

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 113



Produced by the Victorian Control Line Advisory Committee

AUG 2007
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**Copy Deadline for next issue is:
Wednesday Aug 15th 2007
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:- hbailey@optusnet.com.au



COMING EVENTS



COMING EVENTS



C.L.A.S. (NEW SOUTH WALES) CONTEST CALENDAR 2006

VICTORIAN CONTROL LINE CONTEST CALENDAR 2006/2007

AUG 12	FAI and Combined Speed, Classic Stunt, Mini G/Y (State Champs) Sport Flying. CLAMF
SEPT 9	FAI & Combined Speed, Vintage Combat, Carrier Deck, Sport Flying, CLAMF
SEPT 16	Vintage Combat Brimbank As we anticipate a large number of competitors on the day it will be a strict 10:30 am start.
OCT 7	"Ringmaster Muster" hosted by CLAG at Knox
OCT 14	Classic B, Vintage A, Sport Flying, 1/2A Combat. CLAMF
NOV 11	FAI & combined Speed, Simple Rat, Aussie A T/R, Triathlon, Sport Flying. CLAMF
DEC 2	Classic and Novice Stunt hosted by CLAG at Moe
DEC 9	FAI Team Race, Goodyear, Mini G/Y, FAI & combined Speed, CLAMF
MAY 4 2008	"All Aussie" hosted by CLAG at Knox

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), 10.00am start
Contact :- G. Wilson (03) 9786 8153,
Email :- CLAMF@ozemail.com.au

KMAC Stud Rd. Knoxfield (opposite Caribbean Gardens)
(Melway 72 K9) 10.00am start
Contact :- Peter O'Keeffe (03) 9753 3442
Email :- kmac@aanet.com.au

**Please note that for 2007, the KMAC club has decided
that all events on the fourth Sunday of each month will
be organised and hosted by KMAC only - no other
clubs are involved in running events on the same day
at the KMAC flying field.**

CLAG Contact :- Graham Keene
Email :- gkeene@wideband.net.au
Details of venues can be found on web site
www.clagonline.org.au/home.htm

Brimbank Falcons Stadium Drive, Keilor Park Recreation
Reserve, Keilor. (Melways ref 15 C 5). Regular flying day
3rd Sunday of each month 10.30am.
Contact Ken Maier 03 9398 8244
Email :- combtkid@hotmail.com

DATE	CLUB	EVENT
Aug 5	KMFC	F2B Aerobatics and Novice Stunt.
Aug 11	KMFC	CLUB STUNT (Novice)
Aug 26	SSME	Slow Combat (Bonus points for WW2 Style model).
Sep 9	KMFC	Classic Stunt, Vintage Stunt, Club Racing, Slow Combat, SWAP MEET
Sep 29-30	CLAS State Championships F2A & F2C @ Hard Surface on the Twin Cities MAC field, Albury. NSW. <i>Proposed supporting Club events for the weekend are</i> <i>Vintage A, Classic B, Combined Speed and F2F Team Race</i>	
Sep 29	KMFC	CLUB STUNT (Novice)
Sep 30	SSME	F2B Aerobatics
Oct 14	KMFC	Gordon Burford Day, Club Racing
Oct 28	SSME	Phantom, Vintage A, Bendix T/R, Vintage 1/2A
Nov 3	KMFC	CLUB STUNT (Novice)
Nov 4	SAT (Kelso Park)	F2B Aerobatics
Nov 11	KMFC	Vintage T/R, 1/2 A, A and B.
Nov 18	NACA (Gateshead H.S.)	Classic Stunt & Cardinal Stunt. (I. Smith Ph: 024975 2292)
Nov 25	KMFC	1.6 and Slow Combat, Club Racing
Dec 2	Doonside. Venue TBA	F2B Aerobatics
Dec 9	KMFC	Christmas Party and Fun Fly
Jan. 2008	CLAS. (Details to be advised)	CLAS. CITY OF SYDNEY CHAMPIONSHIPS
DOONSIDE -	(Doonside Model Flying Club) - Kelso Park North, Panania.	
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.	
NACA -	(Northern Area Contest Aeromodellers) - Gateshead H.S., Pacific Hwy, Gateshead.	
REMAC -	(Ryde Epping Model Aero Club) - Peter Board HS, Wicks Rd, North Ryde.	
SAT -	(Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.	
SSME -	(Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.	
WMFC -	(Werrington Model Flying Club) - Entrance to flying site @ cnr. Landers & Walker Sts, Werrington.	
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.	

Western Australia 2007 Control Line Calendar

Date	Club	Event
Aug 12 2pm	CLAW	CLAW race day F2C & F2F
Sep 1 12pm	Lumen Christi	The Tarmac Day
Sep 8 11am	CLAW	Vintage Combat
Sep 16 2pm	CLAW	CLAW race day F2C & F2F
Oct 13 2pm	CLAW	CLAW race day F2C & F2F
Oct 27 1pm	CLAW	Open Combat
Nov 10 2pm	CLAW	CLAW race day F2C & F2F
Nov 25 10am	CLAW	Combined Speed

Events listed in normal type are Club events.

Events listed in **bold** type are State events.

Contact Trevor Letchford for further information.

Ph - 089 342 2625 Mob - 0439 956 846

CLASII CALENDAR 2006/2007

Flying has continued on Saturdays at the Leichhardt Park flying site in Ipswich (UBD Map 232 R1)

John D. Taylor,

Secretary/Treasurer CLASII (Ipswich, Queensland)

Phone (07) 33927679

Email :- johndt@iprimus.com.au



Gentlemen,

We are pleased to confirm that the rescheduled 2007 State Championships will now be held on the January 2008 long weekend – 26th 27th and 28th at Kelso Park, Milperra, NSW. You will be aware that Monday 28th has been gazetted as a public holiday.

The F2A and F2C events which are scheduled to be held at the Twin Cities club in Albury on 29th and 30th September remain unchanged.

In the circumstances it will be necessary for competitors to complete a fresh entry form. Where an entry fee has already been paid the entry form needs to be noted accordingly. The new entry forms will be made available as soon as possible. Other general terms and conditions will be unchanged.

The events that were not going to be held in June due to insufficient entries will of course be open.

Entry fees will be refunded to competitors who have already paid for the June event but will not be competing the rescheduled event. Competitors in this category are encouraged to contact the event entry coordinator direct as soon as possible please - Paul Turner, 176 Tadmore Road, Cranbrook, NSW, 2749 ph4777 4645.

Regards,

John McIntyre

Hon. Secretary.

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.



Adelaide Aeromodellers Club

2007 Events Calendar

Sept 1 Triathlon

Oct 6 Slow Combat # 2 and Balloon Burst

Dec 1 Peacemaker / FliteStreak Stunt # 2

Notes:

1. All days are Saturdays, dates are provisional
2. Start time of all competitions is 11.00 am. Practice from 10.00am
(Note there will **no** be late starts during daylight saving)
3. All events to be held at the AAC field, Unley Rd City opposite BMX Park
4. All entrants must be MASA members and show their FAI licence
5. Safety straps required on all handles in all events.
6. Mufflers mandatory on all glow motors 2.5cc and above
7. No Carrier competition until some one organises a deck! (Any volunteers?)

**For more info contact Peter Anglberger,
Tel 8264 4516**

Newsletter Editor

Harry Bailey.
37 Thompson Street
Clayton 3168
Victoria
Tel (03) 9543 2259





CLAMF Club Racing in Albury.

The CLAMF Aerosports friendly racing and speed competition was held on the hard surface at the Twin Cities Model Aero Club in Albury of the weekend of the 7th and 8th of July. It was well supported with six topgun NSW modellers making the trip down from Sydney.

It was hoped to start the events on Saturday but constant rain dampened the enthusiasm of all but a few Combined Speed fliers who managed to get in a few flights between showers. It was none other than our intrepid editor Harry Bailey who braved the elements to get his qualifying flights in. A few more soon followed his act of courage. Others huddling under the shelter simply suggested that as Harry was brought up in England's bleak weather, he was fully acclimatised to the rain so it didn't bother him. Perhaps the truth lies somewhere in the middle... The rest of the speed events were flown the next day.

Results:

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	% of Record
1	J Hallowell	Vintage Proto	Brodak 25	32.83	DNS	DNS	32.83	176.47	101.86%
2	L Smith	Vintage Proto	Brodak 25	34.50	34.41	35.22	34.41	168.37	97.18%
3	R Justic	FAI	Profi	13.80	NT	12.75	12.75	282.35	96.78%
4	N Wake	Class 1	Novarossi 12	15.46	15.57	15.19	15.19	237.00	94.27%
5	N Wake	Class 5	Novarossi 21	15.12	15.07	DNS	15.07	238.89	93.03%
6	R Justic	Class 2	Super Tigre X29	11.17	12.58	11.13	11.13	260.27	89.85%
7	H Bailey	Vintage Proto	OS 25 FP	45.36	46.00	37.41	37.41	154.87	89.39%
8	N Wake	Vintage Proto	Magnum 25	37.62	37.99	dns	37.62	154.00	88.89%
9	V Marquet	Vintage Proto	OS 25 LA	37.99	<u>DNS</u>	DNS	37.99	152.50	88.02%
10	H Bailey	Proto	Novarossi 21	31.02	33.83	30.79	30.79	188.17	78.35%
11	M.Wilson	Classic Fai	Rossi 15RV	18.98	18.85	19.87	18.85	190.98	75.33%
12	A Kerr	FAI	Profi	NT	NT	NT			0.00%
12	V Marquet	Class 1	ASP 11	NT	ATT	ATT			0.00%

After a top Saturday night with a ripper meal at the local pub, Sunday dawned bright and sunny with light winds. Ideal for flying! After the mandatory Macca's breakfast, cars began arriving at the still soggy field to start the day's racing. Speed took centre stage for the first part of the morning as the team race guys mixed diesel fuel and discussed the required IPN percentage. There was a lot of flying to get through. All wanted to leave by mid to late afternoon as there was many hours of driving back to the capital cities.

Vintage A was soon under way. Teams were wary of the onion grass that was actually growing right through the 'protective' black plastic sheets under the white gravel in the middle of the circle. This was to provide some real problems later on.

All eight teams got in a few practice flights to adjust settings. The Cosmic Rays in particular were taking advantage of getting together for a solid flying session. Perhaps they left all their good form in the practice circle, as their race form was not to the usual standard of this highly experienced father and son pair. Harry Bailey had speed merchant Noel Wake on the oily end of the lines. Despite Noel's best efforts, Harry's old CS was a recalcitrant beast on the day, all but wearing away Noel's flicking finger.

Times in the first round were a blow to the confidence of the highly fancied NSW teams. Richard and Andy had a DQ, Steve and Ray had a DNF and Hugh and Grant had a brand new motor, didn't want to push it, so they did not get under 4 minutes. Of the others only Graeme and Mark and John and Paul posted reasonable times of 3.27.34 and 3.27.74 respectively.

In the second round, Wilson/Ellins were a tad slower, Wilson/Smith improved to 3.27, good enough for the final three, Hallowell/Stein improved to a FTD 3.20 while the NSW teams again struggled to get to their potential. Steve Rothwell was unlucky enough to get 'onion grassed', with the model running into the circle.

Time for the final... And a tale of woe it was for John and Paul. All teams were quickly away, but only two actually made it into the air. The lines on Paul's model caught the dreaded onion grass and the grey Dimpled Dumpling charged into the middle of the circle. It was instant retirement and a broken wing. Bugger that grass! Murray and Lance had a reasonable race. The R250 started well with no backwards starts. Lance says he has now mastered the Paul Stein patented full hand

stop technique for any backwards starts. He also says that after his hand in prop incident at the Nats it really took some doing. It was a case of mind over matter. So Graeme and Mark added another notch to their Vintage A belt and cruised to a relatively easy win with the combination of an Olympian, an APC 7x7 and R250.

The onion grass fiasco had not gone un-noticed by Andy Kerr. So along with Lance Smith, they set out to buy some copper sulphate to stop the troublesome grass growing in the race circle. A fair amount was scattered, but the thought was more is needed. Just about everybody at the field contributed money for buying the chemicals. One thing is for sure, if future control line racing events are to be successful at the Twin Cities Flying Field, there MUST be a concerted effort by the powers that be to eliminate the onion grass problem. Please...no more ruined races and broken models!

<u>Vintage A Team Race</u>	Rd 1	Rd 2	Final
G Wilson/ M Ellins	3:27.34	3:31.53	7:02.66
M Wilson/ L Smith	3:46.15	3:27.50	7:20.97
J Hallowell/ P Stein	3:27.74	3:20.09	DNF 0
R Justic/ A Kerr	DQ	3:33.03	
C Ray/ J Ray	3:51.19	3:58.63	
H Simons/ G Potter	4:06.93	DNF 60	
H Bailey/ N Wake	4:46.12	DNF 51	
S Rothwell/ R Harvey	DNF 52	DNF 0	

Saturday's set in rain was now completely gone and conditions were now ideal for Classic B racing. Just five Victorian teams fronted. Well, I guess it was a Victorian club comp... With the huge amount of B racing plans sent to NSW over the past ten years, you would expect to see a few local entries at the upcoming NSW State Champs, particularly as excellent, fully tuned Classic B racing engines are now available 'out of the box'. That's the Brodak B25R.

All pilots were holding their handles abnormally high to clear the onion grass. The flying was relatively incident free. Once again, Jim and Colin put in the hard yards in practice. And again they were left wondering as to what might have been with posted times a long way from their best. Harry Bailey is getting back into the swing of Victorian racing with his old OS gear. No doubt when he gets around to installing his new Brodak, race times will improve dramatically.

John Hallowell had Paul Stein helping out with the orange Swooper. A first up FTD time of 3.09 would have been around 3.05 but for a missed start and slower than normal stop. The same model and stock Brodak 25R Mk2 were clocked at 15.55 or 116mph the following weekend. That's really smokin'! Needless to say, Lance Smith and I are very pleased with the ongoing development of this engine. There will be a few more B25R's available as you read this. If you would like one and intend to use it in local competitions in Australia, contact Lance at: smithlw@optusnet.com.au or myself on classic.b@pacific.net.au

Lance and Murray put in two consistent times with Galaxie and B25R to qualify for the final. There was only 16/100ths of a second between their first round time and that of Graeme and Mark. Real close racing. Wilson/Ellins then showed their capabilities in the second round by pulling a 3.14 from their bag of tricks. The stage was set for an interesting final, the first ever to feature three Brodak 25R's.

All were quickly away. Disaster struck quickly as the orange Swooper suddenly stopped after around 7 laps. The quizzical looks on Pauls and John's faces must have been priceless... A quick restart was made and the same thing happened again. So their race was again quickly over. It was later found that the fuel tubing had all but come adrift from the tank. Makes good sense to use small cable ties, doesn't it...

Graeme and Mark also had problems with the local gremlins. On their last stop and coasting home their model ran in on take off. With Graeme's sort of experience, this doesn't happen very often. However a sudden wind change can catch even the best pilots unaware.

Lance and Murray were not without problems of their own. A blown plug almost put paid to their race. Lance was using one of the new Nelson hot plugs to check their durability. There may well be performance gains with these plugs, but they may need to be changed for every race. More testing over time will no doubt provide a firm answer to that question. All in all, a very enjoyable weekend away.

Good news for all B Class flyers. As most will know, Steve Rothwell is making mounting plates with shutoffs for Vintage A models. He is now also making mounting plates with shutoffs to suit Classic B racers. They come with drilled and tapped mounting holes that will fit Brodaks, OS FP or LA 25's or the Thunder Tiger .25 range. He is also making the threaded bearer inserts that hold the engine plate down. The shutoffs work really well and are an important safety feature that helps make engine tuning a breeze. For more details, contact Steve on smrpl@ozemail.com.au. And while you're asking, check out the latest delivery times on the fabulous R250 and R150 Oliver replica diesels.

<u>Classic B Team Race</u>	Rd 1	Rd 2	Final
M Wilson/ L Smith	3:19.28	3:18.09	8:05.87
G Wilson/ M Ellins	3:19.12	3:14.47	DNF 92
J Hallowell/ P Stein	3:09.62	DNS	DNF 15
H Bailey/ M Wilson	3:38.47	3:24.94	
C Ray/ J Ray	3:29.62	3:27.28	

John Hallowell
VH 1984

Classic B "Coneheads"



Richard Justic took on some C.D. duties as Graeme Wilson looks on.



Andy Kerr's Voodoo 5.



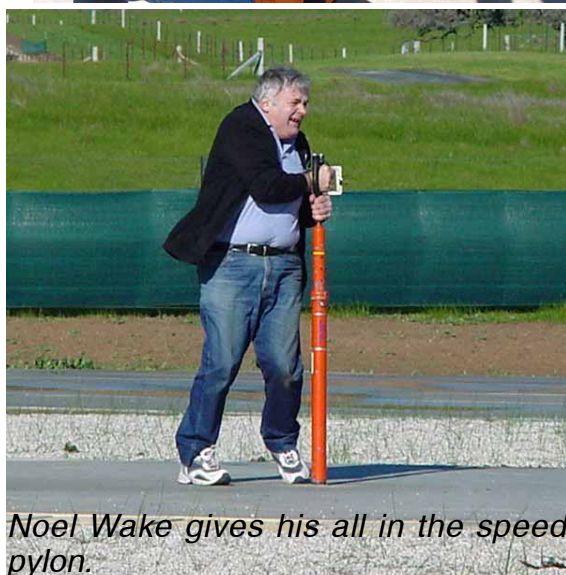
The Classic B Super Swooper claimed first place in Combined Speed.



Grant Potter fires up the R250.



Grant Potters carbon fibre F2C model.



Noel Wake gives his all in the speed pylon.



Richard Justic flies monoline speed.



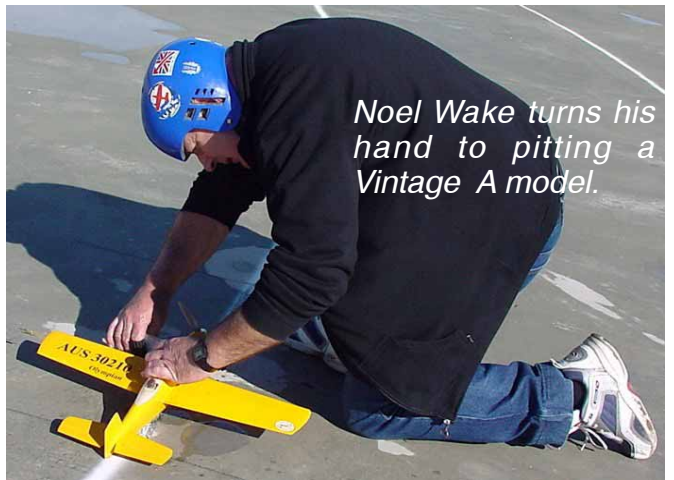
Noel Wake prepares to fly his Novarossi.



Richard Justic with his F2A model.



Jim Ray pits his R250 Voodoo 5.



Noel Wake turns his hand to pitting a Vintage A model.



Lance Smith and Murray Wilson ready for Vintage A action.



Mark Ellins pits the winning Vintage A model.



Harry Bailey flew a Vintage B model, a Classic B and a Class 2 model in Proto Speed.



A ground level view of the dreaded line snaggers.

GOING TO BRODAK'S.

THE 11th ANNUAL FLY-IN CONTROL LINE COMPETITION, JUNE 2007.

Ian W. Smith, Ku-ring-gai Model Flying Club, Sydney.

Just sometimes, things are almost too good to be true. John Brodak, his family, friends and company stage an annual control line event that by all accounts is superb. So when Tom Dixon of Atlanta, my friend for nearly 25 years, proposed that I join him at Brodak's, I liked the idea. When Tom said that he would be my host - that is he would pay all my costs from Sydney to Brodak's and back - I needed about 5 seconds to realise he was serious, and a small fraction of a microsecond to accept such a generous and overwhelming offer. This is the story of my visit, dealing with the people, the fun, and a little about the flying.

I built an Old Time stunter (Devil Bat, Laurie Glover, U.K. 1950 with plans from Terry McDonald, Derby, U.K.), a box for it (with advice from Brian Eather) and set off for Los Angeles in early June.

Charles Mackey and his wife Phyllis sheltered me for a night, and brought the company of Bill and Joan Netzeband. Charles and Bill have been producing novel and major stunt designs since the 1950's. Charles is now fixed on electric 3-D park flyers, and Fig.1 shows one of his designs, built from Depron sheet. It flies like a liberated Bi-Slob, quietly, over his driveway and into the street.



Some of Bill Netzeband's designs are in Fig. 2. his Bearcat and several Doodlebugs, from 0.02 to 0.46 cu.in. powered. Bill is the tall, mature, thin-haired, bespectacled guy, on the left.



From L.A. on to Atlanta, where the Devil Bat emerged unscathed from its cocoon in Tom's house, Fig. 3. Another old friend, Richard Schneider, lives near Tom, and we visited. Richard is a scale expert, having represented the U.S.A. internationally in C.L. Scale, and was Scale C.D. this year at Brodak's. Fig.4 shows part of his stable, and Fig.5. a Tiger Moth that should please Australians.



On Sunday, June 10th Tom and I drove to Brodak's place in rural Pennsylvania - a 10 hour trip across Georgia, North and South Carolina, Virginia and West Virginia, up and across the Appalachians.

Monday June 11th was practice day, followed by 5 days of competition. The Brodak house is at the end of a small street in the township of Carmichaels. The house is large, with a huge garage full of planes, and a workshop behind. Lawns to the front and sides are used for model display (appearance judging) and parking. Nearby is space for vans and tents for those who camp. Behind the house is an amazing sight, a hectare or more of cleared, graded and turfed land with 6 flying circles. Between the house and

circles are shade tents covering the Contest Direction Centre, people, mobile hobby stores, planes for show and tell, and goods for sale and trade. Fig.7. shows a small part of this. There are golf buggies, toilets, and Para-medical people; whilst food and drink sales are nearby. Our hosts, John and Buzz Brodak, give a happy welcome. Fig.8.



The overall C.D.'s for the meeting were Allen Brickhaus and Tom Hampshire, who combined tact, firmness, good cheer, and funny stories (don't ask) with excellent management. Each circle had its local C.D., line tester, two judges, and runner. The six circles were busy all week, with 148 contestants and 795 judged flights. About 250 people were present all-told, including many well-known figures in the C.L. world, and ordinary fliers like me. Just about all the people gave warm welcomes, and were willing to talk, help, and exchange ideas.



My flying was with an Oriental (Double Star 40 Mk 2) built for me by Tom, and seen belly-up in Fig.9 I flew this in Classic and Control Line Precision Aerobatics (CLPA). The Devil Bat (Fox 3 5) was flown in Old Time Stunt, and is seen in Fig.10. being held by Windy Urtnowski -who most of you will know is a leading stunt expert, craftsman, innovator, and communicator. Windy gets around with his video camera, walking, talking, and interviewing. He stopped me, said "Hey, Ian, what do you think of this meeting?" I opened my mouth to speak and he shoved a donut in it. Best result.



Other welcoming and notable folk included Jack and Shirley Sheeks, Larry and Ginger Scarinzi, Sam Laughery, Tom Morris, Dan Banjock, Lew Woolard, Phil Spillman, Joe Adamusko, John Simpson, John D'Ottavio, Phil Cartier, Bob Zarnbelli, Bob Lampione, Marvin Denny, Kent Tyson, and Doug Dahlke.



What of the models? Many of the usual subjects of course, A.R.F's, kits, scratch-builts, and own-designs. O. S. LA engines were in widespread use. Part of the line-up for appearance judging is in Fig.11, on the front lawn. Fig.12 shows the Rabe Mk1 Bearcat built by Linheart Smith. Bulky as it is, Lin flew it to a good 500+ points, with an electric motor. Mike Palko also flew with electric motors, gaining 4th place in Expert Stunt. John Simpson's beautiful Cavalier appears in Fig.13, whilst Fig.14. shows the aluminium planes brought by Dan Banjock. He flew the MIG 13 in scale, with pulse-jet power. Joe Adamusko builds beautiful semi-scale planes, (his Seafire is in Fig.15), whilst Bob Lampione (Fig.16) creates impressive colour schemes. The Great Urtnowski has a stunning new plane, the Novanta (Fig. 17), done in Ferrari Red, with Ferrari logos, echoed on his T-shirt, cap and fuel can. The plane is made of moulded carbon fibre/epoxy shells and

powered by a RoJett 90. Kent Tyson built the lovely Strega shown in Fig.18.



Fig 12



Fig 15



Fig 13



Fig 16



Fig 14



Fig 17

Tom and I saw the Stearman (Fig.19) at a local airstrip, we wanted to enter it in scale, but the owner wasn't keen on flying it in 120 foot low-level circles. Nostalgia also creeps in. The Ollie Tiger display in Fig.20. had me longing for kerosene and ether.



Fig 18



Fig 19



Fig 20

What about the flying? As already said, 148 people made 795 judged flights. The events were Old Time, Classic, Profile and CLPA (F2B) stunt at beginner, intermediate, advanced and expert levels, with 2 rounds each, Speed Limit Combat (and some unofficial Fast Combat); Fun, Profile and Sport Scale; Ladies only Basic Flight; racing (Foxberg and Clown), four classes of carrier events; and Junkyard Wars (close to our crate racing).

The whole event was for fun of course, but strong competition was also present. How did I do? Mediocre to bad - but loved it all. The expert stuff was well-fought. Tom Dixon got third in Profile Stunt (Cardinal, Double Star 40 Mk2), first in Classic, and third in CLPA - using for these two events a Pegasus with Double Star Classic 40.

Windy came second in CLPA, with Dan Banjock winning. All the placings will be shown in the usual magazines.

In addition to all this we got to Brodak's hobby shop a couple of miles away - an Aladdin's cave of all the stuff you should ever need to, fly C/L. The factory is nearby also. On the Friday night was the Fly-In dinner - lavish and excellent and very happy- making.

Other happenings left me very moved. An unknown person paid for all my food on the field for the last two days - thank you friend for that. At the beginning of the week we learned of the death of Betty Adamasin, the well-loved wife of Art. A great sadness.

At the end of the week Art arrived with sons Dennis and Archie. Great reunion, great hugs and tears and wonderful fellowship. Art and I pose for posterity in Fig.21. He's the good-looking one.

After Saturday's events and presentations we were on the road to Atlanta at 3 p.m. Bed early on Sunday, flight to San Francisco on Monday, then back in Sydney and home on Friday

My advice? Travel North, South, East or West young person, whatever it takes - get to Brodak's. My gratitude is to all those who participated in the 11th Fly-In, to those who worked for it to happen, to Buzz and John Brodak who made it all happen, and to Tom Dixon who made it happen for me. And to Colleen, who brought me home.

FIGURE CAPTIONS.

- Fig 1 Charles Mackey's 3-D electric flier - an excellent surprise!
- Fig 2 Bill Netzeband's creative approach
- Fig 3 The Devil Bat emerges in Atlanta
- Fig 4 Some of Richard Schneider's assortment
- Fig 5 Schneider's Aussie Moth
- Fig 7 The tribes gather
- Fig 8 Buzz and John Brodak - hospitality at its best
- Fig 9 A subtle hint of my origin on the Oriental
- Fig 10 The Great Urtnowski and the Devil Bat
- Fig 11 At the appearance judging
- Fig 12 Linheart Smith and his electric Bearcat
- Fig 13 John Simpson's Cavalier
- Fig 14 Dan Banjock's aluminium fleet
- Fig 15 Joe Adamusko with his beautiful Seafire
- Fig 16 Bob Lainpione's great way with colour
- Fig 17 Windy Urtnowski's stunning Novanta
- Fig 18 Kent Tyson's striking Strega
- Fig 19 The best scale plane - a full size Stearman
- Fig 20 You can never get too much of beauty
- Fig 21 Ian Smith and Art Adamasin - deciding on the next episode

Charles Mackey photos

European Control Line Championships Results

F2D - COMBAT Individual general results F2D - COMBAT

Place	N°	Name	Nation	Result (wins)	1	2	3	4	5	Round			
										6	7	8	9
1	D24	DEMENTIEV Igor	MDA	8	W	W	W	W	W	W	L	W	W
2	D54	VEDERNIKOV Dmitry	RUS	7	W	L	W	W	W	W	W	W	L
3	D01	WHILLANCE Mike	EC GBR	6	W	W	W	W	L	W	W	L	(W)
4	D38	MONS Francisco	ESP	6	W	W	W	L	W	W	W	L	(L)
5	D44	POKORSKIY Oleksandr Jun	UKR	5	W	W	W	L	W	W	L	—	
6	D07	BROKANS Peteris	LAT	4	L	W	W	W	W	L	—		
	D04	CHORNYI Stanislav	UKR	4	W	W	W	W	L	L	—		
	D47	FORSS Jussi Jun	FIN	4	W	W	L	W	W	L	—		
	D16	IVES Graham	GBR	4	W	L	W	W	W	L	—		
	D08	JALUNINS Boris	LAT	4	W	W	W	W	L	L	—		
	D34	TRIFONOV Igor	RUS	4	W	W	W	L	W	L	—		
	D53	VALKONEN Kimmo	FIN	4	W	W	W	L	W	L	—		
13	D12	MAZEIKIS Andrius	LTU	3	W	W	W	L	L	—			
	D36	OSTMAN Hakan	SWE	3	W	L	W	W	L	—			
	D09	PROKOFJEVS Aleksandr	LAT	3	W	W	L	W	L	—			
	D23	SNOZA Pavel	CZE	3	W	W	W	L	L	—			
	D57	TUKUBAJEV Igor	UKR	3	W	W	W	L	L	—			
	D19	VOSS Leo	NED	3	W	W	L	W	L	—			
19	D50	DEMENTIEVA Natalia Jun	MDA	2	L	W	W	L	—				
	D28	LEINO Laura	FIN	2	L	W	W	L	—				
	D21	WAKKERMAN Loet	NED	2	L	W	W	L	—				
	D59	ZOLNERKEVITCH Igor	BLR	2	W	W	L	L	—				
23	D18	COE Martin	GBR	1	L	W	L	—					
	D25	CULACICHIN Stanislav	MDA	1	W	L	L	—					
	D26	DEMENTIEV Sergei	MDA	1	L	W	L	—					
	D15	JANSSENS Dmitri	BEL	1	W	L	L	—					
	D37	MATEO Manuel	ESP	1	W	L	L	—					
	D41	MOLTENI Adriano	ITA	1	W	L	L	—					
	D42	MOTTA Orazio	ITA	1	L	W	L	—					
	D60	NEKHAY Viktor	BLR	1	L	W	L	—					
	D11	PECKYS Linas	LTU	1	W	L	L	—					
	D39	RIOJA Mario	ESP	1	L	W	L	—					
	D49	SADOMOV Pavlo Jun	EC UKR	1	W	L	L	—					
	D58	SEROGIN Dmitro	UKR	1	L	W	L	—					
	D22	SMEJKAL Radim	CZE	1	W	L	L	—					

CL European Championships, Serbia, 2007

F2A RESULTS - INDIVIDUAL

SURNAME, Name	Junior NATION	ROUND 1 (kph)	ROUND 2 (kph)	ROUND 3 (kph)	Best
E/Ch - not entered individually					
PARRAMON, Luis	ESP	264,9	298,7	0,0	298,7
HALMAN, Peter	GBR	293,2	298,4	0,0	298,4
VALO, Jari	FIN	292,0	296,3	296,0	296,3
KALMAR, Sandor	HUN	293,2	296,1	292,7	296,1
EISNER, Paul	GBR	285,5	287,7	295,2	295,2
GROSSI, Luca	ITA	293,7	0,0	294,4	294,4
ELEKES, Imre	HUN	291,0	294,3	291,0	294,3
MORRISSEY, Ken	GBR	288,7	293,9	293,7	293,9

FEDOTOV, Konstantin		RUS	291,9	0,0	288,9	291,9
AUBE, Jean-Marc		FRA	289,3	0,0	0,0	289,3
TOMELLERI, Sergio		ITA	258,4	288,1	284,5	288,1
OSOVIK, Oleksandr		UKR	287,4	0,0	281,7	287,4
ORVOS, Ferenc		HUN	272,6	0,0	286,2	286,2
MARKSTEINER, Maximillian	Jun	AUT	257,3	252,8	285,1	285,1
BYELYKOV, Valeriy		UKR	0,0	280,1	281,6	281,6
MAGNE, Jean		FRA	281,4	0,0	275,9	281,4
STEFANOV, Stefan		BUL	0,0	279,8	0,0	279,8
METKEMEJIER, Rob		NED	0,0	277,0	0,0	277,0
OLIVE, Carlos		ESP	0,0	0,0	276,7	276,7
GORDIYENKO, Oleksandr		UKR	263,4	276,2	263,1	276,2
TYURIN, Leonid Jun		RUS	275,4	270,4	250,0	275,4
KALININ, Andrey		RUS	272,8	274,1	0,0	274,1
GRUENDAL, Peter		GER	261,4	267,6	273,7	273,7
RITTER, Katja		GER	270,8	250,3	254,7	270,8
POPOV, Ivo		AUT	257,9	270,4	0,0	270,4
FRESCURA, Lucien		FRA	261,8	0,0	270,0	270,0
BIRNSTEIN, Marcel Jun		GER	258,9	265,7	0,0	265,7
KABAKOV, Georgi		BUL	263,2	0,0	0,0	263,2
SZASZ, Balazs Jun		HUN	259,5	0,0	0,0	259,5
BENAVENT, Jorge		ESP	258,8	0,0	0,0	258,8
KOSTIN, Sergey		RUS	0,0	0,0	256,1	256,1
MARKSTEINER, Franz		AUT	0,0	0,0	252,0	252,0
BIRNSTEIN, Rene		GER	232,1	0,0	0,0	232,1
AUBE, Aurelie Jun		FRA	0,0	226,1	229,5	229,5
DONCHEV, Sedef		BUL	0,0	0,0	155,7	155,7

F2B - AEROBATICS

Individual general results

Place	NAME	Nation	Circle A Flight 1	Flight 3	Circle B Flight 2	Flight 4	Fly-off 1	Fly-off 2	Fly-off 3	Result
1	VEJMOLA Jiri	CZE	1051,96	1052,30	1062,40	1020,70	1057,06	1074,06	1069,90	1071,98
2	KORNMEIER Richard	GER	1049,73	1041,90	1043,20	980,53	1044,76	1067,06	1060,18	1063,62
3	YATSENKO Andriy	UKR	1035,76	1032,36	1000,10	987,80	1027,41	1054,30	1065,15	1059,72
4	BURGER Igor	SVK	1023,36	1038,50	1010,73	1029,30	1036,06	1050,25	1048,88	1049,56
5	YATSENKO Yuriy	UKR	1048,16	1050,86	1008,33	1005,06	1023,88	1050,91	1034,31	1042,61
6	SCHREK Alexander	SVK	1031,73	1036,73	990,00	991,26	1021,80	1029,23	1035,83	1032,53
7	YAKOVLEV Evgeny	RUS	1004,26	1004,63	989,40	968,26	1020,10	1034,35	1006,76	1027,22
8	STANO Jan	SVK	1016,23	982,03	994,26	1007,23	1025,83	1028,06	1017,48	1026,94
9	SOLOMYANIKOV Sergiy	UKR	1023,13	984,53	999,63	951,90	1007,95	1038,08	1015,26	1026,67
10	MOROTZ Attila	HUN	1005,83	1014,56	1043,00	988,53	1018,55	1031,16	1021,95	1026,55
11	DESSAUCY Luc	BEL	1023,06	1031,46	956,43	974,73	1019,51	1028,93	1009,05	1024,22
12	LIBER David	BEL	1013,23	982,33	982,33	940,03	1020,75	1023,63	1003,30	1022,19
13	GAUTHIER Philippe	FRA	1024,10	1026,20	983,46	932,76	988,15	1015,50	1023,11	1019,30
14	MAGGI Alberto	ITA	1017,43	1007,56	998,10	991,63	1003,08	1024,31	985,88	1013,69
15	MILANI Maurizio Jun	ITA	1012,50	962,90	998,83	973,53	1005,90	1013,18	1006,33	1009,75
16	BENES Pavel	CZE	1000,96	1014,23	970,50	908,80				1984,73
17	DOBROVOLNY Radomil	CZE	998,80	988,96	982,06	961,93				1980,86
18	COMPOSTELLA Luciano	ITA	998,83	911,96	972,30	896,70				1971,13
19	MAS Carles	ESP	1006,03	995,96	956,86	947,83				1962,89
20	SALENEK Victor	RUS	993,73	950,76	967,30	945,73				1961,03
21	MALILA Lauri	FIN	982,70	998,26	958,76	955,80				1957,02
22	TOKAI Tamas	HUN	945,00	993,86	954,66	926,53				1948,52

					Result
23 KOPSOV Maxim Jun	RUS	955,40	948,50	192,66 978,60	1934,00
24 SALENEK Valentin	RUS	964,10	900,66	968,20 0,00	1932,30
25 BORZECKI Krystian	POL	965,73	974,86	933,23 950,26	1925,12
26 GERMANN Peter	SUI	926,73	955,40	953,13 924,60	1908,53
27 VALLIERA Marco	ITA	993,90	25,06	913,66 891,96	1907,56
28 KRAVCIK Zbynek Jun	CZE	980,63	983,36	888,70 901,13	1884,49
29 WADOVICH Zoltan	HUN	929,73	943,53	936,76 908,96	1880,29
30 DZIUBA Pawel	POL	942,83	933,23	923,70 927,50	1870,33
31 GAUTHIER Alexandre Jun	FRA	905,96	954,76	858,30 871,83	1826,59
32 KUBIK Sylwester	POL	856,33	917,23	907,76 886,50	1824,99
33 AGUIAR Javier Jun	ESP	911,03	929,10	894,53 885,10	1823,63
34 SHABATURA Artur Jun	UKR	930,66	904,23	892,40 881,76	1823,06
35 WEINMANN Erhard	AUT	894,96	902,00	905,80 910,50	1812,50
36 PARRA Alberto	ESP	876,26	905,53	893,83 858,56	1799,36
37 METKEMEJER Rob	NED	902,36	904,70	817,60 872,83	1777,53
38 CSAKI Gabor Jun	HUN	936,63	875,23	837,23 759,86	1773,86
39 FRANCESCHI Michel	FRA	888,26	897,50	868,30 846,93	1765,80
40 ALBEROLA Pierre	FRA	887,06	903,40	831,93 858,63	1762,03
41 DRAPER Bill	GBR	873,60	889,30	829,33 814,20	1718,63
42 FEDOSIEJEV Norbert Jun	POL	847,06	827,80	845,10 846,20	1693,26
43 LOPEZ Jose	ESP	782,46	824,60	714,70 773,23	1597,83
44 RADOSAVLJEVIC Lubomir	SRB	0,00	0,00	833,03 0,00	833,03

F2C - TEAM-RACING F2C - TEAM-RACING Individual general results

Place	NAME	Nation	Heat 1	Heat 2	Heat 3	Semi 1	Semi 2	Final
1	SURUGUE Pascal/SURUGUE Georges	FRA	3:08,4	3:21,7	3:13,6	3:09,3	3:05,8	6:21,4
2	DOZHIDAEV Sergey/DUKOV Viatcheslav	RUS	3:06,4	3:17,2	71 laps	3:08,3	0:00,0	6:31,0
3	BONDADENKO Yuriy/LERNER Semen	UKR	3:13,0	95 laps	3 : 05,0	3:09,1	3:08,1	6:43,7
4	BARRAGAN Antonio/BARRAGAN Juan	ESP	3:15,6	3 : 20,3	3 : 06,0	3:18,8	3:09,6	
5	KRAMARENKO Valeriy/CHAYKA Yuriy	UKR	3:16,5	3 : 00,8	0 : 00,0	68 laps	3:10,1	
6	PICARD Fabrice/PERRET Claire	FRA	DISQ	35 laps	3 : 10,2	3:13,6	93 laps	
7	FISCHER Josef/STRANIAK Hans	AUT	35 laps	3 : 17,3	3 : 19,9	3:21,3	27 laps	
8	ALONSO Pedro/IGLESIAS Ignacio	ESP	68 laps	3 : 12,0	3 : 16,0	3:28,9	3:24,8	
9	OUGEN Thierry/SURUGUE Roland	FRA	3 : 17,2	3 : 11,4	DISQ	3:25,0	65 laps	
10	ZHULYAEV Eduard/IEGOROV Artem Jun	RUS	3 : 25,5	3 : 27,1	3 : 18,2			
11	ZHURAVLYOV Vladislav/SOSNOVSKIY Volodymir	UKR	3 : 40,0	3 : 24,5	3 : 20,3			
12	YUSHCHENKO Andrey/YUGOV Victor	RUS	3 : 20,7	3 : 31,4	DISQ			
13	LANGWORTH Bernie/BROADHEAD John	GBR	DISQ	74 laps	3 : 22,0			
14	BOREER Heiner/STUDER Heiner	SUI	DISQ	3 : 23,4	59 laps			
15	BINDEL Clement/PERRET Mathieu Jun	FRA	3 : 39,8	3 : 29,1	3 : 25,3			
16	PROKOFJEVS Aleksandrs/PROKOFJEVS Vasilij	LAT	3 : 31,4	3 : 34,9	3 : 25,4			
17	PEREZ Guillermo/ALDECOA Antonio	ESP	68 laps	3 : 25,4	68 laps			
18	ORVOS Ferenc/KASOLY Attila	HUN	DISQ	3 : 25,7	34 laps			
19	MOHAI Istvan/SZVACSEK Ferenc	HUN	3 : 26,4	3 : 29,3	3 : 40,2			
20	MARTINI Giancarlo/MENOZZI Marco	ITA	3 : 26,5	50 laps	68 laps			
21	ROSS Malcom/YELDHAM Gordon	GBR	3 : 44,9	3 : 27,8	3 : 28,2			
22	SAMUELSSON Bengt-Olof/AXTILIUS Kjell	SWE	3 : 34,5	3 : 29,2	DISQ			
23	SAVCHENKO Igor/TURCHENKO Mykola Jun	UKR	3 : 56,2	3 : 32,7	DISQ			
24	MAGLI Marcello/PIRAZZINI Elvis	ITA	3 : 36,6	66 laps	99 laps			
25	PAZIN Miodrag/PAZIN Slobodan	SRB	DISQ	3 : 38,4	2 laps			
26	GROSSI Luca/LOSI Roberto	ITA	0 : 00,0	3 : 47,2	3 : 40,5			
27	BARKER Chris/NORTH Mike	GBR	34 laps	64 laps	3 : 40,8			
28	FLENDER Gabor/SZASZ Balazs Jun	HUN	34 laps	3 : 43,9	65 laps			
29	BAGLYAS Janos/ELEKES Imre	HUN	4 : 32,4	3 : 53,8	3 : 57,2			
30	RICHTER Stefan/TEKERJUKOV Nikolaj	GER	69 laps	4 : 06,4	DISQ			

This picture of the back of a van was taken at the European C/L Championships.

The owners were from the Ukraine.

They would appear to be well equipped with models for F2D Combat.



The CLAMF club committee elected at the 2007 AGM are

President	Paul Stein
Vice President	Mark Ellins
Secretary	Harry Bailey
Treasurer	Graeme Wilson



The committee can be contacted by telephone or email.

The contact information is on page 2 of this newsletter.

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A control line handle was found last month at the Albury hard surface, possibly from C/L Scale at the Nationals. It has been in the weather for 7 months and has a distinctive handle tether.

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