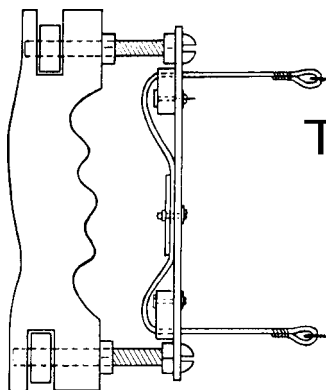


\$2.00



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA



Number 120

Produced by the Victorian Control Line Advisory Committee

April 2008
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**Copy Deadline for next issue is:
Wednesday April 16th 2008
PRODUCTION SPECIFICATIONS**

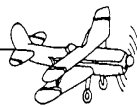
Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pre typed, and please use a good black ribbon for best reproduction. **Best of all is to send it on a 3.5" disk as a Windows Write, Word for Windows, or as an 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



VICTORIAN CONTROL LINE CONTEST CALENDAR

Apr-13	Speed , Simple Goodyear, Simple Rat	CLAMF
Apr-27	Fun-Fly & Profile Day (Anzac Day long weekend)	KMAC
May-04	Vintage Combat (Hosted by Brimbank) "All Aussie" (Hosted by CLAG)	KMAC
May-18	Classic B, Vintage A, Navy Carrier	CLAMF
May-25	Hearns Trophy F2B Stunt Competition	KMAC
Jun-15	Speed , FAI & Mod Combat, 1/2A Combat	CLAMF
Jul-13	Speed , Balloon Burst, Limbo, 2.5cc Rat Race	CLAMF
Jul-27	Yeoman Trophy F2B Stunt Competition	KMAC
Jun-22	2007Stuntmasters Trophy F2B (Rescheduled) + Novice Stunt	KMAC
Aug-10	Speed , Classic Stunt, Simple Rat, Simple Goodyear	CLAMF
Aug-24	Fun-Fly & (up to) 2.5cc Day	KMAC
Sep-14	Speed , Vintage Combat, Navy Carrier	CLAMF
Sept-28	Stuntmasters F2B Stunt Competition	KMAC
Oct-12	Classic B, Vintage A, 1/2A Combat	CLAMF
Oct-26	Fun-Fly & Diesel Day	KMAC
Nov-09	Speed , Simple Rat, Aussie A, Triathlon	CLAMF
Nov-23	Monty Tyrrell Classic Stunt Competition	KMAC
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



COMING EVENTS



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

DATE	EVENT	CLUB
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
Sun Aug 10	F2B Aerobatics and Novice F2B.	KMFC
Sun Aug 17	Diesel Goodyear & Sabre Trainer Racing.	KMFC
Sun Aug 31	Slow Combat (Bonus points for WW2 Style model).	SSME
Sun Sep 14	Classic and Vintage Stunt	KMFC
Sun Sep 21	Club Racing, Slow Combat and Swap Meet	KMFC
Sun Sep 28	F2B Aerobatics	SSME
Sun Oct 12	Gordon Burford Day. Details TBA	KMFC
Sun Oct 19	Club Racing and Diesel Goodyear.	KMFC
Sun Oct 26	Phantom, Vintage A, Bendix T/R, Vintage 1/2A	SSME
Sat Nov 1	Club Stunt (Novice)	KMFC
Sun Nov 2	F2B Aerobatics	SAT (Kelso Park)
Sun Nov 16	Vintage T/R, 1/2 A, A and B.	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) -	
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.	

TARMAC and CLAW 2008 Contest Calendar

Date	Time	State or Club	Event	Site
Sun Apr 6	1.00pm	C	Tarmac Stunt	Lumen Christi
Sun Apr 27	2.00pm	C	Race Day	
			F2C & F2F	CLAW
Sat May 3	1.00pm	C	Tarmac Vint Combat	Lumen Christi
Sat May 17	2.00pm	C	Race Day	
			F2C & F2F	CLAW
Sat May 24	1.00pm	S	F2B Aerobatics	Lumen Christi
Sat Jun 7	1.00pm	C	Mercurians Combined	
			Speed. Len Amour	
			Memorial Event	CLAW
Sun Jun 8	2.00pm	C	Race Day	
			F2C & F2F	CLAW
Sat Jun 14	10.00am	S	F2C Rd 1,2,3 F2F	CLAW
Sun Jun 15	10.00am	S	F2C Rd 4 and Final.	
			Vintage A	CLAW
Sun Jul 6	1.00pm	C	Vintage Stunt	Lumen Christi
Sun Jul 20	2.00pm	C	Race Day	
			F2C & F2F	CLAW
Sun Aug 10	11.00am	C	Claw Comb Speed	
			Merces 2.5 Combat	
			F2D & Fast	CLAW
Sun Aug 24	11.00am	S	G/Y, Classic B and	
			Bendix	CLAW
Sat Sep 6	11.00am	S	Vintage Combat	CLAW
Sat Sep 20	2.00pm	C	Race Day	
			F2C & F2F	CLAW
Sat Oct 11	1.00pm	S	Open Combat	CLAW
Sun Oct 26	2.00pm	C	Race Day	
			F2C & F2F	CLAW
Sun Nov 9	10.00am	S	Combined Speed	CLAW
Sat Nov 29	11.00am	C	CLAW Race Day	
			and wind up	CLAW

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

2008 Events Calendar

F2B / Novice Stunt Competition –	April 5 th
SA State CL Champs (Monarto) –	(April 25 to 27)
Slow Combat and Balloon Burst –	June 7 th
(Whyalla Show CL Competition –	
tentatively	(August 16 and 17)
Peacemaker / FliteStreak Stunt # 1 –	September 6 th
Vintage Combat and Grass Rat Race (Monarto)	
	– October 4 th
Triathlon –	November 1 st
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



"All Aussie" and Vintage Combat

Join C.L.A.G. and Brimbank Falcons for a combined "All Aussie" theme day and Vintage Combat.

"All Aussie" will showcase Australian designed model aircraft. So dust off those old models and polish the new ones and join us for a display of Australia's finest.

Peoples Choice prize, Dremel rotary tool – value \$100

Refreshments and "Aussie" BBQ will be available.

See you at K.M.A.C. Stud Rd Rowville, Melways ref. 72 K9 Sunday May 4th 2008, commencing at 10am

Some of our subscribers got a surprise package when last months newsletter arrived in the post.

Our printer had mistakenly printed 60 colour copies of Issue 119 by mistake. The mistake will probably be a one-off so hang on to those colour copies, they could become a rare collectors item.

CONTROL LINE at LEOPOLD

1st & 2nd March 2008.

The weather for both days was exceptional with the wind not rising until about 3 pm in the afternoon. 12 pilots took part in this first combined Fly-In of Free Flight, R/C and Control Line.



Saturday before lunch Doug Grinham and Dave Lacey monopolized the control line circle giving plenty of air time to their models, Jamieson Special, Ring Master, Phonician, and a pair of Sukhoi.

Other models included Hearns Demon, Aerobat, Advancer, and Box Car Chief. The Box Car Chief was powered by an OS K6 sparkie but was not flown due to battery and set up problems. This model was built by Murray Knott who passed away recently from Cancer.



The BBQ was ably managed by Brenda Hosking, cooking and dispensing tea & coffee and cold drinks throughout the day. There should be a "Tong Master" award I reckon.

After lunch I managed some air time not having flown for quite a spell.

While all this excitement was happening the radio chaps were fighting it out for "Duration" with Chris Lawson and Norm Campbell having a fly off for 1st and 2nd honours.

Chris just managed to stay aloft a wee bit longer than Norm. A great day had by all and no crashes.

Sunday the weather was an action replay and the control line circle was going early, lots of flights in good air. Unfortunately, I was the hard luck story for the day with venturi and needle valve problems on my Merco 29 and worse, a complete blow-up of my Sabre 29 in the Demon. Thank goodness for the Aerobat.

Brenda kept us all fed for lunch again (thank you Brenda) while everyone had a great chat, exchanging views and interest in each others great affair with model aircraft. By 3 pm the sun was very hot and the wind more than just annoying, but it was another great day.



Best model went to Dave Lacey and Top Flyer was Doug Grinham who never missed a beat all weekend.



Thank you to those who attended and we look forward to seeing you next year. Those that were unable to make it do set you calendar for next year.



RESULTS

Control Line

Best Model - David Lacey's Jamieson Special

Vintage 1st – Doug Grinham

Free Flight Vintage Rubber

1 st	Col Collyer	491 points
2 nd	Peter Greenhill	431 points
3 rd	Dennis Parker	207 points

Radio Control

1/2A Texaco

1 st	Chris Lawson
2 nd	Norm Campbell

Duration

1 st	Chris Lawson
2 nd	Norm Campbell

Texaco

1 st	Steve Gullock
2 nd	Norm Campbell



Report from Alan Matthieson-Harrison
Sec. Chapter 700
AUS 4409



2008 VMAA CONTROL LINE STATE CHAMPIONSHIPS RESULTS

F2C TEAM RACE

		rd 1	rd 2	rd 3	final	engine
1.	C.Ray/P.Stein	3:28.75	3:18.91	3:15.31	6:45.37	Yugov
2.	M.Wilson/N.Baker	N/T	4:44.19	5:15.96	8:38.47	Mazniak
3.	H.Simons/G.Potter	DNF 28	3:19.84	Disq	DNF 34	Lerner
4.	R.Fitzgerald/M.Ellins	3:32.84	3:16.81	Ret		Lerner/Profi

With only 4 entries and run over two days this event would have gone smoothly had it not been for an unfortunate incident on the second day when a missed model catch during the first pit stop of the race resulted in a model collision and a cut hand for Mark Ellins that needed stitching and a subsequent Fitzgerald/Ellins team withdrawal.

Colin Ray had his physical fitness tested during the final but he and Paul Stein took a convincing win.

F2F TEAM RACE

		rd 1	rd 2	final	engine
1.	C.Ray/P.Stein	4:19.43	dns	8:25.31	Vorobiev
2.	R.Fitzgerald/J.Ray	4:37.32	dns	8:56.53	Nelson SE RI
3.	P.Cameron/M.Ellins	4:16.10	4:21.31	DNF 37	Nelson SE RI
4.	J.Hallowell/L.Smith	6:12.81	5:02.13		Nelson SE FI
5.	H.Bailey/P.Roberts	5:27.69	5:59.93		Nelson SE RI



F2F models from left to right were flown by:-

1. P.Cameron/M.Ellins
2. C.Ray/P.Stein
3. R.Fitzgerald/J.Ray
4. H.Bailey/P.Roberts
5. J.Hallowell/L.Smith

F2D COMBAT

		1	2	3	4	engine
1.	Robert Owen	W	W	B	W	Fora
2.	Maris Dislers	W	L	W	L	Cyclon PC2/PC3
3.	Leon Baird	L	W	L		Cyclon PC6
4.	Tom Linwood	L	L			Cyclon PC8



1/2A COMBAT

		1	2	3	4	5	6	7	8	engine
1.	Robert Owen	W	W	W	W	W	B	W	W	Jak 09
2.	Peter Norrie	W	W	W	L	W	W	B	L	Jak 09
3.	Tony Caselli	W	W	W	W	W	L	L		Jak 09
4=.	Murray Wilson	W	W	W	L	L				Jak 09
4=.	Leon Baird	L	W	W	W	L				AP Hornet
6=.	Ken Maier	W	W	L	B	L				Jak 09
6=.	Grant Potter	L	W	W	w/d					Jak 09
8=.	Jonathan Norrie	L	W	B	L					Jak 09
8=.	Semalie Baird	L	W	L						AP Hornet
8=.	Ian Amaira	W	L	L						Jak 09
8=.	Graeme Wilson	W	L	L						Jak 09
8=.	Keith Baddock	W	L	L						Jak 09
8=.	Stephen Reeve	W	L	L						Jak 09G
14=.	Shaun Power	L	L							OS 10FP
14=.	Harry Bailey	L	L							Paw 09
14=.	Colin Holmes	L	L							Jak 09
14=.	Paul Stein	L	L							Ctah
14=.	Tom Linwood	L	L							Jak 09



Semalie Baird and Stephen Reeve

Eighteen entries in this event indicated that it would take some time to complete. After a 1pm start the father and son Ray's did a great contest directing job of pushing the event along but it was 6 30 pm before the contest concluded. The prevalence of JAK 09 engines has moved this event forward since the Taipan/PAW days but the events popularity seems to be increasing.

Congratulations to Robert Owen for winning the contest without incurring a loss.

GOODYEAR	rd 1	rd 2	final	model/engine
1. R.Justic/R.Owen	3:55.88	dns	8:14.80	Ohm Special/Rossi Mk1
2. M.Wilson/A.Lumsden	dnf 2	dnf 96	12:04.63	OI Blue/Argander/Nel RE
3. C.Ray/J.Ray	4:07.97	dns	dnf 103	Argander/CS
4. G.Wilson/R.Fitzgerald	dnf 92	dns		Mr D/Rossi Mk3
5. J.Hunting/K.Hunting	dnf 27	DQ 70		Argander/CS



A troubled event this year with engine blow ups and mid air collisions adding to the woes. The NSW team of Justic /Owen cruised to an easy win in the final.

VINTAGE COMBAT	1	Repechage	3	4	5	Model/Engine
1. Graeme Wilson	W	-	W	W	W	Oliver Twist/G20D
2. Harry Bailey	W	-	W	W	L	V. Hunt Warlord/G20D
3. Ian Amaira	L	W	W	L	W	Ironmonger/Taipan
4. Mike Davies	L	W	W	L	L	Ironmonger/T Tiger
8. J.Hallowell	W	-	L			Early Bird/CS Oliver
8. Michael Lewis	W	-	L			Ironmonger/G20D
8. Tony Caselli	L	W	L			Ironmonger/G20D
8. Matt Shears	W	-	L			Yeti/MVVS D7
11. Leon Baird	W	-	W/D			Orcrist/MVVS D7
11. Semalie Baird	W	-	W/D			Orcrist/G20D
11. Maris Dislers	L		W/D			Orcrist/MVVS D7
14. Phil Lewis	L		L			Warlord/OS15FP, Norvel
14. Ken Maier	L		L			Ironmonger/PAW/G20D
14. Bryce Young	L		L			Ironmonger/PAW



Run for the first time at the Victorian State Champs, Vintage Combat attracted 14 entries on Easter Monday.

Murray Wilson would have been a fierce competitor but took on the CD duties instead.

After the first round a repechage was flown for the losers and after that it became 1 loss and your out.

The South Australian contingent of Leon and Semilie Baird and Maris Dislers had to set off for the long drive home before the event concluded.

Best bout of the day was between Graeme Wilson and Ian Amaira which had full air time and plenty of streamer cuts.

Vic State Championships 2008 - F2B

Judges: Damien Sammut; Kim Laughton

			Rd 1	Rd 2	Rd 3	Total of Best Two
1	Peter White	Geo XLStalker 61	939.75	1016.75	1121.50	2138.25
2	Craig Hemsworth	Four Play / Saito 72 (Rd1)				
		KA10'ish / Stalker 51	885.25	952.50	1068.50	2021.00
3	Doug Grinham	Hot Dog/Stalker 61	-	974.25	1043.75	2018.00
4	Mark Ellins	Jazzier II/Stalker 61	166.00	950.50	1058.00	2008.50
5	Peter Anglberger	Focke Wulf/ST 46	-	814.50	918.50	1733.00

Vic State Championships 2008 - NOVICE STUNT

Judges: Peter White; Peter Anglberger

			Rd 1	Rd 2	Total
1	Kim Laughton	Smoothie/Brodak 40	323.50	406.00	729.50
2	Mick Davis	Midi slow/OS 25 LA	358.25	370.75	729.00
3	Michael Lewis	Sig Twister/OS 25 LA	249.50	271.50	521.00
4	Phillip Lewis	Sig Twister/OS 25 LA	252.00	267.00	519.00
5	Peter Koch	Tutor II/OS 25 LA	262.25	209.25	471.50





Peter Anglbergers Focke Wulf/ST 46 in flight.



Some of the Stunt models at KMAC



Peter White made the trip over from WA. Here he looks relaxed but the piloting of his Geo XL/Stalker 61 took out the F2B champion title.



The "Dimple Dumpling" that won in Vintage A Team Race.

Maris Dislers and his pitman Leon Baird from South Australia prepare for a bout of F2D Combat



Semilie the giant killer beat Ken Maier in this bout of Vintage Combat after Ken had a line breakage.



The shade of a tree on a sunny day is welcome when watching some good Vintage Combat bouts at Frankston.

A & B T/R 2008 VIC STATE CHAMPS.

The 2008 Victorian State Championships were held on Easter Sunday at the Knox field. Weather was fine, if a little breezy. Nine teams fronted for **Vintage A** and each were given two chances to qualify for the final. This event was run on 46' 8" lines.

After the onion grass fiasco in Albury, Paul Stein had skillfully grafted a new wing to his battleship grey Dimpled Dumpling. It had lost none of its former speed. Rob Fitzgerald's experienced piloting made sure it was a good chance for a fast time.

Down from Sydney, Andy Kerr and Richard Justic were easily topping the magic 60 laps in practice and in the heats. However, the final was to be a different story.

The Cosmic Rays were pushing their own boundaries with Colin and Jim posting a PB heat time of 3.26.28. The Dream Team of John and Ken Hunting amazed everyone with the super performance their MARS engine was delivering. A 3.29.19 was also a PB for the Dreamers.

Graeme Wilson and Mark Ellins had some really bad luck, totally smashing the wing on Mark's new DD on landing and demolishing their chances as well. A replacement wing will no doubt bring it back to new again. This State Champs will not be the year that Mark looks back on with pride... With his F2C 'racing incident' cut hand and a few other things, it will be one he would rather forget.

Harry Bailey and Peter Roberts were off the pace this day with times in the 3.40's and Lance Smith and Murray Wilson struggled to get a good setting on the Voodoo 1. More practice needed!

Once the dust settled, and the dry spell meant there was a fair bit around, fastest heat went to Hallowell/Baker with 3.15.97, also a PB, followed by Fitzgerald/Stein on 3.19.5 and Justic/Kerr on 3.20.02.

It was time for the final. At CD Keith Baddock's signal, all 3 teams were quickly away. The airspeed of the 3 finalists was virtually identical with Andy Kerr using his own modified original Olly and the other two using R250's. It was a good clean race with very little in it at the end. If Richard and Andy had got their intended 60 laps they probably would have won by a clear margin.

The race was not won in the air, but on the ground with the least amount of time lost. The super close race put pressure on the teams and it showed with too fast landings and missed catches.

Fitzy and Paul Stein were first across the line in 6.54.83 closely followed by John Hallowell and Neil Baker on 6.59.69 and Richard Justic and Andy in 7.07.96.

Results of Vintage A at the '08 Vic State Champs

	rd 1	rd 2	final	Model/Engine
1. R.Fitzgerald/P.Stein	3:19.50	dns	6:54.83	Dimpled Dumpling/R250
2. J.Hallowell/N.Baker	3:15.97	dns	6:59.69	Dimpled Dumpling/R250
3. R.Justic/A.Kerr	3:20.03	dns	7:07.96	Voodoo 5/Oliver
4. C.Ray/J.Ray	3:31.03	3:26.28		Voodoo 5/R250
5. J.Hunting/K.Hunting	3:29.19	3:30.22		Dimpled Dumpling/Marz
6. H.Bailey/P.Roberts	3:43.91	3:41.56		Olympian/CS Oliver
7. M.Ellins/G.Wilson	dnf 44	3:47.63		DD/Olympian/R250
8. M.Wilson/L.Smith	4:05.90	disq 42		Voodoo 1/R250



Vintage A Finalist



Classic B Finalist

After a short break for lunch, CD Keith Baddock got **Classic B** underway in the early afternoon. All teams opted for a few practice flights to check the needle. Six teams had entered and two 3 up heats were drawn.

The Cosmics have won this event before, so they knew what must be done to make the final. Their best heat was 3.21.40 for the 70 laps. The tried and proven combination of OS LA 25 and Crescendo had the speed to match the Brodaks.

With Mark Ellins hand injury relegating him to battery boy, Richard Justic was doing the flicking on Graeme Wilson's Rocket. The Mk 2 Brodak was on the pace with a PB heat time of 3.12.40.

Neil Baker was pitting the B25R Grassfire and got his team FTD with a 3.11.69 to grab first segment choice for the final.

The Hunting brothers also had Brodak power and managed a 3.40.22. They should be able to chop well over half a minute from that time in the months to come.

Harry Bailey and Peter Roberts were flying the familiar 'Backtrack' still with an OS FP 25 up front and will make big improvements when Harry's new model is finished for his Brodak.

Last year's winners Lance Smith and Murray Wilson were very disappointed to encounter a strange problem in last minute practice where their engine would cut after 25 laps for no apparent reason. They withdrew, still trying to find out what was wrong. It was another example of Murphy's Law. If anything can go wrong it most certainly will.

It was Rocket vs. Crescendo vs. Grassfire in the final. It looked like it was to be a close race. It started off that way with Hallowell/Baker and Ray/Ray having good speed and Wilson/Justic having 50 laps range for those essential two stops over 140 laps. That one less stop is worth at least 20 seconds in a final. Have a look at the time margin between 1st & 2nd.

However, at the first stop, disaster struck the NSW State Champs winning Grassfire as the handle was wrenched from the pilot's hand at the stop causing a DQ. Their race was over far too soon. It's no fun sitting outside the circle contemplating what might have been.

The Cosmics had the extra stop so they had no chance of winning unless Wilson/Justic had a problem. They didn't, so the Rocket and B25R went on to a well-deserved win in the very good time of 6.19.87. And yes, it was another PB for the winners! This sport is beginning to sound a lot like swimming...

Results of Classic B at the '08 Vic State Champs

	rd 1	rd 2	Final	Model/Engine
1. G.Wilson/R.Justic/M.Ellins	3:12.40	dns	6:19.87	Rocket/Brodak
2. C.Ray/J.Ray/M.Wilson	3:29.90	3:21.40	6:41.90	Crescendo/LA25
3. J.Hallowell/N.Baker/G.Opperman	3:26.53	3:11.69	DQ 43	Grassfire/Brodak
4. H.Bailey/P.Roberts	dnf 59	3:38.53		B-Backtrack/OSFP25
5. J.Hunting/K.Hunting	3:40.22	4:15.00		Own Design/Enya

Report by John Hallowell.



Wilson, Hallowell and Colin Ray during the Classic B final.

Raffle Winners



Stephen Reeve collects third prize from the Vic State Champs raffle.

1st prize Grant Potter
2nd prize Don Condon
3rd prize Stephen Reeve

Thanks go to Hobbycave for providing the prizes.

Speed at the 2008 Victorian State Champs.

FAI Speed was the first event on the Saturday, weather was good just a little warm.

Only three entries in FAI this year

FAI interest has dropped off a little, whereas a few years ago it attracted more than combined, maybe due to people buying ready to fly FAI's then finding it is not that easy.

In Victoria combined has always been stronger, and lately even better entries, maybe all my promoting for the last 25 years is paying off.

All three entrants used various Profi's. I was first up with a 12.7 283kph. Richard Justic and Andy Kerr did not record times in round one.

Round 2 A K did a 12.91 and a 12.97 for R J. I did a 12.69. In the last round Andy managed his best yet at 12.79 and Richard a 12.93.

Good to see all times in the 12,s.

Next event was combined Speed. The majority of classes were flown on the concrete circle, and the longer line classes were flown at Knox over grass on Sunday.

As at the last Frankston comp we had 6 entries in Class 1 [2cc] so it becomes a separate class within combined, and as we did not have a trophy organised I supplied one, but so that the experts could not claim it, it was given to someone that has not won speed before. That person was Murray Wilson who won it using his Arrow/OS CZ11PS. We may have to call it the "Arrow" trophy, as most were Arrow models.

Unfortunately, I won Combined Speed again using my old model and new Nova Rossi with a 13.75 262kph, I also placed second with class 5 Nova Rossi .21. In third place was Noel Wake and his Class 5.

4 Protos were flown, Richard Justic had 2 flights using a ST K29 motor and on Sunday he used a piped K&B 29 model, Unfortunately he did not get a time with his X29 piped Class 2 model on monoline. Vern Marquet flew his

"Classic B Proto" powered by a stock Enya 30SS, it is not competitive but Vern flies in the "spirit of the event" for the fun as he does with his "Arrow" and ASP 12. David Shackelford flew his class 5 for 88.79%, it is getting quicker each time, stick with it and times will drop. Harry Bailey flew his class 1 Golden Arrow but threw a prop blade and obtained slight model damage. On Sunday Noel and I flew our .40 class 4's the only time of the year that we get the opportunity as the Frankston hard surface is too small for over 60 foot lines and we still have no calendar for Knox, can't be that hard to arrange.

The rest of the Proto's were flown as well. We put a "good" Prop on Harry's Arrow for his fastest time to date.

A big thanks to Lance Smith for a great job running speed and the lap counters, also to my crewman Vern.

Next speed comp is April 13th at Frankston.

All are welcome, lets burn some alcohol...

Robin Hiern...



Held at Frankston 22/03/2008

FAI SPEED 2008 VIC STATE CHAMPS

Pos	Name	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	FAI Profi	12.70	12.69	12.98	12.69	283.69	97.24%
2	A.Kerr	FAI Profi	N.T	12.91	12.79	12.79	281.47	96.48%
3	R.Justic	FAI Profi	N.T	12.97	12.93	12.93	278.42	95.44%

COMBINED 2008 STATE CAMPS

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 1	Nova Rossi 12	14.26	14.20	13.75	13.75	261.82	100.80%
2	R Hiern	Class 5	Novarossi 21	13.97	14.09	DNS	13.97	257.70	100.36%
3	N Wake	Class 5	Novarossi 21	15.46	14.53	14.46	14.46	248.96	96.96%
4	R Hiern	Class 4	Super Tigre X40	N.E.L.	12.92	D.N.S	12.92	278.64	96.36%
5	N Wake	Class 1	Nova Rossi 12	16.80	15.57	14.89	14.89	241.77	93.08%
6	N Wake	Class 4	OS 40 VRP	14.49	14.03	14.02	14.02	256.78	88.80%
7	D.Shackelford	Class 5	Novarossi 21	N.T	15.79	16.07	15.79	227.99	88.79%
8	R.Justic	Proto	S/T & K&B 29	28.99	28.20	28.44	28.20	205.45	85.55%
9	M Wilson	Class 1	OS CZ11 PS	16.92	D.N.S	D.N.S.	16.92	212.77	81.91%
10	R.Justic	Class 1	CS 11	N.T	17.42	N.T	17.42	206.66	79.56%
11	H Bailey	Proto	Novarossi 21	31.29	30.77	30.70	30.70	188.72	78.58%
12	H Bailey	Class 1	OS CZ11 PS	19.05	N.E.L	18.54	18.54	194.17	74.76%
13	V Marquet	Proto	Enya 30 ss	37.34	36.83	37.03	36.83	157.31	65.50%
14	V Marquet	Class 1	ASP 12	22.70	21.44	22.80	21.44	167.91	64.65%
15	N Wake	Proto	Magnum 25	39.58	40.03	40.59	39.58	146.38	60.95%
16	R.Justic	Class 2	Super Tigre X29	N.T	N.T	N.T		0.00%	



Andy Kerr, Robin Hiern and Richard Justic flew F2A



Ron Savage holds on for a pull test of Noels Class 4 model whilst Andy Kerr waits with the electric finger. In the background sit Lance Smith (CD) and the timekeepers.

Robin pours in some "HOT" fuel ready for another flight in Combined Speed at Knox.



F2C T/R finalist at Frankston on Easter Saturday



Whoops! A "Crumpled Dumpling"

Displaying their trophies and models after a day of Vintage Combat at the State Championships are :-
Graeme Wilson 1st (Centre)
Harry Bailey 2nd (Right) and
Ian Amaira 3rd (Left)



State Champs pictures by John Hallowell, Paul Stein and Harry Bailey

Vintage Stunt at the Victorian C/L State Championships.

Well, for a change the weather at KMAC for the running of the Vintage Stunt State Champs was a near perfect day with very light winds, temp around 24 and clear blue skies.

Interstate competitors were from as far away as WA and SA and all were keen to do well.

Static judging was carried out by Ken Taylor which was done in good time and it was then onto flying - rounds to be judged also by Ken Taylor and Damien Sammut.

All the pilots put in some good flights and were all trying to win.

Graham Vibert flying his X-Pendable powered by a K&B green head Torpedo (a 35 engine I think) put in some good flights with no drama's and we hope to see him entering more competitions.

John Goodge flew a new model called a Gambler and John would have been lucky to have flown it no more than half a dozen times before the event, the model is powered by a old Fox 59 Long Shaft and it never missed a beat. Well-done Johnno.

Maris Dislers from SA flew his trusty Peacemaker which is about 25 years old and is powered by an AM 25 diesel and also put in some good flights. The finish on this model is starting to show it's age but I reckon Maris has had a lot of fun with it over the years.

Also from SA was Peter Anglberger flying an Ambassador powered by a 2.5 Sabre diesel. This model flies quite fast and is capable of nice smooth manoeuvres, which is what Peter flew. Peter has improved his flying a great deal since I last saw him fly at the Vic State Champ's a few years ago.

Doug Grinham flew his Jamison powered by a Triumph 49. As usual, the finish and engine run of Doug's model was superb. What can I say but that's just what we expect from Doug - he's always hard to beat.

Peter White made the long trip over from WA flying an All American powered by a fox 35. Peter had the Fox running well but his flying was not up to his usual standard as he was a bit rusty not having any air time to practice his vintage pattern, but still he flew well enough for a 3rd place.

Dave Nobes flew his Guided Whistle also powered by a Triumph 49. Dave's flying is always smooth and he's always pushing for first place. His engine ran well and model looked great on the ground as well as the air and took out a well-deserved second place.

At the end of the day Doug came out on top once again, and by flying only one round as he had an unusual mishap on his model's take-off in the second round. He dug the prop into the ground but luckily with no damage to model, just Doug's pride.

So with only the first round of flying points plus his static points Doug gets to take home the Vintage Stunt State Champs trophy once AGAIN!!! On a recommendation from Ken Taylor it was decided that there would be a Concours (or best looking model) award as voted by other competing pilots.

This ended up being a tie between the models owned by both Doug Grinham and Dave Nobes who each got a bottle of wine, both well deserved, as their models were both beautiful models.

Thanks go to all the competitors, especially all the Inter-staters who made the long trip, the judges Ken Taylor and Damien Sammut and score tabulator Peter O'Keeffe. Ken Donnelly and Greg Barclay performed pit management duties together with score-sheet interchanges and not forgetting the BBQ girls Debbie and Jenny who put on a nice sausage sizzle lunch for everyone.

It was a real team effort by everyone.

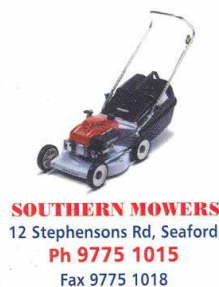
Well that's it till next year

Damien Sammut contest director.

Vic State Championships 2008 - VINTAGE STUNT

Judges: Ken Taylor & Damien Sammut

		Static	Round 1	Round 2	Total
1. Doug Grinham	Jamison/Atwood Triumph	129	380	-	509
2. Dave Nobes	Guided Whistle/Atwood Triumph	123	356	325	479
3. Peter White	All American/Fox 35	119	344	352	471
=4. John Goodge	Gambler/Fox 59 Long Shaft	124	291	307	431
=4. Maris Dislers	Peacemaker/AM 2.5 diesel	108	297	323	431
6. Peter Anglberger	Ambassador/Sabre 2.5 diesel	113	315	310	428
7. Graham Vibert	X-pendable/K&B Torpedo 35	98	211	214	312



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Engine Reconditioning Specialists



500 Laps @ KMFC Sun March 16

The air was cool and still. The Kookaburras were laughing in the nearby trees. The morning dew was still wet on the grass. The first of many vehicles arrived and parked in a location close to the flying field gate. The occupant jumped out sprightly and carrying a chainsaw walked past the clubhouse along the fence line towards the toilet block. He stopped at the fallen tree on the fence and proceeded to surgically dissect it, pausing every so often to stack the debris in the right of way between the flying field and the motorbike track. It wasn't long before Brendan arrived and the job of removing the tree from the fence was completed.

John Nolan volunteered to purchase fuel for the mower and mow the grass covering the Bob Palmer circle (large stunt circle). The rake was wielded by various people and the pilot circle, outer circle perimeter, and pit sectors were marked out by John and Andy Kerr.

The contest director, Tom Ransome, called the participants together for a briefing. The rules were reiterated:

1. Models faster than 32 secs/10 laps will incur a speed penalty of 25 laps for each infringement.
2. Only 60 laps would be counted for each tank of fuel. Excess laps would be wasting your time.
3. Fly safely and do whatever is required to avoid an accident.
4. Have fun!!



Pilot Briefing

The first teams to fly were Bolliger/Nolan and Ransome/Rothwell. Both pilots got off to a good start. Walter was flying a Buster with a CS Ollie and Tom had a Mustang powered by an Enya 15 diesel. The planes were circulating well and were evenly matched. John was very happy that he didn't have to run round the circle on each pitstop as Walter's technique had improved and he was able to land almost at his feet. A light breeze brought some relief to the pilots midway through the race as the sun's rays had intensified as the race had progressed.

Steve found that Tom's engine had tightened up in the bottom end during a pitstop at lap 409 and switched to their reserve model. Alas, this engine didn't want to start despite Steve's efforts.



*Ransome/Rothwell
"Mustang"
Enya 15 Diesel 7 x 7 APC
409 laps*



*Bolliger/Nolan
"Buster"
CS Ollie 7 x 6 APC
500 laps 39:39*

The second teams to compete were Bonomo/Boyd and Armstrong/Armstrong. The weather was fine with an occasional very light breeze and still lots of hot rays beaming down. Ric and James were eager for Tom to give the signal to start the engines. Bob had some difficulties getting his motor started during the warm-up period. Ross had to hold back Ric's model for a few moments before releasing it as the engine was slow in coming up to revs and Ric was being careful to avoid having a run in.

Ric acquired a speed penalty on his first tank and Ross richened the needle valve slightly to achieve consistent 58 laps per tank and speeds of 32 (and a whisker)/10 for the rest of the race. Bob found he had battery problems and his glow engine

was very reluctant to restart. Unfortunately this resulted in James watching a large part of the race from the pilot circle.



Armstrong/Armstrong
"Buster"

OS FP 15 Glow 7 x 6 Master Airscrew
154 laps



Bonomo/Boyd
"Cassault"

MVVS 15 D FIRE 7 x 5.5 Thunder Tiger
525 laps 39:20

Ric brought a fine selection of fresh bread rolls, various meats and salad which was very apt for the Summer conditions we were experiencing on the day. After lunch we had the last race for the day. The teams in this race were Nolan/Rothwell and Bolliger/Farrel.

Both teams got off to a good start. Brendan had a hot glove arrangement that worked very well. Walter incurred three speed penalties and gained a lot of experience in overtaking. John enjoyed the speed with which Steve replaced a propeller that was damaged during a heavy landing. The effects of the earlier 500 lap race started to show on Walter who showed lapses of concentration and gave Brendan a few scares with some hairy overtaking and bumpy landings. John and Steve finished in a record time of 34:36 creating a challenge for teams to strive for in the next 500 lap event...



Nolan/Rothwell
"Miss San Bernardino"
PAW Eifflander Special
8 x 5 APC and 7 x 7 APC
500 laps 34:36



Bolliger/Farrel
"Buster"
Norvel 15 Glow
7 x 4 Master Airscrew
575 laps 39:09

Report from. Walter Bolliger.



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*Control Line Aeronautical Society Ipswich Flying
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*Leichardt Park Ipswich .Ref Map 212 R20 Cross One Mile
Bridge, 2nd turn left into Ernest Street then enter park
alongside Scout Hall*

Commencing 9.00AM

Gold Coin Donation

Cold Drinks and a Sausage sizzle on field.

Two Grass circles. Toilets close by.

*As there has been some interest shown in resurrecting C/L
Scale competitions in Queensland, a short on field
meeting will be held for interested persons in attendance
to air their views.*

*However, the primary aim of this day is purely a get
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John Taylor

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I will build a full model without the engine pod so people may fit and balance their own motors to models - \$55
OR

I can make the complete model to run, if the motor to be used is a Super Tiger G15 or G20 and also Oliver Tiger - \$80

If any people are interested please let me know the details of what they require and if the model will be of a diesel or glow (for tank sizes 50cc or 100cc)

Ryan Leknys. Email ryan.leknys@student.curtin.edu.au

Mobile is 0416310949 Call me after 5pm.

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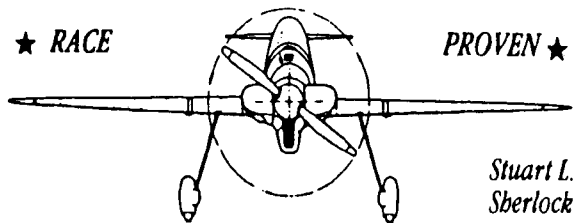
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Clayton 3168

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Phone: 03 9773 5586

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