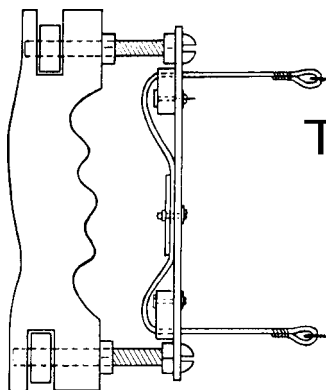


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THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 118



Produced by the Victorian Control Line Advisory Committee

February 2008
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**Copy Deadline for next issue is:
Wednesday February 20th 2008
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 pre typed, 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



VICTORIAN CONTROL LINE CONTEST CALENDAR

Feb-10	Speed , Navy Carrier, Vintage Combat	CLAMF
Feb 24	Stuntmasters F2B Stunt	KMAC
	(Competition rescheduled from 2007)	
Mar-09	F2C Team Race, Goodyear, Mini Goodyear , Vintage Stunt.	CLAMF
Mar 21-24	Victorian State Championships	
Apr-13	Speed , Simple Goodyear, Simple Rat	CLAMF
May-04	Vintage Combat (Hosted by Brimbank) "All Aussie" (Hosted by CLAG)	KMAC
May-18	Classic B, Vintage A, Navy Carrier	CLAMF
Jun-15	Speed , FAI & Mod Combat, 1/2A Combat	CLAMF
Jul-13	Speed , Balloon Burst, Limbo, 2.5cc Rat Race	CLAMF
Aug-10	Speed , Classic Stunt, Simple Rat, Simple Goodyear	CLAMF
Sep-14	Speed , Vintage Combat, Navy Carrier	CLAMF
Oct-12	Classic B, Vintage A, 1/2A Combat	CLAMF
Nov-09	Speed , Simple Rat, Aussie A, Triathlon	CLAMF
Dec-14	Speed, F2C Team Race, Goodyear, Mini Goodyear	CLAMF

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

Web site :- <http://clamf.aerosports.net.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

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

Newsletter Editor

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

C.L.A.S. (NEW SOUTH WALES) CONTEST CALENDAR 2008

DATE	EVENT	CLUB
Sun Feb 3	F2B Aerobatics	SAT(Kelso Park)
Sun Feb 17	Diesel Goodyear & Sabre Trainer Race.	KMFC
Sat Feb 23	Club Stunt (Novice)	KMFC
Sun Feb 24	F2B Aerobatics	Doonside. Venue TBA.
Mar 1-2	2008 HUNTER VALLEY CHAMPIONSHIPS. Contact Luke Anderson	MDMAS. (Mitchell Hill Fields, Muswellbrook)
Sun Mar 9	F2B Aerobatics and Classic Stunt	Werrington. Venue TBA.
Sun Mar 16	500 Lap Club Race. (Kuring-Gai 500)	KMFC
Sun Mar 30	Phantom, Vintage A, Vintage 1/2A and Bendix	SSME
Sun Apr 6	1.6cc Combat and Slow Combat	KMFC
Sun Apr 13	F2B Aerobatics and Novice F2B.	KMFC
Sat Apr 19	Club Stunt (Novice)	KMFC
Sun Apr 20	Vintage Team Race. 1/2A, A & B.	KMFC
May 17-18	VETERANS' GATHERING. Contact Luke Anderson 0409409367 MDMAS. (Mitchell Hill Fields Muswellbrook)	
May 17-18	NO FLYING AT KURING-GAI. ST.Ives Show	
Sun May 25	F2B Aerobatics	SSME
Sun Jun 1	Palmer / Aldrich Classic Stunt and CLUB STUNT (Novice)	KMFC
Jun 7-9	CLAS. NSW C/L STATE CHAMPIONSHIPS CLAS. Venue TBA	
Sun Jun 22	Diesel Goodyear & Sabre Trainer Racing	KMFC
Sun Jun 29	SKYHAWKS REUNION	To be held at SSME
Sun Jul 6	AGM, 2.5 Stunt and Club Racing.	KMFC
Sun Jul 13	1.6 and Slow Combat	KMFC
Sat Aug 2	CLUB STUNT (Novice)	KMFC
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.	
MDMAS -	(Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook	
DOONSIDE -	Details of venue TBA.	



Adelaide Aeromodellers Club

2008 Events Calendar

- | | |
|---|---------------------------|
| 1. Classic and Vintage Stunt – | February 2 nd |
| 2. F2B / Novice Stunt Clinic – | March 1 st |
| 3. F2B / Novice Stunt Competition – | April 5 th |
| (SA State CL Champs – tentatively) | (April 25 to 27) |
| 4. Slow Combat and Balloon Burst – | June 7 th |
| (Whyalla Show CL Competition – tentatively) | (August 16 and 17) |
| 5. Peacemaker / FliteStreak Stunt # 1 – | September 6 th |
| 6. Vintage Combat and Grass Rat Race – | October 4 th |
| 7. Triathlon – | November 1 st |
| 8. Peacemaker / FliteStreak Stunt # 2 | December 6 th |

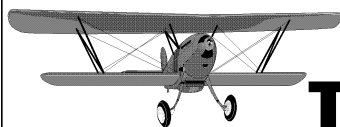
Notes:

1. All days are Saturdays, dates are provisional
2. Start time of all competitions is 11.00 am. Practice from 10.00am
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

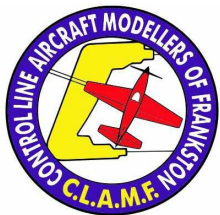
For more info contact Peter Anglberger Tel 8264 4516

Subscribers are reminded that they can receive Australian Control line News by email at no extra cost. This option would allow you to view the pictures in colour as soon as it is ready to be sent to the printers for publication.

If you would like to use this option just make a request to the Editor by email.



AROUND THE CLUBS



Frankston 9th
December 2007

The day's events started with the Speed model pilots arriving early in the morning to make full use of the concrete circle before the bulk of the team race guys arrived. Speed stalwart Noel Wake did not fly any models on the day but was there to help out with model timing and also put on the cooks apron for the lunchtime sausage sizzle. His dexterity with the tongs can be seen in the lunchtime BBQ picture

The speed pylon was removed from the centre circle at lunchtime and the many times postponed Mini Goodyear State Championship started to get under way. Mini Goodyear is an official MAAA event but it is rarely flown in other States.

Some tuning flights took place and then we got into the

racing. These models really do get up and go and the fast ones circulate in the 16 seconds for ten laps bracket which is comparable to the F2C rotational speed.

After two 100 lap races with two compulsory pit stops the three fastest teams went into a 200 lap final race. The Wilson/Ellins team have had a recent monopoly on this event but today the younger Wilson (Murray) teamed up with Paul Stein to grab the State Title honours using the grey model pictured below.

Paul Stein had earlier in the day been testing his spark ignition engine powered stunter and various other types of models and pilots were also seen to be active.

Pictures from the day were taken by the camera of Paul Stein (Club President)



Paul Steins' Vintage spark ignition stunter.



Results of Victorian Mini Goodyear T/R State Champs 2007

	Model/ Motor	R1	R2	Final
1 M. Wilson/ P. Stein	Mr. D/ OS CZ 11 PS	3:44.41	DNS	7:57.40
2 G. Wilson/ M. Ellins	Mr. D/ OS CZ 11 PS	3:41.84	DNS	8:05.19
3 C. Ray/ J. Ray	Mr. D/ OS CZ 11 PS	4:08.57	3:55.72	DNF 117
4 K. Hunting/ N. Baker	Mr. D/ OS CZ 11 P	4:40.87	5:15.52	
5 H. Bailey/ P. Roberts	Mr. D/ OS CZ 11 PS	4:49.25	DNF 68	
6 J. Hallowell/ L. Smith	Ol Blue/ OS CZ 11 PS	DNF 84	DNS	



*The three Mini Goodyear finalist teams
L to R:- Mark Ellins/Graeme Wilson,
Paul Stein/Murray Wilson,
Colin Ray/Jim Ray.*

Combined Speed Results 9/12/2007

Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest in Km/h	%
1 R. Hiern	Class 1	Novarossi 12	14.16	14.20	DNS	254.24	101.13%
3 J. Hallowell	Vintage Proto	Brodak 25 mk4	32.06	33.30	DNS	180.71	95.95%
5 R Hiern	FAI	Profi 2	13.54	13.50	DNS	266.67	91.41%
6 R Hiern	Class 2	Novarossi 21	N.E.L.	NT	10.98	263.83	91.07%
7 M Wilson	Classic FAI	Rossi 15 RV	21.40	19.02	N.E.L	189.27	74.66%
8 V Marquet	Class 1	ASP 12	22.44	24.42	23.59	160.43	63.81%

61st AUSTRALIAN MODEL AIRCRAFT NATIONAL CHAMPIONSHIPS PICTURES



Dave Nolan and his wife Christine at the Nationals dinner. Medallions were handed out on the day but we all still wanted to get together at the end of the nats to farewell our friends from around Australia. Dave was our Control Line Co-ordinator for the Nats and a fantastic job he and all his helpers did to !!

**Pictures from Robert Fry,
Stuart Sherlock and Graeme
Wilson**

East mixes with West to relive the magic moments of a weeks flying. Good food was followed with dancing for those with any energy left.





MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA Inc.

61st AUSTRALIAN MODEL AIRCRAFT NATIONAL CHAMPIONSHIPS CONTROL LINE RESULTS



F2F TEAM RACING RESULTS 30/12/2007

Pos Team	Heat 1	Heat 2	Best Heat	Final
1 T Letchford / S Walton	4:11.21	DNF	4:11.21	8:36.72
2 G Wilson / M Wilson	5:09.90	5:05.33	5:05.33	9:43.90
3 R Bellis / D Gannon	4:21.59	4:29.09	4:21.59	173 laps
4 K Parks / D Nolan	DNF	5:51.00	5:51.00	
5 R Hoogenkamp / R Leknys	DNS	DNF		
6 M Sherburn / A Dyson	DNS	-		

F2C TEAM RACING RESULTS 30/12/2007 & 31/12/2007

Pos Team	Heat 1	Heat 2	Heat 3	Heat 4	Best Heat	Final
1 H Simons / G Potter	3:49.25	68 laps	3:07.61	3:40.44	3:07.61	6:31.86
2 R Fitzgerald / M Ellins	3:20.59	3:30.36	3:06.75	-	3:06.75	6:40.19
3 T Letchford / S Walton	7 laps	3:37.81	3:41.70	99 laps	3:37.81	27 laps
4 R Bellis / D Gannon	3:41.19	3:39.34	3:51.37	4:05.61	3:39.34	
5 R Hoogenkamp / C Leknys	4:40.22	3:52.50	35 laps	4:02.13	3:52.50	
6 J Stivey / R Morrow	33 laps	DQ 33 laps	DNS	-		

COMBINED SPEED RESULTS 31/12/2007

Competitor	Class	Record	Flight 1	Flight 2	Flight 3	% Record	Speed KPH	Place
A Heath	FAI	12.34	12.58	12.87	-	98.01	286.17	1
I Gapps	FAI	12.34	13.21	13.61	12.69	97.24	283.69	2
M Wilson	Class 1	14.32	17.39	18.09	18.88	82.35	207.01	3
A Heath	Class 2	10.00	11.28	-	-	88.65	257.55	4
I Gapps	Class 2	10.00	-	-	-	-	-	5
J Walker	Stock Jet	11.456	12.11	-	-	94.60	239.90	1
R Fry	Stock Jet	11.456	-	-	13.22	86.65	219.76	2
D Axon (2)	Stock Jet	11.456	-	13.58	-	84.36	213.93	3
F Adler	Stock Jet	11.456	-	-	15.83	72.37	183.52	
J Taylor	Stock Jet	11.456	-	-	-	-	-	
D Axon (1)	Stock Jet	11.456	-	-	-	-	-	
A Taylor	Stock Jet	11.456	-	-	-	-	-	
R Fry	Open Jet	10.32	-	-	-	-	-	

GOODYEAR TEAM RACING RESULTS 1/01/2008

Pos Team	Heat 1	Heat 2	Best Heat	Final
1 R Hoogenkamp / R Leknys	4:45.22	3:56.15	3:56.15	8:17.20
2 G Wilson / M Ellins	69 laps	4:15.37	4:15.37	9:02.46
3 R Fry / A Taylor	5:46.28	4:43.41	4:43.41	142 laps
4 K Parks / J Taylor	4:56.59	56 laps	4:56.59	
5 M Wilson / R Fitzgerald	96 laps	DNS		
6 M Sherburn / A Dyson	DNS	DNS		

F2D COMBAT RESULTS 1/01/2008

Competitor	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Score	Place
R Owen	W	W	W	L	W	W	4	1
M Wilson	L	W	W	W	L	W	2	2
T Linwood	W	W	W	L	L	L	0	3
R Smith	W	L	L				-1	=4
G Wilson	W	L	L				-1	=4
P Mills	L	L					-2	=6
P Krenske	L	L					-2	=6

AEROBATICS VINTAGE RESULTS 1/01/2008

Pos	Competitor	Static	Round 1	Round 2	Total
1	P White	103	195.75	200.5	303.5
2	P Angleberger	109	166.25	189.25	298.25
3	S McMurray	75	180.5	189.5	264.5
4	F Adler	99	157.5	151.5	256.5
5	D Gibbs	96	72.5	DNS	118.5

F2B AEROBATICS RESULTS 2/01/2008

Pos	Competitor	Round 1	Round 2	Round 3	Round 4	Total (Best 2 Rounds)
1	J Parisi	3259.5	3408.5	3406.0	3531	6939.5
2	P White	3273.0	3438.0	3480.0	3493	6931.0
3	D Simons	3276.0	3384.5	3445.0	DNS	6929.5
4	M Howell	3213.0	3344.5	3478.0	3469	6882.5
5	F Battam	3303.0	3188.5	3255.0	3339	6642.0
6	P Anglberger	3046.5	3090.5	2887.0	3092	6182.5
7	S McMurray	2814.5	2916.0	2958.5	3014	5930.0

OPEN COMBAT RESULTS 2/01/2008

Competitor	Round1	Round 2	Round 3	Round 4	Round 5	Round 6	Score	Place
B Bellis	D	W	W	W	W	W	5	1
P Krenske	W	W	W	W	W	L	4	2
R Fry	W	W	W	W	L		3	3
R Bellis	W	W	L	L			0	=4
S Leknys	W	W	L	L			0	=4
K Parks	L	W	W	L			0	=4
R Hoogenkamp	W	L	L				-1	=7
R Leknys	L	W	L				-1	=7
R Smith	L	L					-2	=9
M Sherburn	L	L					-2	=9
T Letchford	L	L					-2	=9
T Linwood	L	L					-2	=9
B Burke	L	L					-2	=9

VINTAGE A TEAM RACING RESULTS 3/01/2008

Pos	Team	Heat 1	Heat 2	Best Heat	Final
1	T Letchford / S Walton	3:40.00	3:47.91	3:40.00	7:39.13
2	G Wilson / M Ellins	46 laps	3:39.15	3:39.15	8:21.37
3	R Bellis / D Gannon	4:00.19	3:27.43	3:27.43	120 laps
4	M Wilson / R Fitzgerald	4:06.63	3:45.68	3:45.68	
5	R Leknys / S Leknys	84 laps	4:01.16	4:01.16	
6	R Fry / A Taylor	Disq	4:15.37		
7	M Sherburn / A Dyson	52 laps	DNS		
8	R Hoogenkamp / C Leknys	Disq	DNF		
9	N Kirton / C Stone	DNS	DNS		

BENDIX TEAM RACING RESULTS 3/01/2008

Pos	Team	Heat 1	Heat 2	Best Heat	Final
1	G Wilson / M Ellins	4:59.88	4:00.68	4:00.68	7:48.07
2	J Stivey / F Adler	8:10.69	4:36.28	4:36.28	9:11.10
3	R Fry / A Taylor	4:25.60	4:12.66	4:12.66	10:34.91
4	R Bellis / D Gannon	6:59.84	4:59.06	4:59.06	
5	M Wilson / J Taylor	DNS	22 laps		

CLASSIC B TEAM RACING RESULTS 4/01/2008

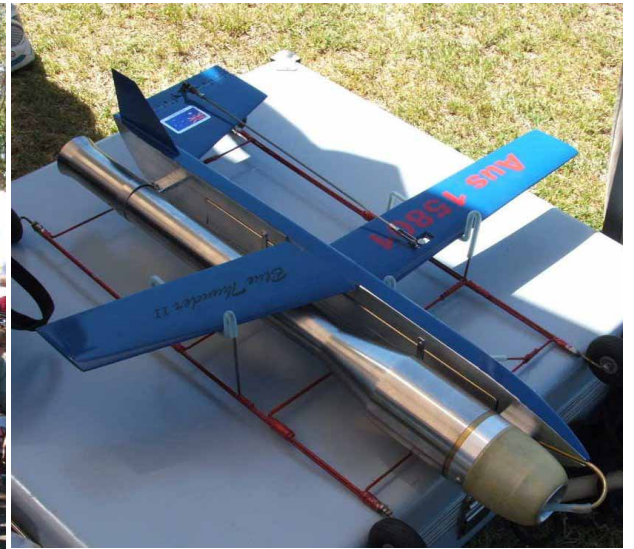
Pos	Team	Heat 1	Heat 2	Best Heat	Final
1	R Hoogenkamp / R Leknys	3:17.40	3:13.57	3:13.57	6:47.42
2	M Wilson / R Fitzgerald	2:59.87	-	2:59.87	6:51.85
3	G Wilson / M Ellins	3:13.24	-	3:13.24	6:52.20
4	R Fry / A Taylor	4:27.26	3:49.22	3:49.22	
5	J Stivey / J Taylor	7:25.00	5:18.45	3:49.22	
6	N Kirton / C Stone	DNS			

Andrew Heath and Ian Gapps on F2A day prepare their models.





First place in F2C tem Race with a new OZ record of 6:31:86 (to be claimed)
 Hugh Simons and Grant Potter.
 Second place less than 9 seconds away was Rob Fitzgerald and Mark Ellins.
 Third Place with an unfortunate DNF at 27 laps were the local guys of Trevor Letchford and Steve Walton. They put it together later in the week to win Vintage T/R. Good job by all competitors over the two days of heats and the final.



John Walker's professionally finished new open class mono line jet with Jet Bill tuned intake engine. Was not flown on the day as his other new model (stock class) was way out in front of the rest of the field. Watch out for this one in Albury 2008/9.....



Some of the C/L gang on one of the end of the day social functions. A tour of the Swan Valley wineries and Breweries.
 Finished with dinner at a German brewery and then on to night scramble !!



A shot of Robert Frys' new Stock jet finished just before the Nats and only test flown the day before the comp. Unfortunately not enough flights available to get it tuned for a competitive time.

Could these three pilots in the F2C final (Right) be representing Australia at the next World Championships in France?





Some of the Perth Nationals activities.





This page of additional pictures was not published in the printed version of ACLN. Thanks to Peter Krenske for the first eight.

VINTAGE COMBAT RESULTS 4/01/2008

VINTAGE COMBAT

Competitor	Round 1	Repechage	Round 3	Round 4	Round 5	Round 6	Place
G Wilson	W	-	B	W	W	W	1
R Smith	B	W	W	W	W	L	2
P Krenske	W	-	W	W	L	W	3
J Walker	W	-	W	W	L	L	4 Fly off
T Linwood	L	W	W	L			=5
P Mills	L	W	W	L			=5
M Wilson	W	-	W	L			=7
S Walton	L	W	B	L			=7
M Ellins	L	W	L				=7
R Bellis	W	-	L				=10
T Letchford	W	-	L				=10
G Turna	W	-	L				=10
M Keech	W	-	L				=10
S Leknys	W	-	L				=10
R Fry	L	L					=15
M Sherburn	L	L					=15
R Hoogenkamp	L	L					=15
R Leknys	L	L					=15
B Burke	L	L					=15



Single strand line.....

Our local supply of single strand control line wire, (the good quality German wire) is about to close. We have been buying it in Victoria from BRIZGA PIANO. 442 QUEENS PARADE. CLIFTON HILL. Phone (03)94815645

Mr Brizga has decided to retire at the age of 97 years so the business will close within 12 months. IF you want any wire get in now. We will still be able to get the SAME wire from PARKE Piano in Sydney, but I am not sure if they keep the sizes that Brizga does. BRIZGA GIVES GREAT SERVICE, HE WILL POST OR YOU CAN PICK UP. Do not be put off by the old building premises, he is a great guy and great service, better than the fancy shops. Wire is sold by weight in 250 gram rolls the thinner the wire the more you get. As an example in .3 mm you get about 1600 feet. While on the subject of line I was talking to ANDREW ROBINSON while he was over here and he told me of a COMBAT LINE, sold in Italy it is about .015" and is 4 strand steel like a MEDIUM LAYSTRATE. This could be ok for big stunts etc as light weight line is a bit marginal at 36 odd lbs breaking strain. I believe 7 strand stainless whatever LABEL is on it is 40 lb fishing tracer wire, and in tests I have done it breaks at under 40 lbs and it also stretches. Does anyone know of this heavier wire, it's NOT H/W Laystrate... It is sold in big rolls (1 kilo) but group together and split it up..

SPEED COMP FEB 10TH.....

Our next speed comp is on the 10th Feb at Frankston, so please turn up and have some fun with us.

Murray Wilson will be flying his new 2cc Arrow that we test flew just before he went to the Nationals, where he placed 3rd. First and second places were FAI class as there were not enough FAI entries to run a class on their own. Murray did 17.39 on his first flight which is a good first time up for a OS PS 11. I will be back flying again after cutting my legs open in a few places as the 2cc model jumped out of the dolly on starting and got me in the legs, so it was off to docs for stitches.

The Nurse at my doctors is married to one of the RATTEN brothers that flew at Moorabbin etc. around the early 70's. Does anyone remember them? I met one of them when I was managing the HOBBY HANGER in the late 70's.....

SEE YOU AT FRANKSTON FOR SPEED ROBIN....

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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.



Making Canopies and Nose Cones with PET bottles

With a saw, then a rasp, sanding disk, orbital or belt sander, and / or sanding block, shape some pine. Plaster of Paris moulds also work and the blue hard foam has given good results.

Cut the end off a PET plastic soft-drink bottle. PET bottles have the "1" in the recycle symbol.

For larger sizes, use a metho or turps bottle.

Push mould into bottle.

Put in some packing timber to pack out the bottle.

Use a G-clamp or similar to clamp the rear of the bottle to stop it riding up the mould as it shrinks.

Use a heat gun to heat-shrink the PET bottle.

Bottom then sides then top rear then top front.

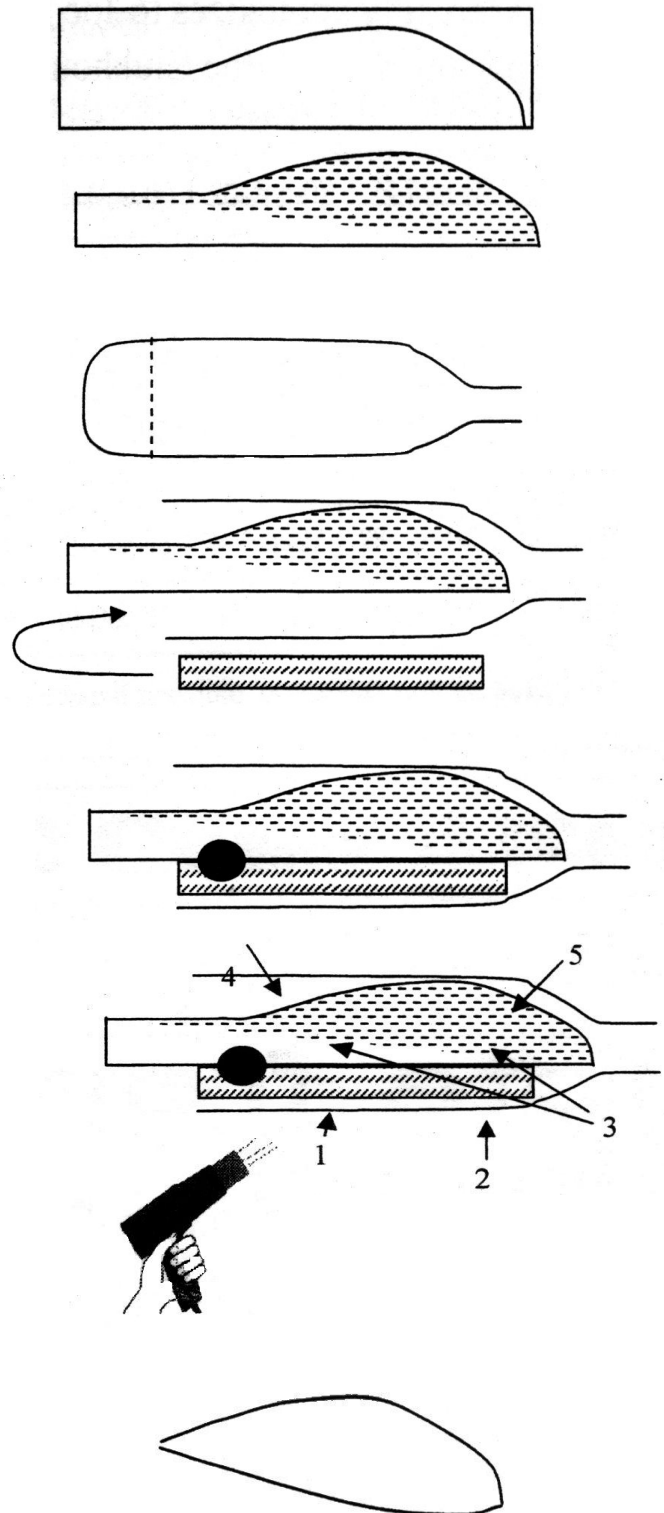
This way you cause the bottle to wrap around the mould, and you keep the plastic thin and light.

Bend down the nose if you need to.

From the bottom, cut the bottle off the mould. Trim with a pair of scissors.

After you've made and trimmed your canopy, put it back on the mould and mark the edges onto the mould, in **red** felt pen. If you build another canopy you can trace the line on the mould onto the canopy and trim around it. Using black pen over the red line will allow you to see where you've drawn. Blue foam is excellent and easy to shape, or try making a mould from plaster, cast from an existing canopy. Bottles are available in clear, blue and green. If painting, paint on the inside so they won't scratch. You can also use this technique to make nose cones. The bottles are free, so experiment. Some other lighter containers can also be shrunk, eg the trays that come under Kraft cheese slices. You can't make concave curves.

Happy moulding - Ian Pullar (Doncaster Aeromodellers)





REPORT: Monty Tyrrell Classic Stunt Competition – Nov 25th 2007

A Monty and a Hat-Trick..!!!

At last the weather was fine for a stunt comp at the Knox Model Aircraft Club and the light winds were near perfect for stunt flying.

The flying field had been mown a couple of days prior and looked very nice. The temperature was forecast to be up to the mid 20's and it expected to be a pleasant day for flying... with the usual increasing afternoon sea breezes.

Eight pilots turned up to compete for the Monty Tyrrell Classic Stunt event with a new face being Murray Wilson, but unfortunately Murray crashed his model (I think it was an Aeroflyte Avenger) on the practice circle before the comp had started.

Bad luck, Murray, but we hope to see you again at Knox for some more stunt comps.

Another newcomer was John Floate with a beautiful model of a Ken Taylor designed All Australian which was the prototype version with inverted engine. Other competitors included regular flyers, Doug Grinham with his Nobler (Double Star 40 powered), Dave Lacy and his Phoenician (OS40), Dave Nobes had his Shark 45 (OS 40 engine in place of his regular OS LA46), John Goodge brought along his Shark 45 with Stalker 51RE power, Mark Ellins had his old warhorse Nobler (Fox 35) and John Hallowell entered with an OS 35 powered Tucker Special.

Contest Director for this event was Damien Sammut, Pit Boss was Ken Donnelly and Peter O'Keeffe tabulated the scores. Judges were Damien and Ken Taylor. During the pilots' briefing, Ken Taylor very kindly volunteered his judging expertise to enable the event to proceed with 2 judges in attendance.

Everyone got through the first round ok although there was the odd manoeuvre left out by some as flyers tried to get familiar with a pattern they probably don't fly very often. The pattern in the Monty Tyrrell event is the same as the MAAA Nationals Classic Stunt pattern.

Dave Nobes made two attempts at starting his LA46 powered shark 45 and had to drop the first round due to what may have been a fuel problem.

Mark Ellins turned up late to just make the first round and put in a good flight without any practice only to go over the 7 minute maximum flight time.

At the end of Round One, Doug Grinham, who was last year's Monty Tyrrell winner, was not ready to give up the trophy and was ahead on points.

Round Two also saw Doug put in a good flight to remain in front with John Hallowell and Dave Nobes not too far behind.

Dave Lacy, a country flyer all the way from Ballarat, put in a good pattern. His flying and confidence is getting better all the time and his Phoenician looked a real treat.

John Floate was fighting engine run problems while trying to fly the pattern with his All Australian and had to abort some manoeuvres rather than risk the model.

John Goodge had a better round but still had engine run problems with his Shark winding up in the loops but showed his skill when flying on very light lines at times.

Round Three was dropped by John Hallowell who had to leave early and by the way he was flying, he may have finished a bit higher up the board with his Tucker Special which was running nicely, but he did very well to finish in 3rd place in the overall results.

Mark Ellins was up to his old tricks by flying his well worn Nobler in free-flight mode in a lot of his manoeuvres, showing great skill but he ran out of luck in the overheads with the Nobler changing course for an unexpected impact with the ground.

Good to see Mark cracking a big smile after the crash and hope to see him with a new classic model soon.

Dave Nobes was making up for dropping the first round with a good flight for his 3rd round.

But at the end of the day, Doug Grinham again took out First Place in this year's Monty Tyrrell Memorial Classic Stunt competition and gets to keep the Monty Tyrrell Trophy for another year... so congratulations go to Doug for this win which completes the hat-trick – Doug's third consecutive win in the Monty!!

The Monty Tyrrell competition is for Classic stunt designs up to the end of 1965 to encourage flyers to build models from this era so that we will continue to see these fine examples flying a classic stunt pattern event at KMAC. The event is conducted each year in November in memory of a very skilled aeromodeller and past member of KMAC, Monty Tyrrell who was well respected as one of the early pioneers of the hobby/sport in Australia.

Thanks to all the flyers and spectators who turned up and to Ken Taylor for helping out with the judging. Thanks also go to Damien's wife, Jenny, who single-handedly and very capably provided the sausage sizzle lunches and cold drinks for everyone in attendance at the event.

And so ends the Monty Tyrrell Classic Stunt competition for another year.

Final Placings and Scores for the 2007 Monty Tyrrell Stunt Competition:

FIRST	Doug Grinham	603.625
SECOND	Dave Nobes	527.25
THIRD	John Hallowell	503.5
FOURTH	John Goodge	495.875
FIFTH	Mark Ellins	492.875
SIXTH	John Floate	436.625
SEVENTH	Dave Lacy	407.375



The Prizes



Above:- Doug Grinham claims the Trophy.

Below:- Dave Lacys' "Phoenician"



John Floates' "All Australian"



Report and pictures from

Damien Sammut / KMAC – Knox, Victoria

A, B & BENDIX at NSW STATE CHAMPS.

The Australia Day weekend was the time chosen to finish the '07 NSW State Champs at Kelso Park in Sydney. The day dawned bright and sunny with a light wind that picked up during the day. The temperature got to around 30 C.

Vintage A, B Grade, or Premier League Vintage Team Race as Greggles & Locktite prefer to call it, was first in the air. The final was marred by some confusion in the middle and a subsequent crash that ended the chances of the Walter Bollinger/ Brian Hoggan Fury. It was another learning experience for all teams. Peter Chilton and Neil Thomas put in a good effort and are learning fast about team racing.

However, it was those old warriors, Greg Ardill and Ray Fairall who showed the rest how it should be done as they kept out of trouble and flew away with the win.

Now for the more serious stuff! For many and varied reasons, the long weekend did not encourage a large entry. For those that were there though, the racing was fast, furious and extremely close at the finish! The Victorians were trying the 52 foot line length for the first time and thought it worked extremely well.

Steve Rothwell had Walter Bollinger doing the starting honors. Although Walter's learning curve was into overdrive, the best they could manage was 3.42. F2C whiz kids Hugh Simons and Grand Potter had trouble getting a setting in the first round and could only return a 3.46. That put them under the pump for round two, but as cream always rises to the top, a FTD of 3.17 showed their true class.

Stan Pilgrim and Peter Camps were scaring the other teams by going very quick in practice. They dropped laps in round one and an extra stop cost them dearly with the timekeeper's watch stopping on 3.36. Again, experience came to the fore and a smart 3.20 was entered on CD Ray Fairall's note pad.

John Hallowell was fortunate enough to secure the expert pitting services of Brian Hoggan. Their first round time of 3.20 was quick enough for a place in the final. Graeme and Murray Wilson were a little off their usual fast pace. Perhaps they were saving their energy for later to contest the final in NSW Slow Combat, which Graeme ended up winning in an entertaining bout. Richard Justic and Andy Kerr had a day they would rather forget. It sometimes doesn't matter how experienced you are, things can go pear shaped on the day. Think that's why so many of us keep coming back in pursuit of that elusive 'perfect' race.

Time for the final. Peter and Stan had good airspeed but their race did not go exactly to plan. Grant and Hugh had opted for a 2 stop strategy with the R250. They got their extra laps, but at a slower speed than they would have liked. John and Brian were close to trying for a 2 stopper but decided the safe way was to go for 3 stops.

In the end, Simons/Potter crossed the finish line a mere 47/100ths of a second ahead of Hallowell/Hoggan to take first place with Camps/Pilgrim just a few laps back in third place. It was a seriously hot race warmed even further by the 30c +heat.

Bendix was next with just 4 entries. Two heats were run to determine segment choices for the 160 lap final. John Hallowell had Steve Rothwell flicking the Nelson .36 and Peter Chilton doing the battery duties. They did the fastest heat of 3.48. Their opponents, Albury Nationals winners Richard Justic and Rob Owen recorded 4.10 for the 80 lap heat.

Graeme and Murray Wilson had a fuel problem in the Nemesis and were only doing about 10-11 laps per tank! Graeme got plenty of landing practice... They decided to call it quits at 68 laps. Bendix stalwarts Tony Bonello and Andrew Heath had finally made the move to a Nelson .36. They were into the final with a 4.42 on the board.

All were away smartly with similar airspeed. The first pit stop created some drama for competitors and smiles from the onlookers when all 3 models stopped in unison and proceeded to glide in to land in a 3 model high stack. That's right, one on top of the other! John's Shoestring was the meat in the sandwich and came off worst being clipped by another model and forced to land a segment short.

The race then settled down with Tony and Andrew taking advantage and crossing the line first in 8.18 to take a well deserved win. John and Steve just pipped Richard and Rob for second. Fast and furious and a truckload of fun. That's been the trademark of Bendix since the Wagga Nats in 1993-94 and the introduction of the Nelson .36 engine. However, Steve Rothwell says that Henry Nelson will not be making any more .36's as Open Combat in the US is all but dead. He has just a small number of engines left, so Bendix enthusiasts would be well advised to snap one up before it's too late!

Time for **Classic B**. There was early promise of a good roll up but it was not to be. What this event lacked in numbers was made up with some quality racing. You can bet money on a much bigger roll up next year. A heat was run to determine segment choices for the final. Murray Wilson and John Hallowell were flying the Grassfire and recorded a swift 3.06 assisted by some fast battery work by Peter Chilton. Not quite as fast as this same B24R powered model did in Perth at the beginning of the month. With Murray flying and Rob Fitzgerald pitting, a world best Classic B heat time of 2.59 went on the board.

Steve Rothwell was piloting the orange Swooper and he had Robert Owen as mechanic and Neil Thomas on battery. Robert has a B25R and should have a new racer on the building board before long. 3.23 went into C.D. Ray Fairall's notepad. Old stagers (well, getting that way) Graeme Wilson and Richard Justic recorded a smooth 3.18 for the 70 laps with promise of more to come.

At the starter's gun, all three B25R's fired in one flick and were instantly away. The race was on for young and old. Young Murray Wilson had needed a fine tune on the Grassfire and it was showing a clean pair of heels to the others, passing them regularly. It went on to a clear win, albeit gliding for the last lap, but still stopping the watch on 6.12, the second fastest time ever recorded at a major Classic B race in Australia. Steve and Rob were not far behind on 6.36 followed by Graeme and Ric on 6.46. Thanks to CD Ray Fairall, his assistant Greg Ardill, Andy Kerr and the entire volunteer lap counters who worked tirelessly all day under the blazing sun.

John Hallowell

Vintage A

Results from Gregg Ardill

Vintage A (B Grade)

Team	Final Time
Ardill/Fairall	9:33.69
Thomas/Chilton	11:10.55
Bolliger/Hoggan	38 Laps

Team	Heat Time	Final Time
Simons/Potter	3:46.72	3:17.74
Hallowell/Hoggan	3:20.75	DNF
Camps/Pilgrim	3:36.63	3:20.63
Wilson/Wilson	3:34.19	DQ
Rothwell/Bolliger	3:42.13	17 Laps
Justic/Kerr	8:03.20	DQ

Bendix

Team	Heat Time	Final Time
Bonello/Heath	4:42.06	8:18.72
Hallowell/Rothwell	3:48.44	8:27.85
Justic/Owen	4:10.71	8:32.00
Wilson/Wilson	68 Laps	

Classic B

Team	Heat Time	Final Time
Hallowell/M Wilson	3:06.94	6:12.84
Rothwell/Owen	3:23.10	6:36.50
G Wilson/Justic	3:18.84	6:46.37

F2B Expert

Murray Howell
Brian Eather
Joe Parisi

F2B Advanced

Robert Graham
Paul Kenny
Dennis Percival

F2B Novice

Michael Smith-Frail
Dallas Healey
Brendan Farrell

Classic Stunt

Frank Battam
Steve Masterton
Reg Towell

Vintage Stunt

Frank Battam
Paul Turner
Peter Barclay

F2D Combat

1 P Norrie	W	B	L	W	W	W
2 L Baird	W	L	W	W	B	L
3 M Comiskey Jnr	B	W	W	W	L	B
=4 M Wilson	L	W	W	L		
=4 G Wilson	W	W	L	L		
=6 Tom Linwood	L	W	L			
=6 Derek ?	W	L	B	L		
=8 R Owen	L	L				
=8 M Comiskey Snr	L	L				

Slow Combat

1 G Wilson	W	W	L	W	W
2 M Wilson	W	W	L	W	L
3 T Linwood	W	L	W	L	W in flyoff
4 Semelie Baird	L	W	W	L	L in flyoff
=5 M Comiskey Snr	L	L			
=5 R Owen	L	L			

Brian Hoggan and Walter Bollinger flew in Vintage A (B Grade).



Vintage A finalist.



With their Vintage A (B grade) model is Neil Thomas and Peter Chilton.



Stan Pilgrim with his third place model in Vintage A Team Race



First and second place models.





Gregg Ardill and Ray Fairall



Steve Rothwell does some hot lap times.



The Classic B Teams

Gregg Ardill has written a report on the NSW. States racing which along with these four pictures was not in the printed version due to lack of space. It is the Editors intention to include Greggs writings in next months ACLN.



Bendix finalist.

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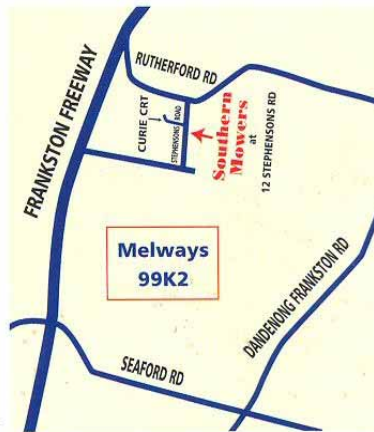
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Notices

Most ACLN readers would have heard the sad news that Robyn Potter passed away shortly before Christmas. Our sympathies go to husband Geoff and son Grant. Robyn will be remembered by many in the Control Line fraternity as she visited many State, National and International competitions.

Congratulations to Phoebe and Richard Justic on the safe arrival of baby Mathew,



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2008 Victorian Control Line State Championships details.

On Saturday 22nd of March FAI Speed & FAI T/R will alternate, Rd1 F2A, Rd3 F2C, Rd2 F2A, Rd4 F2C, Rd3 F2A, F2C Final.

1/2A Combat will start as soon as F2C concludes, those not involved in T/R to have processing done beforehand.

On Sunday Vintage T/R to start at 9.00am followed by Classic B T/R, then Combined Speed & F2D Combat.

On Monday Goodyear will start at 9.00am followed by Vintage Combat.

Food will be available all days except Friday 21st of March.

The events not listed on the program 1/2A T/R, Mini Goodyear, Simple Rat & Midge will be run at a later date T.B.A. at CLAMF.

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