd 2	Rd 3	Fastest	Speed in KPH	%
Richard Justic	3	Rossi .61 RV	9.97	-	-	9.97	290.55	100.00%
Murray Wilson	2	Nelson .29	11.31	11.00	-	11.00	263.35	99.68%
Ken Hunting	½ A Proto	CS .09	31.97	29.22	26.27	26.27	137.04	98.13%
Harry Bailey	1	OS CZ 11PS	18.85	18.70	19.19	18.7	192.51	83.21%
Chilton Miles	2.5 Diesel	MVVS	25.81	26.09	25.75	25.75	139.81	65.24%
Ashton Miles	2.5 Diesel	MVVS	29.88	-	-	29.88	120.48	56.22%
Mark Ellins	1 ###	OS CZ11 PS	17.70	17.53	-	17.53	205.36	88.76%
Harry Bailey	Proto	NovaRossi .21	Att	-	-			0%
Ken Hunting	Class 1	Novarossi .12	Att	-	-			0%

Old line size

*Murray Wilson with
his Nelson .29
263.35 KPH*



*Ric and his Rossi .61
290.55 KPH*

The only event that was flown over the grass surface was **Vintage A Team Race**. Justic/Stein had the grey “Dimpled Dumpling/R250” revolving with a nice race setting. Andrew Heath and Stan

Pilgrim were flying a “Voodoo”. Harry and Ken used the “Olympian/R250” combination. In the final, Ric and Paul had a smooth race. Heath/Pilgrim and Bailey/Hunting had some of those “if only that didn’t happen moments” but all in all it was enjoyed by all that took part.



Andrew and Stan



Vintage A final teams.

Vintage A Team Race

Place	Entrant	Rd 1	Rd 2	Final
1.	R. Justic/P. Stein	3:16.87	DNS	6:41.50
2.	A. Heath/S. Pilgrim	3:22.25	DNS	7:16.68
3.	H. Bailey/ K. Hunting	3:36.57	3:25.44	7:20.41
4.	M. Owen/R. Owen	4:08.54	3:38.25	

It was a treat to be able spectate three junior pilots going about their business in the **Rat Race** with such skill and enthusiasm. Smooth take offs, safe overtaking and landing the models at the pitmans feet brought applause from the spectators. Murray Wilson had no hesitation in lending his model to Jenson Miles when his personal model became un-flyable and the youngest of the racing Miles brothers flew a great race to claim the gold medallion.

Junior 2.5cc Rat Race Results

Place	Team	Heat 1	Heat 2	Final
1.	Jenson Miles/ M. Wilson	105 laps	-	206 laps
2.	Chilton Miles/R. Justic	102 laps	-	196 laps
3.	Ashton Miles/Heath-Fitzgerald	90 laps	92 laps	183 laps



Some of the Classic FAI models.



Junior pilots and their senior pitmen.

For Sale

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Ray Harvey

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Note: I'm overseas from 14 to 26 October.



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Contact:- Greg Nelson 0435757710.

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Danny Mz mob # 0477224751

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WANTED

WANTED

Ringmaster plane to fly in October's KMAC event. Without engine is okay.

Derek Pickard 0419 388 075

businessmedia@hotmail.com.au

WANTED

Plan of Junior Monitor

Control line model from 1950 era.

Note that my phone number has been corrected.

Contact:- Ray Morgan (02) 69532311

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AUSTRALIAN CONTROL LINE NEWS

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