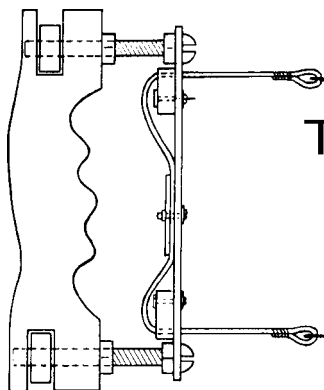


\$2.00



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 115



Produced by the Victorian Control Line Advisory Committee

October 2007
INSIDE THIS ISSUE

Contest Calendars.
60th British Nationals Report and Pictures
Contest Results
Notices
For Sale, Wanted

**Copy Deadline for next issue is:
Wednesday October 17th 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

OCT 7	"Ringmaster Muster" hosted by CLAG at Knox. Vintage Combat hosted by Brimbank Falcons at Knox
OCT 14	Classic B, Vintage A, Sport Flying, 1/2A Combat. CLAMF
OCT 28	Stuntmasters Trophy - F2B Stunt Competition KMAC
NOV 11	FAI & combined Speed , Simple Rat, Aussie A T/R,
NOV 25	Triathlon, Sport Flying. CLAMF Monty Tyrrell Trophy - Classic Stunt Competition (as per current MAAA Classic Stunt Schedule) KMAC
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

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
Oct 14	KMFC	Vintage British Flying 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.		

Hi, I would like to advertise our event at
Gosford City Aeromodellers on Sunday 21st
October 2007 starting at 9am in the
magazine.

We are having 1.5cc combat and 2.5cc slow
combat contest, and hoping for this to be a
yearly event on the competition calendar.
There will be a sausage sizzle plus \$50
vouchers for first prize in both events
also with second and third prizes of lesser
amounts.

Entry fees \$10 for seniors \$5 for juniors
per event. First prizewinners also have
their entry fee refunded as well. Should be
a great day all welcome
Contact Bob Fisher on 0243290975 for any
information. Map of location to follow or
ring me for directions.

Western Australia 2007 Control Line Calendar

Date	Club	Event
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

Following the cancellation of our Racing weekend which included F2C at the end of June, another date was set as below.

At this point it will be the WA F2C state champs, the proposal has been submitted to MAAA through Maris I believe but we haven't received confirmation of acceptance as a WC 2008 trial event.

It does become a problem when a trial event is set in Dec 06 to occur at end of June so the 6 months notice is given, then it is cancelled due to a cyclone? another six months notice puts it in another year!!

[Saturday November 17th F2C state champs at the CLAW control line field. The fly site is open the previous day for practice. If anyone is interested in attending please contact me for further details. regards](#)

Trevor Letchford



Adelaide Aeromodellers Club

2007 Events Calendar

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**

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

The 2007 “**Ringmaster Muster**” is being hosted by Control Line Aeromodellers of Gippsland Inc. at the Knox Model Aircraft Club field, Stud Rd Rowville. on Sunday 7th October 2007 commencing at 10am.

A day in which to showcase the worlds most populous Profile Control Line Stunt Model that was designed in 1950 by Mat Kania and kitted by Sterling models; the Ringmaster S1.

All other variants of Ringmaster's are also most welcome.

Food and drinks will be available.

An additional event on the day will be Vintage Combat. Combat will be hosted by Brimbank Falcons.





Knox Model Aircraft Club proudly presents....

KMAC will be hosting the *Stuntmasters Trophy* F2B Stunt Competition and invites interested flyers and spectators to come down to our Control Line flying field and enjoy a great display of precision aerobatics flying.

Competition entry fee is \$5 and prizes will be awarded to the first 3 place-getters.

There will also be a Sausage Sizzle BBQ lunch and soft-drinks available at a nominal cost.

The KMAC field is located off Stud Rd., Scoresby, opposite Caribbean Gardens... (Melway 72 K9)

Enquiries: Peter O'Keeffe (03) 9753-3442

Email: kmac@aanet.com.au



Sunday October 28th at 10am



Here are a couple of shots of my latest model. It is a Stouffs 'Bluepants' with an Owen MATE 2cc power plant.

At 19 ounces finished weight it flies well although the motor gives a momentary stutter on transition from positive to negative G.

This may improve with more running in (it will ride up - or down - with wear as Mr Humphries used to say)

Regards,

Charlie Stone



Newsletter Editor

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

Adelaide Aeromodellers Club Triathlon

September 1st 2007

Despite Adelaide seemingly about to go back into drought conditions, the fine warm weather on the day was welcomed, especially after the windy wet cold July combat contest which had to be abandoned after everyone's gear was thoroughly drenched.

STUNT:

Wind and turbulence affected the Stunt portion to a small extent. Mike Davies flew a neat pattern. Peter Anglberger as CD advised all entrants to use a caller, which he ignored himself. Result was a forgotten wingover. Mal Dyer continues to improve and will soon be taking home hardware (actually plastic). Greg Roadknight and Crash Carpenter both managed tidy patterns despite poor settings and Leon Baird's model flew so fast that it completed the pattern in what seemed a couple of minutes. John Barbara was flying well but unfortunately misjudged the bottom of an outside loop, rubbing into the ground. Luckily damage was minimal and quick repairs allowed him to continue in the contest.

RAT RACE:

Most races occurred without incident although a few entrants' engine setting had to be corrected at the pit stop. Leon Baird's model was the quickest by quite a margin.

COMBAT:

The first bout was between Mike Davies and Crash and that's how it ended, in a mid air at around 2 minutes in. Mike had taken the one cut before Chris's Peacemaker sustained terminal damage.

Bout 2 between Peter Anglberger and Greg Roadknight was closely contested. Greg had managed to get his OS20 on song after poor runs in both Stunt and Rat Race.

Peter took Greg's streamer after about 90 seconds, but Greg retaliated with two quick cuts. After realising he could see a knot Peter managed another cut but ran out of fuel 20 sec before the end of the 4 minutes, resulting in victory to Greg.

Bout 3 saw two the two very evenly matched FliteStreaks of John Barbara and Mal Dyer do battle. Both pilots' adrenaline levels picked up soon after the start and saw them throw caution to the wind. John won 1 cut to zero.

Leon Baird had other commitments so missed combat, which had he entered would probably seen him earn a much higher final overall placing.

Results:

Stunt (Vintage Pattern)		Rat Race (10 min/1 pit stop)		Combat (actual score/2)		Overall (total 3 scores)	
1. M. Davies	192	1. L. Baird	176	1. G. Roadknight	220	1. P. Anglberger	521
2. P. Anglberger	170	2. M. Davies	161	2. P. Anglberger	210	2. M. Davies	515
3. M. Dyer	167	3. M. Dyer	146	3. J. Barbara	169	3. G. Roadknight	511
4. G. Roadknight	164	4. P. Anglberger	141	4. M. Davies	162	4. M. Dyer	430
4. C. Carpenter	164	5. G. Roadknight	127	5. M. Dyer	117	5. John Barbara	390
6. L. Baird	150	6. J. Barbara	126	6. C. Carpenter	56	6. C. Carpenter	344
7. J. Barbara	95	7. C. Carpenter	124	7. L. Baird	0	7. L. Baird	326

Equipment:

P. Anglberger:	Midi-Slow, Taipan Series 71 Diesel
L. Baird:	OD flying wing, Taipan 2.5 Goldhead conv to fixed comp diesel!
J. Barbara:	FliteStreak (scratch built), OS LA 25
C. Carpenter:	Peacemaker, Taipan Series 71 Diesel
M. Davies:	110% Midi Slow, ASP 15 Glow
M. Dyer:	FliteStreak (scratch built), OS LA 25
G. Roadknight:	Peacemaker, OS Max 20

Overall everyone enjoyed the contest. Quite a few spectators ventured over from the BMX park later in the afternoon to have a look at the racing and combat events

Report compiled by Peter Anglberger

The Whangarei Model Aircraft Club

invites you to participate in

THE NEW ZEALAND STUNT SUPREME

March 7-10 2008

**A Stunt International Contest for FAI F2B Aerobatics and
New Zealand Sportsman Aerobatics.**

- Place:** Whangarei Model Aircraft Club Portland flying site.
Portland: 12km South of Whangarei City, Northland, N.Z.
(160 km North of Auckland)
- Dates:** Friday 7th March 2008 Official Practice and Registration
Official welcome Friday evening.
Saturday 8th March. Qualifying rounds flown together with
the North Island Stunt series.
Sunday 9th March. The New Zealand Stunt Supreme fly off.
Monday 10th March. Spare day in case of bad weather.
- Participation:**
Competitors must show current membership of their
National Aeromodelling Association.
For N.Z. Sportsman Aerobatics see
"Further Event Information".
- Entry:** Pre Entry is essential for effective event planning and
organization.
Early Entry postmarked before 1st February 2008 NZ \$25
Late Entry after 1st February 2008 NZ \$ 35
Entry Closes 8am Saturday 8th March 2008
- Awards:** There will be awards for first , second and third placings.
- Contacts:** (mr) Kim Webby, 28 Cockburn Street, Onerahi,
Whangarei 0110, New Zealand.
Telephone/Fax + 64 9 436 0185
John Danks Email: (Please label "Stunt Supreme")
westech@xtra.co.nz

60th BRITISH NATIONALS - 2007

The best thing about the trip to this years British Nats was the weather. Some said it was the best for 20 years. Of course it was often said that the Aussies bought the good weather with them...

Neil Baker and I were at RAF Barkston Heath to have a crack at Barton B and Vintage A. Robert Owen was there to chase some streamers and David Nobes was over as Chief Supporter. Thanks for that, Dave!

I watched Robert fly most of his combat bouts. He flew sharply and his fast, tight turning F2D ships certainly impressed the local lads. I felt he was unlucky to lose against Igor Dementiev, the current European Champion. In 1/2A and F2E he also flew well but was unable to score enough wins to make his mark on the Championships. However, as we all thoroughly enjoyed ourselves over there, just taking part was a win of sorts.

For those that haven't been to a British Nats, it is difficult to describe the size of the event. There are many thousands of modellers who come to camp at the huge air base in tents, caravans and mobile homes of all sizes. It becomes a virtual tent city for as far as you can see in most directions for Friday, Saturday, Sunday and the Bank Holiday on Monday.

During this time the model retailers have their own tent centre with some 70 outlets. Put them together and it is clearly makes the largest combined model shop on the planet! You can buy just about any model aircraft item you can think of.

Of course there are other attractions apart from C/L over the weekend. There's a huge Swap meet on Sunday morning and radio events including Aerobatics, Giant Scale and Pylon. There are also some Free Flight events, Helicopters and Jet demonstrations as part of the Nationals Air show. It's a heap of flying fun jam packed into three hectic days.

The control liners take over an entire runway from one end to the other. It was up at the top end that VTR Contest Director Dave Finch got the Barton B and Vintage A events underway. The Aussies were quietly confident of putting in a good performance due to months of regular weekend practice on the Frankston hard surface.

However, our first practice flights in Vintage A with the Dimple Dumpling and R250 caused a few worried expressions... The speed and laps easily attainable back home had gone away. Laps had just disappeared, so in desperation we changed from the 4.3mm to a standard 3.8mm venturi and the laps came back, albeit with lower airspeed.

Came the heats and both times we 2 stopped what should have been a slick one stopper. 2 stopping with an R250 on a 3.8 venturi... What was going on...??? Other teams like Duncan Bainbridge and Mick Orchard also had range issues. However, the top teams of Dennis Ward and Tony Toogood, John Green and John Long and Bernie Langworth and John Broadhead showed why they are so highly rated with a super display of good speed and laps.

We were using fuel mixed over there with a different brand of kero. In hindsight, I believe we needed more IPN in the mix to make that kero work for us. The Brits get it to work. They go fast and use a bit more IPN than we do for a given temperature.

At least an Aussie R250 was first across the line with the other two finalists having Rothwell parts in their engines. Neil and I finished 5th out of 14 teams which perhaps wasn't too bad but could have been a whole lot better if we had managed to squeeze just a few more laps out of the tank!

For the record, the UK Vintage A rules are similar to ours but with some clear differences. Line length is 49' 5", Heats are 85 laps and final is 170 laps. No fibreglass covering is allowed and leadouts must be at least 1" apart. Interestingly, you CAN use carbon or glass for localised repairs. Shutoffs must be fitted but are for emergency use only and cannot be used during the race. The warm up period is only 1 minute, not 90 seconds as in Oz. This can easily catch out unsuspecting foreigners! There is one round of each event run on Saturday, another on Sunday and all the finals are on Monday.

An unusual innovation by CD Dave Finch was not to do a draw for both classes! It was a case of "Who's next?" 'Are you ready to fly?' or "Would you like to fly now or in the next heat? Strangely, this worked really well. Those that were ready flew and those that were still fiddling in the pits (most) could fly when they had finished their adjustments or repairs. It took some of the time pressure away and made the event a lot more relaxed.

At the end of the meet we can honestly say it was well worth the time and effort to come across and fly. Apart from the modelling, as Robin Heirn will happily tell you, there is just so much to see in England when touring around the always-green countryside. Things like museums, castles, seaside towns, the fabulous Lake District, ubiquitous local pubs, some nearly 1000 years old and much, much more.

I have no doubt further Aussie teams will be having a go in the future and may be able to push the top British teams a bit more or even show them how it's done. If Fitzgerald/Stein, Simons/Potter, Wilson/Ellins or Rothwell/Hines took up the challenge, I would bet money on at least one of those teams making the top three. Conversely, a few English enthusiasts have expressed their desire to make it to an Australian Nats. We would certainly welcome their participation.

Results of **Vintage A** at the 2007 British Nationals.

POS'N	TEAM	HEAT 1	HEAT 2	FINAL
1	Toogood/Ward	3:25.2	3:36.7	7:03.9
2	Langworth/Broadhead	3:41.2	4:03.1	7:04.9
3	Green/Long	3:39.1	3:39.3	7:08.5
4	Bainbridge/Orchard	4:03.7	3:46.5	
5	Hallowell/Baker	4:00.8	3:57.4	
6	Blades/Blades	3:57.8	4:38.1	
7	Flack/Springham	44 laps	3:59.8	
8	C Taylor/Muscutt	4:20.6	4:18.8	
9	Andrews/T Taylor	4:39.5	4:42.9	
10	Bower/Ridley	6:03.1	5:08.3	
11	Burr/Lipowski	6:29.8	5:09.7	
12	Roberts/Copeland	Dnf	5:50.3	
13	Perry/Tribe	5:55.2	6:10.7	
14	Haywood/Haywood	DQ	Ret'd	

Barton B is a relatively new class yet it had the same entry numbers as the near 20-year-old Vintage A. Motors used are exclusively Irvine .25 ball raced engines with control 8 x 8 Graupner or APC props and standard 10% nitro fuel which is supplied by the organisers. It is flown on 18 thou. 56' lines. Heats are 75 laps and final is 150 laps.

With Lance Smith, Mark Ellins and Neil Baker (before he left for o/s) helping with the hours of preparation and practice, we were elated with our speed and were quietly confident of posting a good time in the heats. Our new Barton B Rocket was specially built for this event and was ready to burn up the British sky ... or so we thought!

The reality was that experienced teams like Derek Heaton and Ken Morrissey showed us a clean pair of heels, as did a few others including Charlie Taylor, Taffy Bollen and Gordon Yeldham. They had heaps more rpm on board...

Where it came from we are at a loss to know! As the TV Professor Julius Sumner Miller used to say... "Why is it so??"

The rules state all engines must be absolutely stock standard. Perhaps more running? Time will tell. We have brought the engine back down under and will consider its future. The BB Rocket has been left in the highly capable hands of Adrian Moore who will campaign the model with his own engine during the next English summer.

It was a pleasure to speak with Charlie Taylor again and watch him perform. To see him flying really well in tough competition at almost 80 years of age is to say the least, inspirational. He says he has played a lot of badminton over the years and this has helped maintain his fitness.

Hallowell/Baker could finish no better than 7th place... but that was only a second behind F2C winners Langworth/Broadhead and another second behind Green/Platt. And we were just 4 seconds away last year's winners Bainbridge/Orchard who made 4th place. So we were really just a few extra flicks away from doing a lot better.

The good news for us is that we actually did take home a win... in the Barton B Concours d' Elegance competition. The magenta coloured Rocket just pipped Dave Platt's superb black Jackel and Jim Springham's amazing biplane racer for the title.

And more good news is the Derek Heaton/Ken Morrissey winning model was the Aussie Rocket! So in the end, the good old Rocket won both the concours and the race! Not all is bad with the world.

Results of **Barton B** at the 2007 British Nationals.

POS'N	TEAM	HEAT 1	HEAT 2	FINAL
1	Heaton/Morrissey/Fleming	3:19.7	3:32.4	7:06.2
2	Blades/Blades/Mealing	Ret'd	3:40.5	7:23.1
3	Isidro/Gibbs/Ridley	3:58.2	3:35.1	7:46.0
4	Bainbridge/Orchard/Delgado	3:41.5	3:42.5	
5	Green/Platt/?	3:45.2	4:11.4	
6	Langworth/Broadhead	3:59.0	3:46.4	
7	Hallowell/Baker	4:18.0	3:47.9	
8	Hill/Metcalf	5:33.0	3:56.5	
9	C Taylor/Bollen/Yeldham	4:03.7	4:26.5	
10	Flack/Springham	4:43.3	4:14.1	
11	Roberts/Copeland	5:06.5	4:16.0	
12	Paffett/Tricker	5:12.2	Dnf	
13	Andrews/T Taylor	Ret'd	Dnf	
14	Ross/Yeldham	Ret'd	Ret'd	

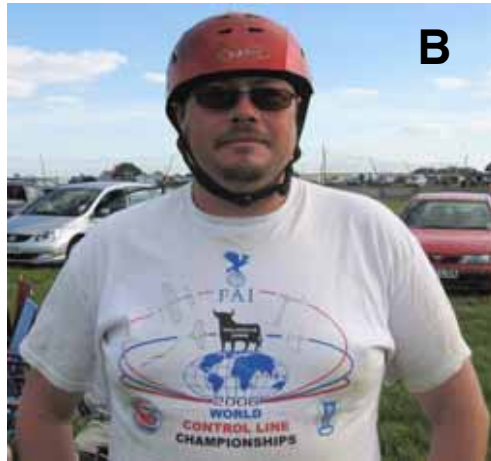


John Hallowell
VH 1984

The concours winning Barton B "Rocket" built and flown by John Hallowell.



A



B



C



D



E



F

Can you put a name to these faces on pictures that were taken at this years British Nationals?



G



H



I



- A. CD Dave Finch hard at work.
- B. Chopper Simon who posts on the Barton Forum.
- C. John Broadhead
- D. Dave Platt and his Jackal
- E. Charlie Taylor
- F. Tony Eifflander and Nobby Baker
- G. Terry McDonald gives us a smile
- H. CD Dave Rudd
- I. Dennis Ward and D D.
- J. Duncan Bainbridge and Mike Orchard with F2C model
- K. Lege with Malcom Ross
- L. Ken Morrissey and battery man Fleming with winning Rocket.
- M. Sir Julio Isidro and John Ridley
- N. John Long and John Green made the VTR Final.
- O. The Barton site number 1 poster, Tim Hobbins

Barton B Concours top three



Bainbridge/Orchard "Cleaver"



Barton B Finalist



Hallowell/Baker "Dimpled Dumpling"



Charlie Taylor in action



Vintage A "Pluto"

Robert Owen takes on Igor Dimentiev



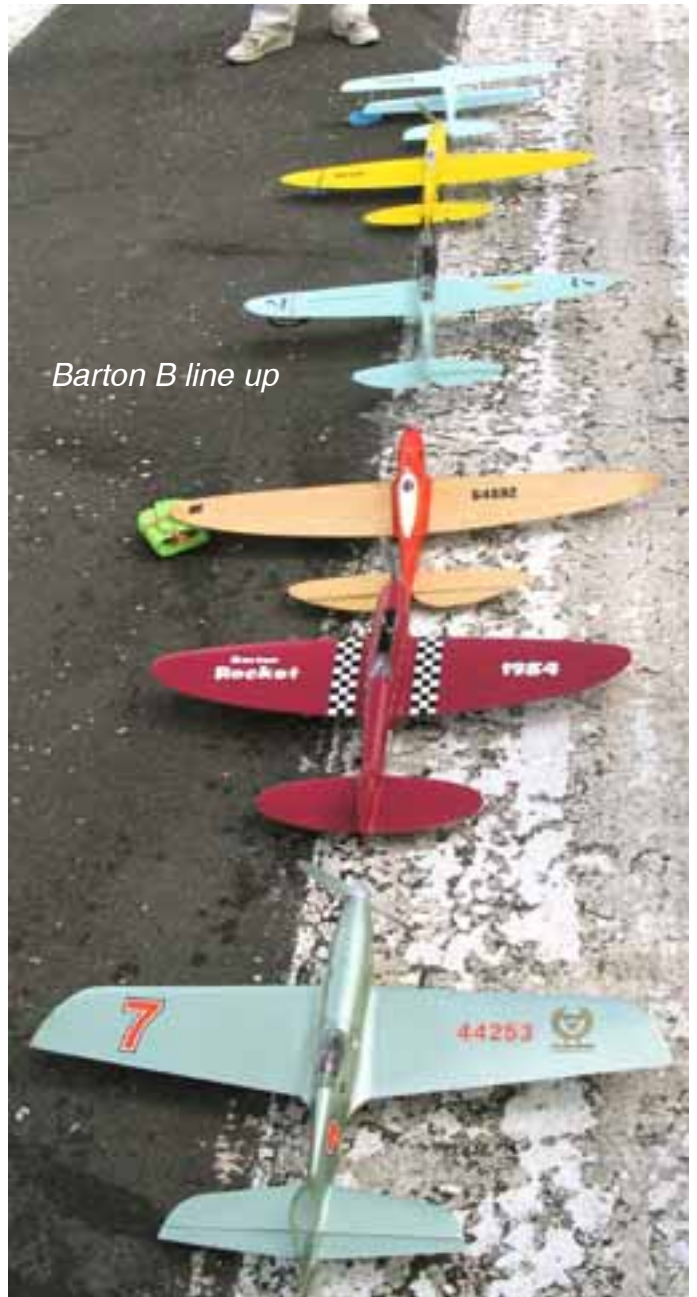
Barton B has beautiful racers



Mike North pits his F2C



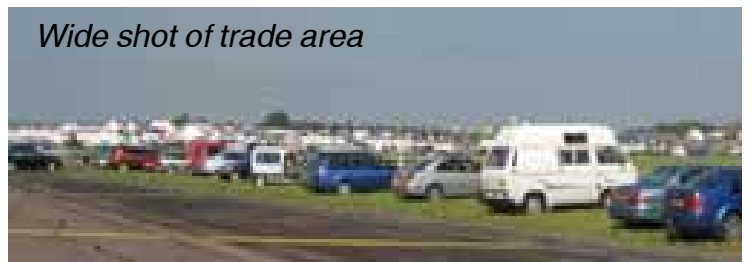
Barton B line up



VTR Final action



Wide shot of trade area





VTR Champs Tony Toogood and Denis Ward



Tough in the middle during the F2C Final

Vintage A Finalist



Very fast Ross/Yeldam model retired after fire.

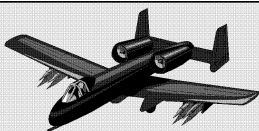


Derek Heaton and his two "Rockets"



Jim Springham's Barton B biplane

CONTEST RESULTS



Combined Speed flown at Frankston
9/9/2007

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	M. Wilson	Vintage Proto	Brodak 25 Mk4	31.82	31.77	30.76	30.76	188.35	101.50%
2	R Hiern	Class 1	Novarossi 12	ATT	14.70	14.75	14.70	244.90	97.41%
3	R Hiern	FAI	Profi	13.23	DNS	DNS	13.23	272.11	93.27%
4	J. Hallowell	Vintage Proto	Brodak 25	33.69	33.66	dns	33.66	172.12	92.75%
5	R Hiern	Class 5	Novarossi 21	15.15	DNS	DNS	15.15	237.62	92.54%
6	V Marquet	Vintage Proto	OS25/Enya 30	47.69	36.76	dnf	36.76	157.61	84.93%
7	N Wake	Vintage Proto	Magnum 25	44.46	<u>40.03</u>	39.15	39.15	147.99	79.74%
8	M. Wilson	Classic FAI	Rossi 15 RV	19.01	19.53	DNS	19.01	189.37	74.70%
9	N Wake	Classic FAI	Super Tigre G20/15	ATT	DNF	DNS			0.00%



Vintage Combat

Held Frankston 9/9/07

		R1	Rep	R2	R3	R4	F/O
1.	K Baddock	L	W	L*	W	W	
2.	T Caselli	W#		W	W	L	
3.	H Bailey	W		W	L		W
4.	S Reeve	L	W	W	L		L
=7.	M Ellins	W		L			
=7.	M Lewis	W		L			
=7.	M Wilson	W		L			
=9.	P Lewis	L	L				
=9.	K Maier	L	L				

*denotes highest scoring loser gets into next round

flew twice in rd2

Design

Early Bird
Ironmonger
Stockport Warlord
Styrobat
Ironmonger
Ironmonger
Ironmonger
Warlord
Ironmonger



Nine entries turned up to Frankston to fly Vintage Combat on a sunny but breezy day, 2 good close bouts, 2 one sided bouts in Round 1 due to a midair a glow engine that wouldn't restart, the recharge round saw 2 entries eliminated which left us with 7 in round 2, Tony Caselli had a bye in rd 1 so flew 2 bouts in round 2 which he won, we lost 3 entries in rd 2 & had to recall the highest scoring loser to make up the 4 required for rd 3, Keith Baddock took advantage of this and won his next 2 bouts to come out on top by just 10 points from Tony Caselli 2nd, Harry Bailey took 3rd by 1 cut from Stephen Reeve who was 4th. Thanks to all entries who were ready when called for an enjoyable days flying.

Graeme Wilson CD.



Left:- Tony Casselli achieved second place and Keith Baddock (seen here Right:- pitting a Styrobat) was the contest winner

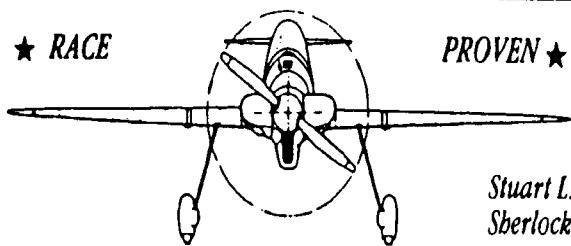


SUPERCOOL RACING PROPELLERS

42 Hepburn Way, Balqa, 6061 W.A. Australia Tel/Fax: 61 8 9247 2481
Email:- props@iinet.net.au www.supercoolprops.com

★ RACE

★ PROVEN ★



Stuart L.
Sherlock

- ★ Minimum induced loss computer designed propellers
- ★ Advanced technology precision mouldings K43141-26

F2C11 6.4 X 6.2

F2C12 6.4 X 6.3

F2C13 6.4 X 6.4

F2C14 6.4 X 6.5

Supercool

First in Racing

F2C11 to F2C14 now with Suzuki low Re, high Mach airfoils

SUBSCRIPTION APPLICATION ARE YOU BORROWING?

If you have just finished reading somebody else's copy of Australian Control Line News why not get in now and order your own copy. Australia and New Zealand residents cost \$20A and other countries \$30A. For this annual amount you will receive eleven issues of this newsletter, and be up to date on Control Line both in Australia and elsewhere. Please make payments payable to "Control Line Advisory Committee"

You can order from:

G.WILSON

PO BOX 298

SEAFORD

VICTORIA 3198 AUSTRALIA

NAME _____

ADDRESS _____

POSTCODE _____

TELEPHONE _____

For Sale

First pressing pure castor oil.

Price: \$38 for 5 litres including container.
Std post Melbourne area \$7 including P&H
Other amounts available - POA
Email postcode for post quote from 3018
combtkid@hotmail.com
Telephone 03 9398 8244 day or evening.

FOR SALE:

Vintage Combat models.
10 Ironmonger 1970 design, solarfilm covered, to suit ST G20 15, or PAW, or Oliver

Price: \$70 each + p+h

For more information email Murray @

vmaareg@ozemail.com.au

WANTED

WANTED

Glo Chief 49 conrod, or motor for parts.

Contact John Henderson
25 Darwin Crescent
Morley 6062
W.A.
Tel (08) 92795407 or (08) 92752709

Wanted

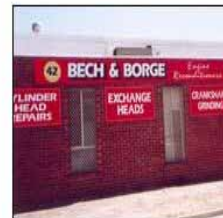
2 pressure nipples to suit a 15 Rossi
The ones needed are the type that screw into the crankcase (i.e. replaces the crankcase bolt) so there is no need to drill a separate hole.
Cost and postage paid as necessary.
Needed ASAP before WA Nats.
Contact John Taylor :- Tel 07 3392 7679
(Fax)07 33927529 Email:- johndt@primus.com.au

Contact

Bech and Borge Engineering Pty Ltd (ABN 36 006 187 506) can be contacted as follows:

Phone	(03) 9544 8600
Fax	(03) 9540 0609
Address	42 Carinish Road, Oakleigh South VIC 3167
Email	enquiries@bechborge.com

Engine Reconditioning Specialists



A.C.L.N. ADVERTISING

For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"

AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

**SURFACE
MAIL**



SOUTHERN MOWERS
12 Stephenson Rd, Seaford
Ph 9775 1015
Fax 9775 1018

Printed by Minuteman Press
3/14-16 Hartnett Drive
Seaford, VIC 3198
Phone: 03 9773 5586