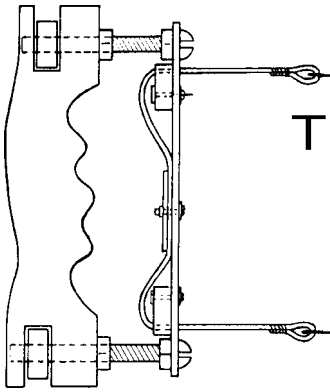

$2.00

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 94

AUSTRALIAN CONTROL LINE NEWS

Produced by the Victorian Control Line Advisory Committee

November 2005

INSIDE THIS ISSUE

Copy Deadline for next issue is: Wednesday 16th November 2005

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 pretyped, and please use a good black ribbon for best reproduction.

Best of all is to send it on a 3.5" disk as a Windows Write, Word for Windows, or as an ASCII TEXT FILE 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 2005/2006

NOV 6	C.L.A.G. Country Flying Day	Knox
NOV 6	Triathlon	SMAC
NOV 20	**FAI & Combined Speed,** FAI & Modified Combat, **Mini Goodyear,** 1/2 A Combat.	CLAMF
NOV 27	Monty Tyrell Memorial - Classic Stunt. Vintage Combat.	KMAC
DEC 4	Aust "A" Team race, Classic "B" Team race, Bendix.	SMAC
DEC 4	C.L.A.G. Country Flying Day	Traralgon
DEC 11	**FAI Team race, Combined Speed,** 2.5cc Open Combat, **1/2A Team race.**	CLAMF
2006		
JAN 8	C.L.A.G. Country Flying Day	Traralgon
JAN 29	FAI (Hearns), Novice & Jnr Aerobatics, Classic Stunt, Vintage "A" Team race, Classic "B" Team race.	KMAC
FEB 5	Simple Rat race, Simple Goodyear.	SMAC
FEB 5	C.L.A.G. Country Flying Day	Moe
FEB 12	**FAI & Combined Speed,** 1/2 A Combat, **Goodyear.**	CLAMF
FEB 26	Vintage Stunt, Class 2 Team race, Bendix, Classic Stunt.	KMAC
MAR 5	Hand Launched Glider.	SMAC
MAR 5	C.L.A.G. Country Flying Day	Moe
MAR 19	**FAI Team race, Mini Goodyear,** Vintage Combat.	CLAMF
MAR 26	FAI, Novice & Jnr Aerobatics, Vintage "A" Team race Classic Stunt.	KMAC
APR 2	Simple Combat.	SMAC
APR 9	FAI & Combined Speed, Goodyear, 2.5cc Rat race.	CLAMF
APR 14–17	VMAA Control Line State Championships CLAMF, KMAC, CLAMF Events & Calender to be advised.	
APR 19–24	59th Nationals South Australia. STRATHALBYN & MONARTO	
APRIL 30	FAI, Novice & Jnr Aerobatics, Classic Stunt.	KMAC

Events will be flown in order of printing.
Events in **Bold type** will be flown over hard surface

CLAMF Frankston Flying Field, Wells Rd, Seaford (Melway 97J10), 10.30am start

Contact :- G. Wilson (03) 9786 8153,

Events conducted by CLAMF at the KMAC Field (Melway 72 K9) 10.00am start.

Contact :- H. Bailey (03) 9543 2259

KMAC Stud Rd . Knoxfield (opposite Caribbean Gardens) (Melway 72 K9) 10.00am start

Contact :- T. Matthews (03) 9560 0668.

SMAC Contact :- Reeve Marsh (03)9776 5949

CLAG Contact :- Graham Keene (03) 51924485

Details of venues can be found on web site www.clagonline.org.au/home.htm

NOTE - All events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members

The third Sunday of each month is the regular **"Brimbank Club Day"**

COMING EVENTS

C.L.A.S. (NEW SOUTH WALES) Contest Calendar 2005

DATE	CLUB	EVENT
Sat Nov 5	KMFC	CLUB STUNT (Novice)
Sun Nov 6	SAT (Kelso Park)	F2B Aerobatics
Sun Nov 13	KMFC	"Vintage T/R, 1/2 A, A and B. "
Sun Nov 20	NACA at Gateshead H.S.	ClassicStunt&Cardinal Stunt.(I.Smith Ph:024975 2292)
Sun Nov 27	KMFC	1.6 and Slow Combat
Sun Dec 4	Doonside (Kelso Park)	F2B Aerobatics
Sun Dec 11	KMFC	Christmas Party and Fun Fly

"Doonside. Kelso Park North, Panania. "
"IMAC (Illawarra Model Flying Club)- Flying site @Hooka Ck Road, Berkeley. NSW"
"KMFC (Ku-ring-gai Model Flying Club)- St. Ives Showground, Mona Vale Rd, St. Ives. NSW"
"NACA (Northern Area Contest Aeromodellers)-Gateshead H.S.,Pacific Hwy, Gateshead. NSW."
"REMAC (Ryde Epping Model Aero Club)-Peter Board HS, Wicks Rd, North Ryde. NSW."
"SAT (Sydney Aeromodelling Team)-Kelso Park North, Henry Lawson Dr. Panania. NSW"
"SSME (Sydney Society of Model Engineers)- Model Park, Luddenham Rd, Luddenham. NSW. "
"WMFC (Werrington)-Entrance to flying site @cnr. Landers & Walker Sts, Werrington. NSW."
"MDMAS (Muswellbrook District Model Aero Sports Inc.) Mitchell Hill Field, New England Hwy, Muswellbrook"
"COMSOA (City of Maitland Society of Aeromodellers) Raymond Terrace Rd, Metford. NSW. "

Please send any articles to the editors new address. --------->
The new email address is on the front cover.

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Harry Bailey.
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Queensland
Tel (07) 32819318

CLASII CALENDAR 2005

The bridge work and surrounds are completed and we expect construction of shade shelter, tables and benches, installation of water and planting of shade trees, fences BBQ etc to commence later this month Further details will be advised later in year.
Please note Club flying days have been changed to SATURDAYS.
Regardless of what day it is **flying is only permitted between 9am and 5pm** (i/c. engines are not to be run before or after these times) and in accordance with **MAAA, MAAQ and Club policy,** permission must be sought from club executives for **visitors** to use facilities on days other than **SATURDAYS.** Mufflers are to be used wherever possible. **Field entrance gate will be locked except for designated flying times.**
Aside from **published competition days**, after more than two casual visits, FAI licence holders would be expected to apply for Associate membership of Clasii. All members and visitors to the field will be required to sign an attendance book. This action assists in meeting insurance requirements and would be of great help in the event of a claim being made. Visitors to the field **MUST** show their current FAI Card. **NO CARD NO FLY**
Intending members will be allowed two visits (training days) before being requested to apply for membership. Applications will be then be assessed by Committee and applicant advised of outcome before any fees are payable.
CLUB AND ASSOCIATE MEMBERS WILL BE ABLE TO ACCESS THE FIELD 7 DAYS PER WEEK BETWEEN 9am and 5pm

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THE RETURN OF THE HANDSOME YOUNG HERO,

a flight of fancy into the realms of Vintage A Racing

It was lucky for our Handsome Young Hero that the rooster had insomnia and crowed well before dawn. This allowed him to mount his trusty stead for the journey to northern parts. As he travelled he pondered…..how beautiful is the sunrise when travelling, where's the next dunny and why are those blokes in blue uniforms hiding behind cars and pointing hairdryers at me??

On arrival in the northern city, he headed for the Scottish food purveyor to meet up with the other half of the soon to be famous Vintage Racing team of "Handsome Young Hero/Fearless Former School Friend". Once the victualling was completed they departed for their appointment with destiny, and hopes of success in Vintage A DIVISION B. There they were greeted with reports that all the other Division B teams had various excuses for non-attendance. Feeling a trifle disgruntled (is the opposite gruntled?) that they looked like not getting a race our team of HYH/FFSF did what they do best. They fluffed about talking to people who are much faster.

Just when it looked like a long drive in vain, the Division A racers said "come race with us", accompanying the invitation with encouragements such as "keep that slow bit of crud out of me effing way" and "you get anywhere near my plane and I'll whack you". Overjoyed but a little apprehensive our favourite team decided that they should at least look the part and entered a strange and wondrous place called practice. This was so novel and so much fun that the FFSF wanted to keep on doing it even when it was their time to actually race.

Our chronicles report very little of their first race, except that they managed to get through unscathed, nobody crashed and nobody got whacked……phew! The second heat saw them pitted against the team of sofast/socool, who are so fast and cool they could almost wear their undies over their leotard. This time the chronicler was awake and saw the SF/SC team passing our boys about every third lap, and that both teams managed very quick pit stops.

At the end of the 90 laps two things were noted, team HYH/FFSF didn't bring anybody down, and they went under 4 minutes for the first time. Oh joy! Oh bliss! Our boys were ecstatic. By the way the other team created a new record time, being the first team under 3:10.

Our hero and his lifelong friend celebrated outrageously, getting very deep into a six pack of ale and staying up till after 9 pm. Stand by the next exciting adventure for our HYH when he takes on the strange and mysterious happenings in snbas;nb;abbnbbn!!

A FEW WORDS

Author: Dallas "Herb" Hanna - as posted on SSW & Barton Forums
Just a quick report from New South Wales, Downunder.

This weekend (1st-3rd October), we held the State Champs in the Hunter River region of NSW some 200 km north of Sydney. As with most country meetings, the field of entrants was much smaller. The same diehards were there for the running to ensure a successful contest. It is possibly noticeable in all countries that some modellers zoom into a contest category, have success for a couple of years, and then disappear up their own fundamental orifice of self importance without putting anything back into the sport!

Many of us have been putting our hand up for a spot of judging etc since we were in our teenage years. Too many are quick to point out the problems with judging but never read the rule book to find the finer points of flying and then take the time to stand at the circle for endless hours of judging.

With that, the **F2B** was a rather close contest with the winners being: 1st was Reg Towell with his version of a Sea Fury, 2nd was Paul Turner with his familiar own design and a very close 3rd was Dave Simons flying his Russian design model.

Classic was also won by Reg with his old T-Bird, 2nd was myself, with once again the old Skyscraper, and 3rd was Dave Murrell with the Palmer Hurricane.

HH

News from 2VA
By Charlie Stone VH 4706

TARMAC Notes for September and October

There has been a temporary reprieve given to us at Basi field. Thanks to vigorous campaigning by Fred Adler (from his sick bed), the WAC has agreed to allow TARMAC to continue to use the Oval next to the Golf Course up until the 30th of January 2006. We have to vacate the site completely by this date and return the gate key to WAC. Only our members are allowed to access the site during flying days and we are restricted to the oval area only and no services (water, power, reticulation) will be available to us. This will give us a bit more breathing space to continue negotiations with the Gosnells council for another home for the club.

Fred Adler is up and about again after his ankle operation and is now mobile with the aid of a walking frame. It won't be too long before a couple of choruses of 'Yakkety Sax' will have him charging about like Benny Hill used to do in the closing credits of his show. That walking frame could give him a real advantage in the combat circle.

As battery and motor technology has improved in recent years, electric power has been steadily becoming more popular in aeromodelling. However to date, there has been little sign of much use in control line flying circles. Here in W.A., Lex Cunningham is the only person that has made any sort of serious attempt to fly electric control line, although he isn't the first to give it a go. The first electric powered control line model that I saw fly here was built by fellow aeromodeller and trainee telephone technician, Graham Mann around 1962. It was powered by a tiny Mabuchi motor. A battery was carried by the pilot and power was delivered to it down two short and filament fine insulated copper wires. The aircraft could barely sustain flight, but it did fly.

Lex Cunningham's super lightweight version of the 'Super Zilch' for electric power.

In the USA though, it is a different story. Mike Palko has been flying electric powered stunters for about 6 to 8 years. He started flying electrics in competition in 2003 and finished 6th at the 2004 USA Nats and 4th at the 2005 Nats using his latest design, the 'Silencer' (pictured below). The 'Silencer' design was published in 'Model Aviation' magazine in March this year. Bob Hunt, (US Nats winner and former world champion) has just placed 3rd at the USA team trials with his Genesis that was converted from IC to electric. If what I have read on the internet is correct, Bob has based his model on the technology developed by Mike Palko.

Mike says that he thinks that electric power will be superior to Internal Combustion power in the next few years because it has many advantages today and it will only get better with time. The power delivery is the smoothest that you will ever feel. There is no Centre of Gravity shift due to burning fuel during your flight. There are no more over runs, bad needle settings, or miscellaneous problems associated with IC engines (tank issues, dirt, bad fuel etc). No oil soaking, no loss of power in humid conditions (or bad weather in general). The advantages are so numerous he is still finding more each time

he flies. He flew his Silencer in wind gusts to 32mph at the 2004 US Nats to give you an idea of the power available. Mike has kindly supplied us with his guidelines for anyone interested in getting started in electric powered stunt flying.

Mike Palko's current stunter design the "Silencer". It was completed in 2004 and was flown at both the 2004 USA Nats where he finished in 6th place in the advanced category and the 2005 Nats where he finished 4th. This design was published in the March issue of Model Aviation magazine.

Mike writes: This Information is intended to be a good starting point for a high level electric stunter/sport ship. I know it doesn't get very technical, but for someone who is just starting out in electric that is exactly what they need.

I have been asked to make a post on how to convert a glow powered stunter to electric, so here is a short write-up giving you a starting point. This will also work for a scratch built electric model and that will be easier than doing a conversion.

Converting an existing airplane is not the ideal situation because more than likely there are areas that are over built, oil soaked, or are going to need to be modified to accept an electric power system. Also, batteries may be hard to mount depending on balance point and room constraints. To determine whether or not the airplane can be successfully converted follow these steps.

1) Determine the target weight ready to fly. (My example will be a .40 size stunter.) The target weight I chose is 46oz. I will set this as my upper limit.

2) Now you need to calculate the power needed to fly the stunter at a satisfactory performance level. We want a minimum of 160-170 watts/lb input. We have a 46oz stunter or 2.875lbs so we are looking at 2.875lbs x 160 watts/lb = 460 watts input power minimum.

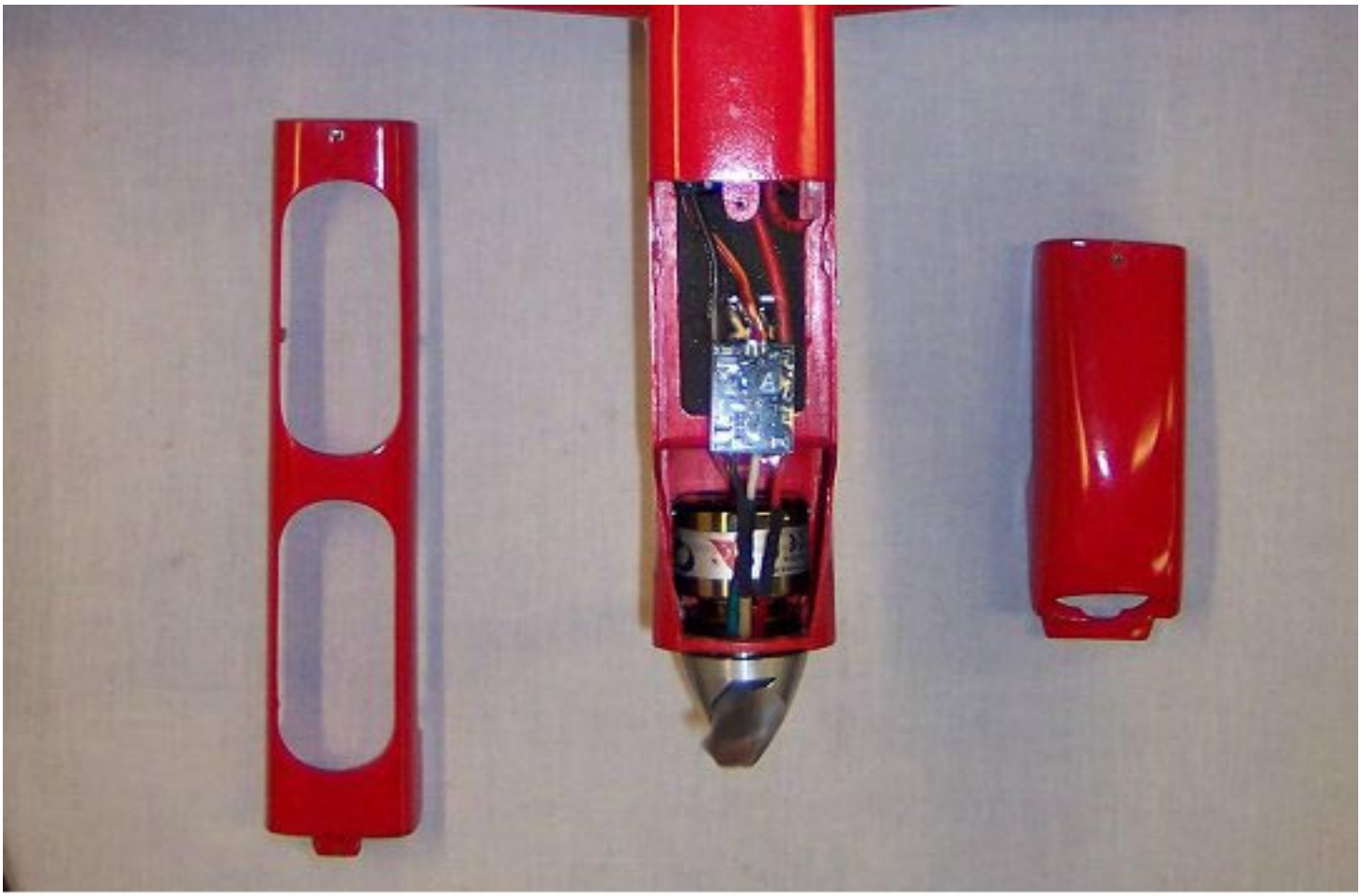
3) Pick the current draw you want the power system to run at and then divide the total number of watts needed to fly the stunter by this number. I will use 35amps, so 460watts / 35amps = 13.14. This number is the minimum number of volts you will need to get the power input we are looking for.

4) So now we know to fly a 46oz model we will need to draw 35 amps from a battery source of at least 13.14volts. Since we are using Li-Poly batteries we have to choose packs with voltages divisible by 3.7. Each Li-Poly cell is 3.7 volts so 13.14 volts / 3.7volts = 3.6 cells. Remember we are using minimums to calculate our setup so we don't want to drop down in cell count, so we will round up to a 4 cell pack. Most packs on the market with discharge rates high enough for our use are 2P packs or 2 cells in parallel. Putting the two together gives us a 4S2P pack. (the number of cells parallel depends on the C rating needed)

5) Now that we know what we are looking for we can decide on what motor and battery combination to use. This is where things become more difficult. The selection may seem endless when it comes to motors, so how do you know which one to pick? If you read up on electric power systems you will find the most popular or best performing motor brands. (Ex. AXI, Plettenberg, Aveox, Hacker, Jeti, Mega) to name a few. I have used mainly AXI and Plettenberg outrunner style motors from the beginning. There are also a number of motors that are the conventional "inrunner" style that will work well, but I found good results with outrunners so I have stuck with them for the time being.

Batteries are the same situation. There are many good brands out there and if you follow electric power at all you will pick

up on them. I prefer Thunder Power because they seem to have the highest energy density per weight, and also have proven to be extremely reliable.



The motor ESC and battery compartment of Mike Palko's 'Silencer'. No need for a grease rag to clean this one after a days flying. Mike is now using a 3 blade propeller.

6) After you decide which brand or brands you want to look into you need to determine what size motor will handle the voltage you will be using. We are using 14.8volts or 4S Li-Poly pack. Motors are normally rated at a min and max voltage, max continuous amperage, and max efficiency @ a given current level, or at least that is what we will be looking at mainly. We need to be sure we fall in between them.

As far as the battery pack goes you need to be sure it is a 4S2P (for this setup) and can handle the 35amps continuously that we will be drawing. Do not pick a pack that says it can handle 35amps continuous and say 50amps for short bursts. We want some room for error and a little safety cushion so look for a pack that can handle at least 40amps continuously. This will let you pull more current later if needed and also keep the pack from working at it's limit extending it's life and keeping it cool during use.

7) So you have picked the motor brand and size that will handle our input voltage of 14.8volts. For a .40 size stunter we will be using a 10-12" prop with a pitch of 4-6" more than likely. I will pick an 11" dia and a 4" pitch. (I prefer lower pitch props, but you can use what you prefer) Now you can either look up the manufacturers specs for the motor (they usually give you a few examples of performance levels for a given prop at a given voltage) or you can buy a motor calculator program to help you along (motocalc is an example). Lets say the first motor you choose turns an 11x4 @ 14,000rpm and draws 47amps. The first problem is the rpm. It is to high for our application and the current draw reflects this. To fix this we will need to pick another motor (same size and manufacturer) with a higher number of winds. The higher the number of winds the lower the rpm for a given voltage. This will also lower the current draw if you keep the input voltage constant. You would do just the opposite if the motor turned to few rpm. If you go through each motor in that size range (from the same manufacturer) and you still can't find one suitable for your application you will need to vary the prop dia. and pitch to adjust the pitch speed and amp draw until it is usable. If you can't get it to a satisfactory level you may need to change motor manufacturers. Even though two different motors have the same size, weight, number of winds etc.... they may still perform differently. The reason being different manufacturers hold different tolerances, use different materials, have different designs and so on...

8) Ok, we now know our target weight, power system requirements, battery voltage needed and amp draw that is required. We are pretty sure the motor we picked is what we need or is close enough that a few prop adjustments will get us there and the battery pack will deliver the power. That leaves us with an ESC and timer.

ESC's for the most part all perform very close to one another. A few examples are Castle Creations and Jeti. The biggest difference is the programming options. All you really need to be concerned with is that is capable of handling the current levels we will be pushing, has a governor and has a BEC built in. I recommend like the battery going a little higher on the rating than needed. For a 35 amp setup go with a 40 or 45 amp controller. Again we don't want to push the system to the limit and cause heat problems. Just like an IC setup to much heat is bad for electric power systems as well. The governor will be used as a break to prevent whip up. The BEC is short for battery eliminator circuit. This will be set at the appropriate voltage incase of any type of timer failure the ESC will shut the motor off to prevent damage to the battery pack or airplane. I won't go into detail because each pack 2S 3S 4S 5S etc... needs a different cutoff voltage and each ESC is different when it comes to programming.

Timers are limited right now to the Z-Tron and the JMP. I only have experience with the Z-Tron timer and can say it works very well although the JMP has gotten very good reviews as well.

9) Now we know the motor, battery pack, ESC, timer and prop to be used. Now you can weigh the entire setup and add a little extra for the connectors, solder, shrink wrap, prop, prop adapter, timer and other misc mounting hardware. When your total is tallied subtract it from your ready to fly weight. I will call this setup weight 22oz. 46oz - 22oz = 24oz bare airframe weight.

I am sure you can guess what to do next. Pull that engine, prop, tank, fuel lines, filter, etc. out of the airplane and weight it. Above 24oz and you may be a little on the heavy side. 24oz or less and you are on your way to a successful conversion. If you are close to the weight you may want to pull the engine beams/crutch assembly and tank mount/floor out to get you to your target weight or maybe even below it. Don't forget to pull out any nose or tail weight. You will be able to shift the battery to compensate for the added ballast previously needed.

If you are using this step by step for a scratch built project you can build the model to suit the weight needed making it easier on yourself.

Like I said earlier this is just a quick rundown on how to get started. I didn't really go into any detail on any one subject. Electric power systems have so many variables one could write page after page about them. There is still a lot of theory behind it all (for C/L use) and there are many things I still don't know myself. Also, the figures I used may not hold true. They are just examples to show the math involved.

I think this will give you a good starting point on designing your own power system. I am sure I missed some things, and may have even been a little off on some things I mentioned. I apologise ahead of time if I did. Mike Palko

If you would like some more information on electric powered control line models, you can check out this URL for some details of Dave Day's experiments in the UK. http://www.iroquois.free-online.co.uk/clmodel.htm

Wooden aeroplanes are pretty much the same, no matter what size they are. Here is a very large scale model under construction. This one is full scale and is hiding in a West Aussie garden shed. It is a Druine 'Turbulent' being built by Howard Jones who was a former free flight and peanut scale specialist. This one won't be powered with Tan 2 rubber, but with a modified Volkswagen engine. It was designed by Roger Druine of France in the late 1950s, it has 80 square feet of wing area, and will weigh about 450 pounds empty.

Well, that's it for another month. Do you realise that if venetian blinds hadn't been invented, it would have been curtains for all of us?

Charlie Stone VH4706 Email cestone@bigpond.com

N.S.W STATE, C/L CHAMPIONSHIPS, 2005
1st to 3rd, OCTOBER.

Results sent in by Paul Allen
Aus 23305

Results - F2B Aerobatics, Expert

Place	Name	Pts	Model/Motor
1st –	Reg Towell,	1973	(Sea Fury,Saito 56)
2nd -	Paul Turner,	1940	(Windwiper, ST46)
3rd -	Dave Simons,	1892.5	(Yatsenko,Discovery Retro)
4th -	James Batty,	1799.75	(Starion Profile,OS FP 25)
5th -	Dave Murrell,	1743	(Tempest,OS 52 F/S)
6th -	Frank Battam,	1681.75	(Gee Bee,Saito 56)
7th -	Bruce Hoffman,	1656	(FW 190,Saito 56)
8th -	John Elias,	804.75	(Encore, OS VF 46 pipe)

Results- F2B Aerobatics, Advanced

1st -	Steve Bakac,	1550.5	(Vector,OS VF 25 pipe)
2nd-	Paul Allen,	1533.5	(Twister, profile Brodak 40)
3rd -	Wayne Jackson,	928.75	(Patternmaster type model,KB 61)
4th -	Bill Swan ,	713.75	(Nobler,ST46)

HOW TO SURVIVE A HEART ATTACK ALONE

If everyone who gets this sends it to 10 people, you can bet that we'll save at least one life.
Let's say it's 6:15 p.m. and you're driving home (alone of course), after an unusually hard day on the job. You're really tired, upset and frustrated. Suddenly, you start experiencing severe pain in your chest that starts to radiate out into your arm and up into your jaw. You are only about five miles from the hospital nearest your home; unfortunately you don't know if you'll be able to make it that far. What can you do? You've been trained in CPR but the guy that taught the course neglected to tell you how to perform it on yourself.
Since many people are alone when they suffer a heart attack, this article seemed to be in order. Without help, the person whose heart stops beating properly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough. The cough must be deep and prolonged, as when producing sputum from deep inside the chest. And a cough must be repeated about every 2 seconds without let up until help arrives, or until the heart is felt to be beating normally again.
Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital. Tell as many other people as possible about this, it could save their lives!

From Health Cares, Rochester General Hospital via Chapter 240s newsletter AND THE BEAT GOES ON ... (reprint from The Mended Hearts, Inc. publication, Heart Response)

NSW State Championships 2005 Vintage Racing Muswellbrook,

by Airscrew

Vintage 1/2A (Welcome back Potter)

4 teams entered this class including Geoff Potter making a welcome return after illness.

Round 1

Simons/Potter (Grant) started proceedings by ripping in a 3.55.81 over Rothwell/Potter (Geoff) Disq. Am I right in recording this as the 1st sub 4minute heat for a ½ A? (Correspondents please form an orderly queue to the right.)
Next heat saw the Sesqui Master team of Camps/Pilgrim 4.12.78 take a win over Ian Thompson/Nolan on 4.22.08 (Welcome to the East side Ian & Hans).

Round 2

Simons/Potter elected not to run in Round 2, making the remaining race a three up. Camps Pilgrim scored a 4.12.94, ahead of an improving Thompson/Nolan on 4.16.84, with Rothwell/Potter 4.35.50.

FINAL

From the go, Simons/Potter simply blew them away, racing to a finish in 8.00.87, Camps/Pilgrim in 9.34.94 ahead of Thompson/Nolan, whose motor inexplicably lost tune only to find it when the race was as good as over in 10.03.37.

1 Simons/Potter
2 Camps/Pilgrim
3 Thompson/Nolan

Vintage 1/2A Placegetters
John Nolan, Ian Thompson, Hugh Simons, Grant Potter, Peter Camps and Stan Pilgrim.

Vintage A (First under 3.10!!!)

5 Teams gathered on a beautiful Hunter Valley day, featuring clear blue skies and gentle breezes. Unfortunately the great weather did not attract as many entries as hoped, this forced the perennial B div team of Ardill/Fairall up to A division, lookout!!!

Round 1

Simons/Potter had the Dimpled Dumpling really motoring for a 3.12.58, showing a clean pair of wing to Camps/Pilgrim on 3.29.27, narrowly shaded Justic/Kerr on 3.33.18. In the other heat Rothwell/Harvey had an easy run with 3.17.72 against Ardill/Fairall on 4.19.88.

Round 2

With the State Championship at stake it was time to get the score on the board, and almost every team produced better times.
Camps/Pilgrim led the way with a 3.24.40 closely followed by Justic/Kerr on 3.26.30. Simons/Potter had a dream run in

the remaining heat to easily be the first under 3.10, with a blazing 3.07.52, Ardill/Fairall put in a personal best of 3.52.40. Happy fliers all round.

Final

All teams got away well for some seriously fast racing. By about the half way mark the heat and speed were starting to have an effect on the pilots. (More than one looked to be in serious need of a sit down with a cold drink!) Not long after this the pace got all pilots into a spot of bother, with disaster being a definite option, but skill and experience, together with a bit of fancy footwork saved the day and the models. In the end Simons/Potter finished first on 6.48.25, just in front of Rothwell/Harvey on 6.49.75, with Camps/Pilgrim having to make an extra stop recording 7.02.18.

1 Simons/Potter
2 Rothwell/Harvey
3 Camps/Pilgrim

Vintage A Placegetters
Ray Harvey, Steve Rothwell, Hugh Simons, Grant Potter, Peter Camps and Stan Pilgrim

Slow Combat at NSW State Championships

	Competitor	
1st	Brian Burke	W W L W W
2nd	Micheal Cominsky JNR	W L W W L
3rd	Richard Justic	W W W L L
4	Peter Wallace	W W L L
5	Ryan Cominsky	L L
5	Robert Owen	L L
5	Mick Cominsky SNR	L L

F2D Combat

	Competitor	
1st	Robert Owen	W W L W W
2nd	Ryan Cominsky	W L W L L
3rd	Micheal Cominsky JNR	W W W L L
4	Mick Cominsky SNR	W L W L
5	Peter Wallace	L L
5	Brian Burke	L L

Combined Speed at the 2005 NSW State Championships

Reported by Locktite

The 2005 states has hopefully marked a turning point for the Combined Speed discipline in New South Wales. For the first time in many years the event not only ran, but was the best supported of all the Speed/Racing events. There were six entrants in all, with another two non-entrants who brought models but elected not to compete because of lack of practice. The afternoon competition ran alongside the F2C circle and some contestants moved between the two events. The sight of three very fast team racers flying off the makeshift but very effective surface was a constant interest throughout the afternoon. The latter consists of segments of about three metre square pieces of a woven plastic conveyor belt matting from a southern NSW Paper Mill. It would probably make an effective surface for flying speed events as well.

The results

John Walker again flew his Australian Record holding sport jet into first place. Each flight is a spectacular event in itself. The citizens of Muswellbrook (5 Km from the flying site) were probably wondering why the RAAF were buzzing their city on a Sunday!

To begin activities, John sniffed the air and decided that it was a number 65 jet orifice type day. He fitted it and then fueled the model with what he claimed was water. It sure looked like it, but the rules say that " … Allowable fuel (is to) be a minimum of 80%; Shellite, White spirit, petrol or methanol, with no more than 20% additive of Propylene oxide, Nitro methane, MEK or similar." I'm guessing that it was a mixture of methanol and nitromethane.

Starting the beast is a three man job. It sits on the ground with no dolly. One man holds the model from above by the wings with his two feet on either side of the exhaust pipe. A second operates the tyre pump which attaches to a valve at the jet's front intake. A third holds the momentary switch of the starting box on at the right time. It controls the high voltage electrical pulse to the spark plug. Two pumps of air and it was going. There were a few seconds of frantic activity as the wires and hoses were disconnected, and the starting crew got out of the way. It was released and it slid on the grass for about a quarter of a lap and then became airborne. Two laps and he was in the pylon. The first flight was an attempt because the timekeepers couldn't hear the countdown well enough to know when to hit the start buttons on the stopwatches. Subsequent flights returned times just a tiny fraction away from the record.

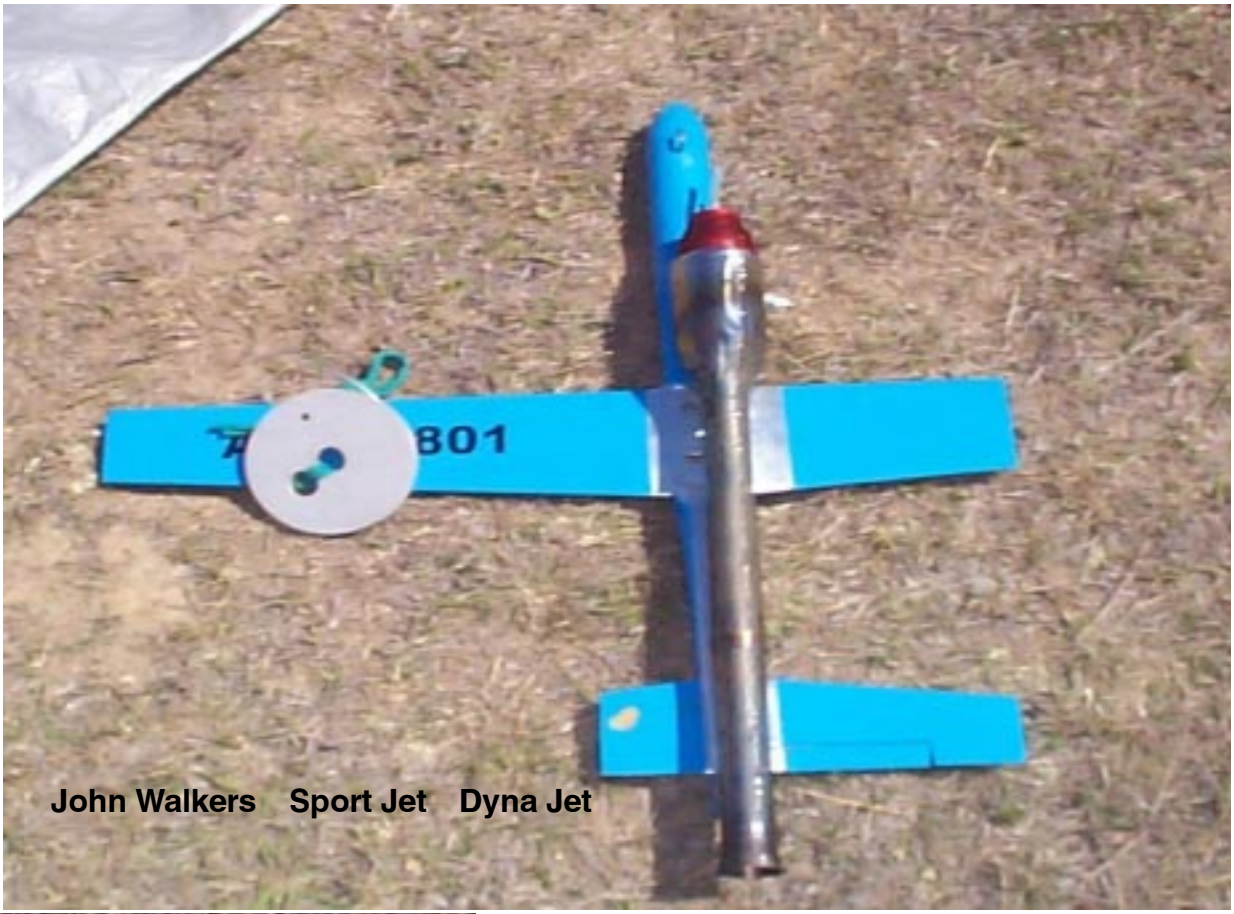
Merv Bell flew his Class 4, FIRE K&B .40 two-line model into second place, with two effortless yet fast flights. Third place was taken by Dave Curry who was still running in his newish RIRE Rossi .40, powered monoline model. The model, skillfully flown by Andy Kerr, had a number of very rich flights before it was leaned out enough to threaten the other contestants. Rick Justic turned up at the last moment from the F2C circle with the ex-Robin Hiern CS-11 powered Class 1 Arrow. The CS was off tune for once and Rick fell into fourth place. Perhaps it's time for a new glowplug!

Dave's awesome OPS .60 powered monoline class 3 model was also having an off day.

Sixth place was taken by Nelson Low with his black Super Tigre .11 powered Class 1 model. Despite the combined efforts of Andy Kerr, Grant Potter (who spent much of Saturday night trying the old pipecutter trick on the piston), Geoff Potter and Rick Justic who supplied various needle valve and spraybar pieces, and Merv Bell who supplied the fuel, the starter, and the glowplug, the motor just would not run! The consensus was that the Super Tigre needed a trip to uncle Robin Hiern for a hone and a new piston.

John Walker	Sport Jet	Dyna Jet	99.6%	97%	
Mery Bell	Class IV	K&B40	88.9%	89.5%	
David Curry	Class IV	Rossi40	70.6%	73.3%	77.9%
Rick Justic	Class I	CS11	71.8%	DNF	
David Curry	Class III	OPS60	DNF		
Nelson Low	Class I	STG	DNS		

Pictures from the Combined Speed event at the NSW State Championships



John Walkers Sport Jet Dyna Jet

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2005 Richmond Nationals

Event **Junior Rat Race** (5 min Heats, 10 Min Final)

Team #	Pilot	Pitman	Heat 1	Heat 2	Best Heat
1	Lachlan Hines	David Hines	81	74	81
2	Matthew Littley	John Nolan	52	87	87
3	Matthew Redmond	Stan Redmond	87	84	87
4	William Rogers	Graeme Wilson	91	86	91
5	Jonathon Norrie	Peter Norrie	74	81	81

Final Results - Junior Rat Race (10 Min Final)

Pilot	Pitman	Final Time	Placing
William Rogers	Graeme Wilson	177	1st
Matthew Littley	John Nolan	167	2nd
Matthew Redmond	Stan Redmond	110	3rd

Team Racing at the NSW State Championships

1/2 A Team Race

	Team	Heat 1	Heat 2	Final
1st	H. Simmons - G. Potter	3.55.81	DNS	8.00.87
2nd	P. Camps - S. Pilgrim	4.12.78	4.12.94	9.34.94
3rd	I. Thompson - J. Nolan	4.22.08	4.16.84	10.03.37
4th	G. Potter - S. Rothwell	DSQ	4.35.50	

Vin A Team Race

	Team	Heat 1	Heat 2	Final
1st	H. Simmons - G. Potter	3.12.58	3.07.52	6.48.25
2nd	R.Harvey - S. Rothwell		3.17.72	6.49.75
3rd	P. Camps - S. Pilgrim	3.29.27	3.24.40	7.02.18
4th	R. Justic - A. Kerr	3.33.18	3.26.30	
	R. Fairhall - G. Ardil	4.19.88	3.52.40	

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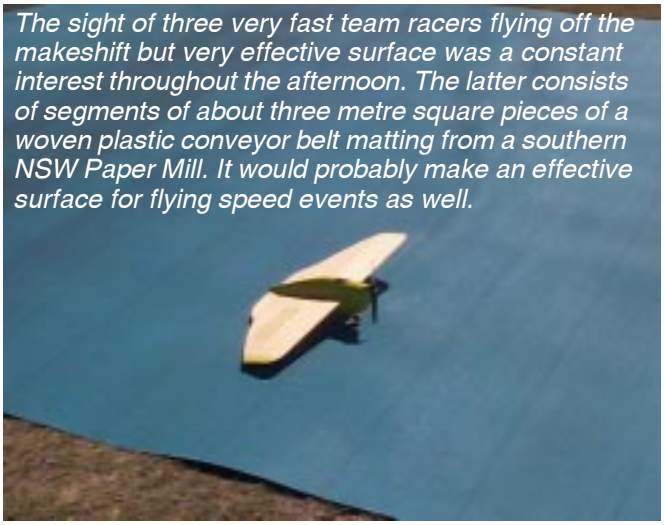

F2C Team Race

	Team	Heat 1	Heat 2	Heat 3	Heat 4	Final
1st	H. Simmons - G. Potter	3.17.10	3.24.27	3.19.40	3.18.47	195 laps
2nd	I. Thompson - H. Bertina	3.36.07	3.18.05	3.26.85	3.17.30	193 laps
3rd	R. Owen - R. Justic	95 laps	3.35.87	3.31.56	DNS	
4th	R. Harvey - G. Knight	DNS	DNS	DNS	3.38.75	175 laps

Weather was really good we ran it as a “very” relaxed format, flying heats when all were ready, 1heat Sat 1 heat Sun and 2 heats and final on Monday. In both the first and second heats the flying left a lot to be desired but in heat 1 we put down 3.17 and in the second heat Hans put down 3.18. Both were heavy traffic all the way. We had a few 3 up practice tanks to sort out some issues and looked at some tape and Monday was much better for all.
For the final Richard had to go so Ray and Gavin flew. It was warm and all three dnf from fatique. No damage.
We ran conventional model in heat 1 with no troubles but other heats with retracto model. We had problems in all heats due to U/C leg and in the final both Ian and our models the wheel spindle fell out of the leg on same tank - timing was bizzaar. Ians on take off mine on landing.
Grant Potter

MASA Control Line State Championships 2006
To be held In Monarto , South Australia.
Hosted by Adelaide Model Aerosport
30 Dec 2005 – 1 Jan 2006
Bulletin 1

Program of Events:

	Turs 29th Dec	Fri 30th	Sat 31st	Sun 1st Jan
9am-1pm	Open Practice	(G) F2B (G) Classic Stunt (H) F2C round 1 & 2 (H) F2A round 1 (H) F2F round 1 & 2	(G) F2B (G) Classic Stunt (H) F2C round 3 & Final (H) F2A round 2 & 3 (H) F2F round 3 & Final	(G) F2B (G) Vintage Stunt (H) Goodyear (H) Combined Speed
2pm-6pm	Open Practice	(G) F2D	(G) Vintage A T/R (G) Classic B T/R	(G) 1/2A Combat

Flying Sites:

(H) *Adelaide Model Aerosport, Monarto:*
Located on the Princess Highway, 6km on the right travelling towards Adelaide from Murray Bridge.

(G) *TBA*

Conditions:

1. All entrants to be current MAAA or FAI affiliated organisation members and Licences will need to be produced at the event.
2. Programmed events will be run as per current MAAA rules book.
3. Junior competitors as per specified MAAA age requirements.

Accommodation:

Princes Highway Caravan Park:
313 Old Adelaide Road,
Murray Bridge.
(08) 8532 2860
www.murray-river.net/princes

Murray Bridge Visitor Centre:
3 South Terrace,
Murray Bridge.
(08) 8539 1142
mbvc@rcmb.sa.gov.au

For more information contact:

Rob Fitzgerald
35 Main Street,
Eastwood, 5063
South Australia
Ph: (08) 8271 2889
Email: rfitzgerald@cssp.biz

MASA Control Line State Championships 2006
Entry Form

Entrant:

Surname: _____ Given Name: _____

FAI Number: _____ Address: _____

Phone: ( )_____ _____

Email: _____

Events: Team Member

F2A	SPEED	_____	
F2B	AEROBATICS	_____	
F2C	TEAM RACE	_____	_____
F2D	COMBAT	_____	
F2F	TEAM RACE	_____	_____
	VINTAGE STUNT	_____	
	CLASSIC STUNT	_____	
	VINTAGE A TEAM RACE	_____	_____
	CLASSIC B TEAM RACE	_____	_____
	GOODYEAR	_____	_____
	1/2A COMBAT	_____	
	COMBINED SPEED	_____	Classes: _____
			_____
			_____

Fees:

Senior:	1 Event	$10.00	per Team Member per Team Event
	2 Events	$19.00	
	3 Events	$27.00	
	4 Events	$34.00	
	5+ Events	$40.00	
Junior:	Per Event	$ 2.00	

$$$ Combined Speed:
There is an entry fee of $5.00 for each additional class entered after the initial entry.

Total Payable:

Senior Nomination	$10.00
Event Fees	$ _____
Total	$

Cheques payable to: Adelaide Model Aerosport Inc.

Signed: _____

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