



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 147

Produced by the Victorian Control Line Advisory Committee



*The new Australian F2C World Champions on the podium in Gyula.*

*Robert Fitzgerald and Mark Ellins have reached the highest pinnacle in our sport.*



September 2010

INSIDE THIS ISSUE

Contest Calendars.

B Teamrace Wars 1953

Letters To The Editor

Around the Clubs

Once More With Feeling at Brodak Fly-In

New Models

Contest Results

Pictures and Results from the C/L World  
Championships

Notices

For Sale

Wanted

**Copy Deadline for next issue is:  
Wednesday September 22nd 2010  
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 a CD 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:- [hbbaily@optusnet.com.au](mailto:hbbaily@optusnet.com.au)



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR

Sep-5	CLAG Club day	Moe
Sept-12	<b>F2F T/R, Classic FAI T/R,</b> Vintage Combat	CLAMF
Sep 26	Combined Speed, Combined Stunt	KMAC
Oct 2-4	NSW State Champs ( <b>F2A, F2C</b> ) Also on the program will be <b>Combined Speed, F2F T/R, Vintage A T/R, Classic B T/R</b>	Albury
Oct-3	CLAG Club day	Moe
Oct-17	<b>Speed</b> , Simple R/R, Simple Goodyear.	CLAMF
Oct-24	Club Day	KMAC
Nov-7	CLAG Club Day, Vintage Stunt & Combat	Knox
Nov-14	Triathlon, <b>Speed</b> .	CLAMF
Nov-21	Vintage A T/R, Classic B T/R	KMAC
Nov-28	Monty Tyrrell Classic Stunt	KMAC
Dec-5	CLAG Club day	Moe
Dec 12	<b>F2C T/R, Goodyear.</b>	CLAMF
Dec-19	Club Day, Nationals Practice	KMAC

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

**CLAMF** Frankston Flying Field, Old Wells Rd, Seaford (Melway 97J10), 10.00am start  
Contact :- G. Wilson (03) 9786 8153,  
H. Bailey (03) 9543 2259  
Email :- [clamf@ozemail.com.au](mailto: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 :- Ken Taylor (03) 97380525  
John Goodge 0439 972 006  
Email :- [johnnogo@bigpond.com.au](mailto:johnnogo@bigpond.com.au)

**CLAG** Contact :- Craig Hemsworth Mob 0433 809 862  
Email :- [chemsworth@childhood.org.au](mailto:chemsworth@childhood.org.au)  
Details of venues can be found on the club web site  
[www.clagonline.org.au](http://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.

Secretary:  
Steve Vallve  
Landline: 94353480  
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Alan Mattieson-Harrison  
Landline: 52583006  
Mob: 0414 273180 Email: [adharrison5@bigpond.com](mailto:adharrison5@bigpond.com)



## COMING EVENTS



DATE	EVENT	CLUB
Sun 12th Sep	KMFC Triathlon	KMFC
Sun 19th Sep	Warbirds Stunt (for details, contact Ian Smith Ph: 4975 2292)	COMSOA
Sun 26th Sep	F2B Aerobatics	SSME
2nd-4th Oct	CLAS. NSW C/L STATE CHAMPIONSHIPS. (F2A and F2C) Also on the program will be Combined Speed, F2F T/R, Vintage A T/R, Classic B T/R NSW. Venue Twin Cities, Albury	
Sun 10th Oct	Gordon Burford Day. (Details TBA) SWAP MEET	KMFC
Sat 30th Oct	CLUB STUNT ( Novice ) and Club Race	KMFC
Sun 31st Oct	Phantom, Vintage A, Vintage B, Bendix T/R and Vintage 1/2A	SSME
Sun 7th Nov	F2B Aerobatics	SAT (Kelso Park)
Sun 7th Nov	Slow Combat and 1.6cc, Vintage Combat	KMFC
Sun 14th Nov	Combined Speed (contact Ron Blombery for details Ph: 9956 5952)	SSME
Sun 21st Nov	Cardinal Stunt and Classic Stunt. (I.Smith Ph:024975 2292) NACA (Hunter Sports H.S.)	
Sun 21st Nov	Vintage T/R, 1/2A, A (2 divisions) and Vintage B.	KMFC
Sun 28th Nov	KMFC Christmas Party and Fun Fly	KMFC
Sun 5th Dec	F2B Aerobatics	Doonside.
	To be held at SSME	
<b>COMSOA-</b> (City of Maitland Soc. Of Aeromodellers.) - Don Macindoe Memorial Flying Field, Raymond Terrace Rd, East Maitland. UBD Newcastle map 51		
<b>KMFC -</b> (Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.		
<b>NACA -</b> (Northern Area Contest Aeromodellers) - Hunter Sports H.S., Pacific Hwy, Gateshead.		
<b>SAT-</b> (Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.		
<b>SSME -</b> (Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.		
<b>MDMAS -</b> (Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook		
<b>DOONSIDE-</b> (to be held at SSME) Luddenham.		



## Adelaide Aeromodellers Club

### 2010 Events Calendar

Sep 11th	Vintage Combat #2
Oct 9th	Vintage A Team Racing
Nov 6th	Peacemaker Flite Streak Stunt
Dec 11th	Novice and F2B Aerobatics #3

Provisional Dates for Scouts Air Activities Weekends at Armstrong near Blanchetown:

22nd and 23rd May – Flinders Park Scouts

21st and 22nd August – Hope Valley Scouts

#### Notes:

1. All AAC events at Unley Rd are on Saturdays, dates are provisional
2. Start time of all competitions is 11.00 am. Practice from 9.00am
3. All AAC events to be held at the AAC field, Unley Rd City opposite BMX Park
4. All entrants must be MASA members and with valid 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



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### THANK YOU

I would like to extend my sincerest thanks to all who participated in the award presented to me on Sunday 25th July at KMAC.

My motivation for the last eleven and a half years has been the joy of seeing the smiling faces of 50, 60, 70 and 80 year olds having FUN, indulging in our great hobby of Control Line Aeromodelling.

The gifts you presented to me are greatly appreciated but the satisfaction of having helped foster the camaraderie that exists within the Control Line community, has been reward enough in itself.

Thank you all,  
Graham Keene, Control Line Aeromodellers of Gippsland.

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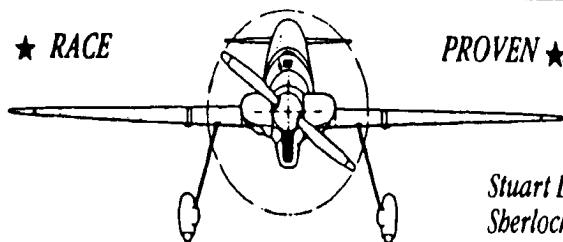
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X43141-26

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 .....*

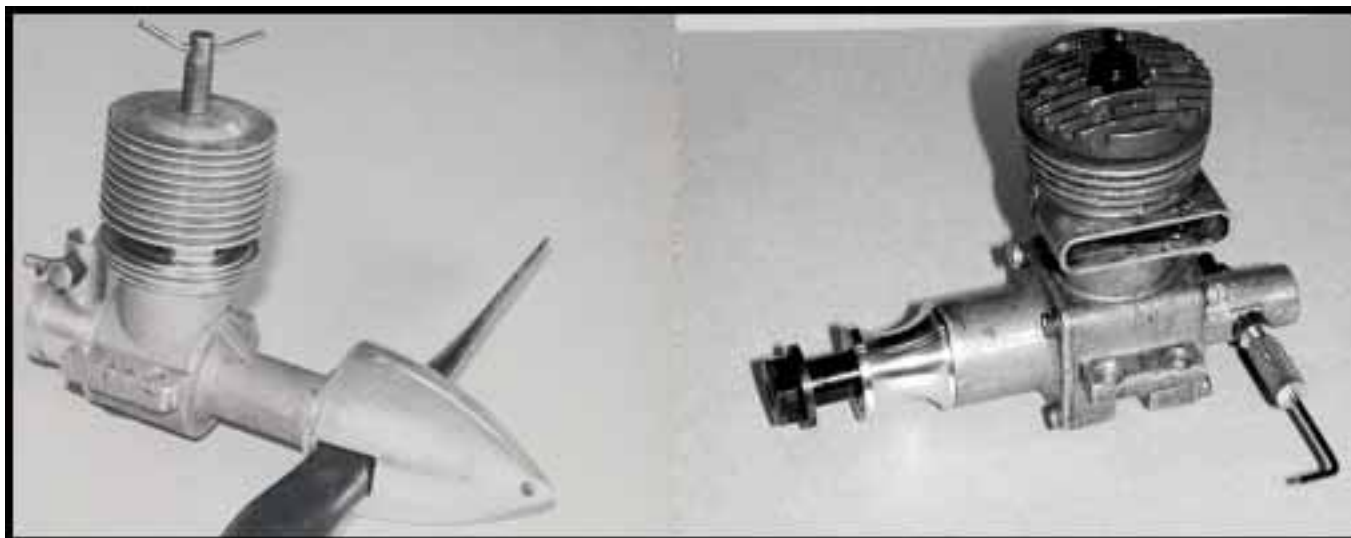
*First in Racing*

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



# B TEAMRACE WARS 1953:

## The Legend of the Three Little Pepperell Diesels



### In the beginning

In the early 1950's, the Eta 29 was making an impact in B team-race and their 30-year reign was just starting. Eta's were becoming one of the popular choices for T/R models, in Australia and New Zealand, no less in the United Kingdom where the Son of a ex-patriot New Zealander, Ked Bedford manufactured them. Ira and Vern Pepperell had been manufacturing quite advanced model aircraft engines since 1936 in New Zealand and their model spark, glow, and diesel engines, and their line of Pep glow-plugs were very well known.

According to Maurice Poletti, in his 2003 book, "Those Incredible Pepperell's", the legend was that someone was talking to the Pepperell's about engines, and expressed the opinion that no diesel would ever beat the Eta 29 in a team race. This was a Red Rag to a Bull. Vern Pepperell regarded this as a challenge he could not pass up. He proceeded to design and make a team race diesel that could, and when tested against the ETA, would beat it.

Even today with significant advantages in diesel engine technology, it seems a very wild idea that a local build New Zealand diesel engine would beat an Eta 29 in a B race in 1953. When introduced, the Mk I Eta 29 was quoted as delivering 0.54 bhp @ 14000 rpm. (Reference 2 below) Nothing like the performance of the Eta 6C producing 0.82 bhp @ 17000 rpm but still a formidable foe at the time all the same.

### The new design

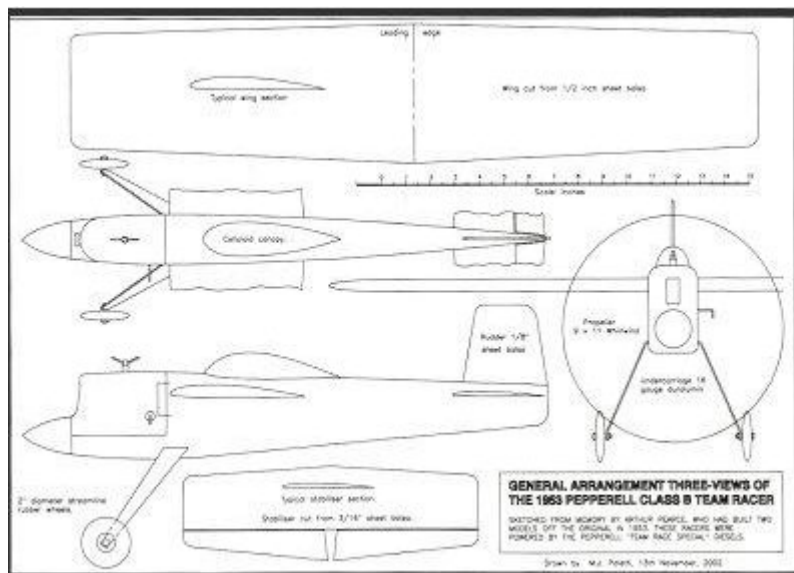
Vern set to work in his meagre factory workshop attached to his home to design the "Eta beater". The displacement chosen by Vern was 0.232cu.in, smaller than the 29 of the Eta but in line with some of his existing engine sizes.

The initial prototype engine used disc rotary induction like the Eta, but with considerable foresight, this was eventually rejected in favour the more advanced and less complicated drum rotary induction in the three (or four we are not quite sure of the number of prototypes) twin ball-race engines that were eventually made. Considerable effort went into redesigning the port timing and design of the new engine, with the aim of decreasing fuel consumption and increasing power and reliability. (See more details in reference 1 below).

This resulted in a very unconventional arrangement for the time, but the new Pepperell diesel proved to be a winner. Ira designed a new racer for his engine and the plan of this model is included below.

Des Brain remarked, "the Pep diesel not only had lower fuel consumption than the Eta 29s, but it was as fast, perhaps even faster".

### The Racer



The drawing above shows the outline of the original 23D racer, and the photos above show: Top RH: the Pepperells in Hamilton, date unknown with a Double-Dice style model and bottom RH: the Pepperell Racer as copied and build by Arthur Pearce for an inverted Torpedo 29 glow engine.

### The big race

The success of the Pepperell model/motor combination can be judged from this report on the Waikato Charnpionships taken from the Auckland model aero club Newsletter for August 1953:

*The class B final was the highlight of the meeting. It was won very decisively by Ira Pepperell with Mr Vern Pepperell's model flown by Des Brain finishing a close second. The time taken to complete this race was only a little over 11 minutes, which is excellent when one considers that Vern Pepperell did the job of starting both motors in their planes.*

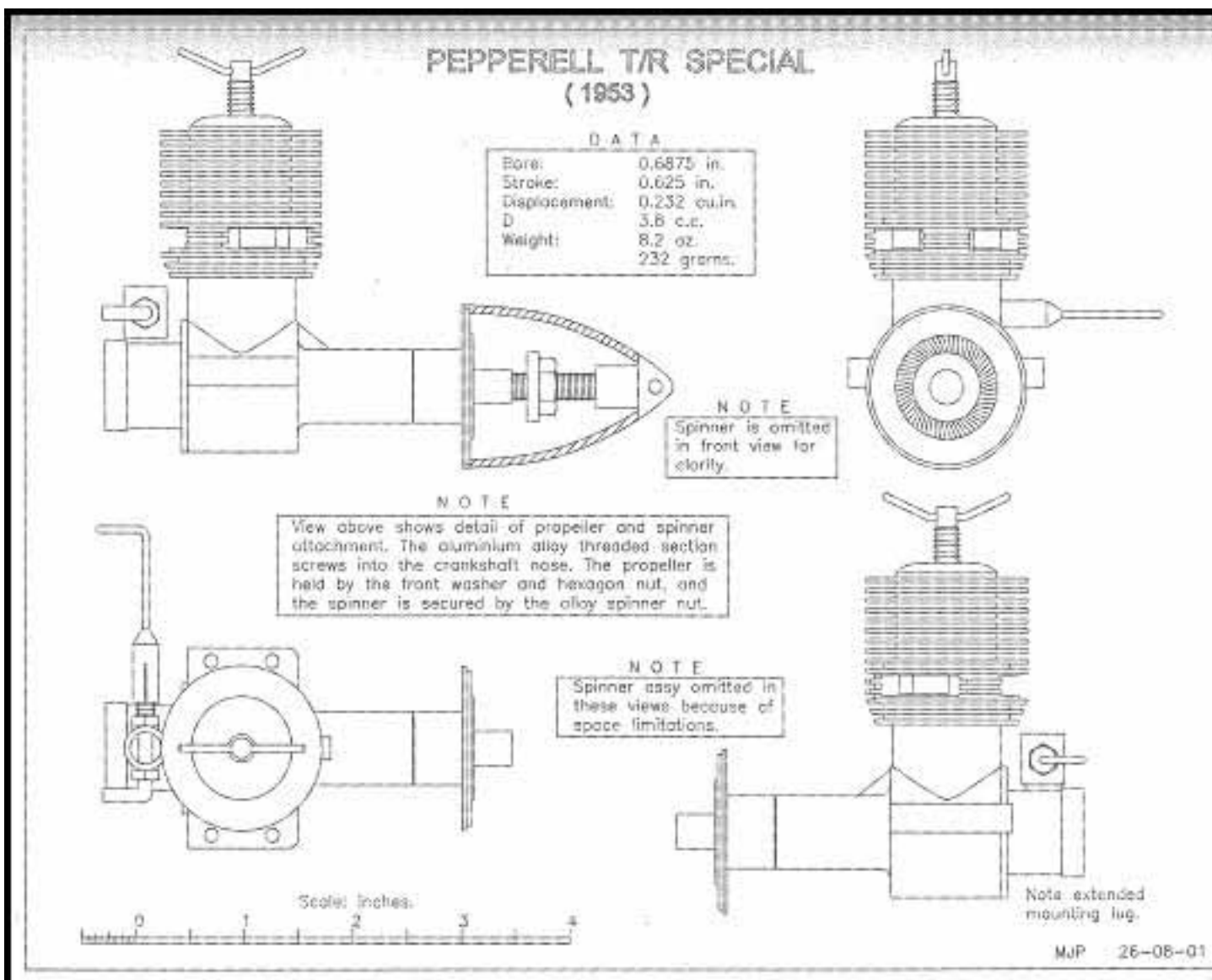
*It was interesting to note that the plane that won was the last off the ground by several laps. Full marks must go to Ira for his capable handling of his team racer - when he slipped on the wet ground on one of his take offs and after regaining his balance and changing the handle three times around the other pilots, gained control to carry on to an easy victory, It was interesting to note that of the four planes in the final, three were powered with (Pepperell's) new type of diesel motor. "*

Ira Pepperell was the pilot of his own model. Des Brain flew Vern's model, but the names of the other two pilots in the race, and their ground crew have been forever lost in time.

So, on its first outing the Pepperell 23 scorched the Eta's quite convincingly, getting the first 3 places in a 4-up final. The engine design was completely revolutionary for its time, a drum induction twin ball bearing diesel with special porting, close spaced finning and integral front spinner. It was at least as fast as the Eta's, maybe faster but far more fuel efficient like a diesel should be.

This little engine set the standards for many diesel team-race engines to come; in fact, it set the pattern for the much later drum induction engine design that now dominates F2C.

### THE ENGINE: THE PEPPERELL 23 TEAM RACE SPECIAL

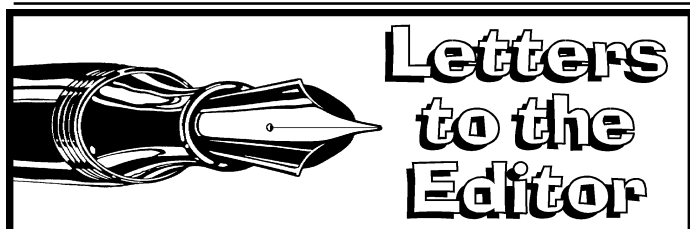


Luckily for us, two of the three legendary engines still exist today, held by control line aficionados and drawing and data have been taken from these examples with their very kind co-operation. The fate of the third engine, owned briefly by Bruce Keegan, is unknown.

All photo's and drawing with kind permission of the Maurie Poletti, see reference 1. Below.

#### References:

1. Those Incredible Pepperell's Maurice Poletti, 2003 W J Deed Printing Ltd, Waiuku, New Zealand. Pages 122-123, 132-133, 141.
2. <http://modelengineneeds.org/cardfile/eta29.html> (Eta 29 Models and Marks) details on Eta 29 Mk II specification and output)
3. For copies of the book, Those Incredible Pepperell's, contact Maurie Poletti ("Maurie.Poletti" [Maurie.Poletti@xtra.co.nz](mailto:Maurie.Poletti@xtra.co.nz))  
69 Willis Road  
Papakura, New Zealand



*We are going to run Diesel Goodyear at the Nats in Dalby. Model rules are the same as Goodyear but models will be speed limited to 27seconds/ 10 laps. Going faster will mean 1 extra pit stop.*

*This is intended as a demo event aimed to give new comers to racing a chance to compete.*

*Can you put this in the next ACLN?*

*Thanks*

*Mark McDermott (C/L Contest Director)*

#### AN UPDATE ON THE HEALTH OF LES ORGAN

*Les again would like to thank those friends who have purchased goods from his horde. Just last week the ancient TV gave up the ghost, but he was able to purchase a low budget digital one and he is enjoying all the extra channels.*

*The good food and medical assistance always on hand is allowing Les's health to improve some.*

*My visit last week saw him very much his old chirpy self and I'm sure he was glad for the company as I joined him for morning tea.*

*Unfortunately with my own ankle and leg injury, visiting specialists etc, I have not been able to visit as frequently as usual.*

*So if you are in the area, I know he would be pleased to see you. It's a nice break from the normal hum drum.*

*Al.....15th August.*



#### CLAG Combined Stunt July 25

Held at the KMAC field

Another excellent turn up for the CLAG Combined Stunt event in fine, but cool flying conditions. Lots of air time, nothing too serious and lots of smiles.

Highlight of the day being the surprise presentation of a plaque and a box of fine stunt goodies, including a Stalker 46 engine, RSM Skylark kit and tacho and voltmeter and a

bundle of props, to Graham Keene.

This was a very worthy recognition of nearly 12 years of tireless work that Graham has done for both the CLAG club, and control flying in Victoria.

A number of people who have known Graham and couldn't be at KMAC, sent letters to thank Graham, these included Peter White from WA, Ken Dowell and Brian Gardner from NSW.

Amongst the myriad of activities Graham has initiated and run are being secretary, treasurer, public officer, event organiser, fund raiser, chief instructor to new-comers, CLAG website reporter, and arguably the most important role, of keeping everyone fed and refreshed at every CLAG meeting. And, he's not a real bad bloke either.

And also a big thanks to Peter Koch for the plaque and to Graham's sparring partner Graham Viberts for organising donations from far and wide and procuring the various goodies.

Craig Hemsworth



*Graham Keen (right) receives a plaque from Steve Mitchell (centre) and Craig Hemsworth (left).*

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## Results of Combined Speed at Frankston 8-8-2010

Pos	Name		Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 1	Nova Rossi 12	14.04	D.N.S	D.N.S	14.04	256.41	97.15%
2	R Hiern	Class 5	Novarossi 21	14.90	14.83	14.66	14.66	245.57	95.63%
3	L.Smith	Vintage Proto	OS 25 FX	33.46	33.30	33.80	33.30	173.98	92.37%
4	N Wake	Class 5	Novarossi 21	15.85	15.74	15.86	15.74	228.72	89.07%
5	N Wake	Class 1	Nova Rossi 12	16.90	16.68	16.79	16.68	215.83	81.77%
6	H Bailey	Vintage Proto	Os max 3-29	56.13	49.05	49.48	49.05	118.12	62.71%
7	R Hiern	Class 2	Novarossi 21	N.E.L	D.N.S	D.N.S			0.00%

### PERKY

P.Stein	Perky	ST G15 RV Glow	68.41	48.42	45.97	45.97	126.03
R. Hiern	Perky	Super Tigre G20/15	N.E.L	42.18		42.18	137.36

Speed comp went off without a hitch today..... except it was too windy for Classic Stunt and I got bogged as soon as I drove into the wet field so I promptly emptied the bods in the speed pits to help push !!

Paul S.



*Pit activities.*

*During the day some testing was done comparing the flight times of a new Parra 2.5 compared with a Vintage STG20/15D. The conclusion by the tester was that they were very similar.*



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



# ONCE MORE WITH FEELING.

By Ian W. Smith

Going to the 2010 Brodak Fly-in (the 14th) was a little like going home. The 11th Fly-in was my first, and Colleen joined me at the 12th. The serious financial issues stopped us going to the 13th, but this year we thought "what the heck, spend the kids inheritance", so we came, I flew, and we conquered. Just such a fine thing to have the Brodaks' hospitality, to meet with old friends, to enjoy the lush Pennsylvania countryside, and to do a little flying.

I competed in Profile Stunt (using a Ringmaster with Brodak 25, courtesy of Tom Dixon), and in Old Time, Classic, and Precision Stunt, using Tony Cincotta's 1952 Windy design powered with a Dixon-tuned Magnum 40.

Windy was chosen as an interesting Australian design that was old enough for the U.S. Old Time rules, as well as fit for the other two categories. In fact Windy flies better than my capabilities, and attracted much attention, not the least from my flight - line buddy Richard Antoszewski, who now has the plane at home in Florida. Windy was built as a take-apart and travelled in our baggage, by car, taxi, shuttle bus, and two airlines, via Sydney, Los Angeles, and Pittsburgh, to our motel near Carmichaels. All the bits survived.

As for my flying, I was consistent with my earlier performances mediocre to lousy. But applying the Joe Just paradigm I was with the winners, as everyone at the Fly-in was tops by being there.

Amongst the many dynamic people present was John Ashford, with beautiful planes, and full of laughter. There were, of course, many fine planes there, including a splendid example of the Adamusko/Downey Spitfire.

Michael Paris flew a SIG Skyray with determination, pressing on with his father's support to overcome a severe crash that would have stopped most of us.

It was catch-up time with friends of long standing. Art Adamisin recalls well his Australian visits. Tom and Becky Dixon are always welcoming and supportive; good evenings were had enjoying the sight of white-tailed rabbits, and cascades of fireflies as the sun set. Nikki and Vickie kept us happily fed and welcome. They, with others were happy to wear the clip-on koalas supplied by my friend Dennis Percival.

So what next? Maybe if I can find a profile plane that dates before 1953, flies P.A. well, can be made take-apart, and was designed in Australia, I'll bring it on my next trip. Any ideas? Take care.

## ONCE MORE WITH FEELING.

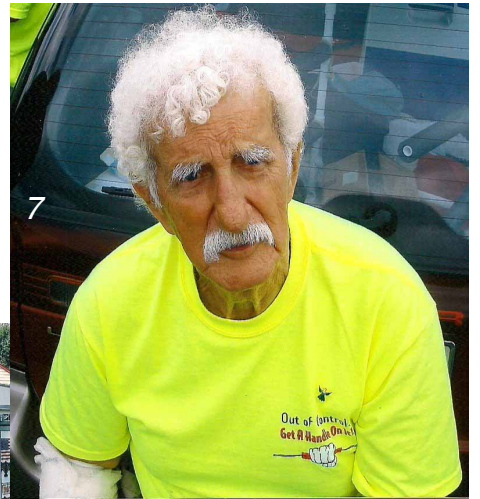
Captions for photos:

1. Windy in pieces, waiting for his journey.
2. Windy at Brodak's, with his new owner, Richard Antoszewski.
3. Appearance judging at Brodak's, Windy getting attention
4. Happy John Ashford, builder extraordinary.
5. Profile version of the Adamusko/Downey Spitfire, a beauty.
6. Paris, father and son, good flying and great spirit.
7. Art Adamisin in philosophical mood.
8. Becky Dixon and Colleen Smith, waiting for fireflies.
9. Tom Dixon's mobile treasure chest, about to go back to Atlanta





***2010 Brodak Fly-in***





# New models

*Here's a pic. of Ryan Leknys new Classic B with Norvel .25. It's super streamlined!*



*Ryan's Classic B is called "Divine Intervention".*



*Below. New "Elliptical" with R250. built by John Hallowell. Ready to race in Albury in the first week of October!*



## Racing Notes!

### Latest Fora 15D Mk111

I've just got two of these engines to test to Classic FAI. Nicely made, 2 cost USD\$190 plus postage from Ukraine, so not a bad deal at all.

FORA 2.5D vitals

Bore 0.550" Stroke 0.631" Vol 2.47cc

Exhaust opens 142 deg

Boost and transfer open 118 Deg

rotor opens 153 BTDC closes 30Deg atdc

Head shape much better than previous versions and head has been machined to give almost flat squish as it comes

RPM 17200-17500 on an APC 7x6 sports prop with only 1/2 turn on compression to get tune.

It comes with a better made 5 hole peripheral venturi made of hard plastic, hole 3.8mm about right for us.

Using Timmy Tiger fuel, 2.75 IPN and at 15C it started and ran first flick after minimal port priming and 4 drops in the venturi, 2.0 turns open on the needle.

When bolted into Andrews Classic FAI it did 23.25sec/10 laps for 32 laps using a stock APC 7x7 prop, still being run in so rich with a more than modest amount of popping and banging. Still to optimise the prop and the fuel yet.

Lance Smith



# OUR AUSTRALIAN WORLD CHAMPIONSHIP TEAM IN HUNGARY DO THEMSELVES AND THEIR COUNTRY PROUD

Our F2C team members excelled again to win the World Championship. This time Hugh Simons and Grant Potter could not match their winning performance in France but Robert Fitzgerald and Mark Ellins stepped up to take on and beat the worlds best teams and claim the prize that they have been working so long and so hard for.

Congratulations to the new F2C World Champions, also to Tom Linwood for getting third place in Junior F2D Combat and all the other people that took part in the competitions in Gyula. You are an inspiration to us all of what can be achieved with dedication and practice.

## Results.

### F2A INDIVIDUAL CLASSIFICATION - 2010 WORLD CHAMPIONSHIPS, GYULA, HUNGARY

#### NATION COMPETITOR NAME ROUND 1 (kph) ROUND 2 (kph) ROUND 3 (kph) BEST PLACED

HUN	KALMAR, Sandor	302,1	301,5	299,1	<b>302,1</b>	<b>1</b>
GBR	HALMAN, Peter	300,6	0	299,3	<b>300,6</b>	<b>2</b>
GBR	MORRISSEY, Ken	300,5	297,4	0	<b>300,5</b>	<b>3</b>
AUS	KERR, Anthony	279,7	260,8	280,0	<b>280,0</b>	<b>30</b>

### World Championship F2B Gyula July 23-31 , 2010 F2B - AEROBATICS

#### Final Results

#### Results for qualifying flights

#### Results for fly- off flights

			Flight 1	Flight 3	Flight 2	Flight 4	Result	Fly-off 1	Fly-off 2	Fly-off 3	Result
1	KORNMEIER Richard	GER	1086,76	1048,03	1074,08	1080,03	<b>2166,79</b>	<b>1035,15</b>	<b>1078,98</b>	<b>1099,16</b>	<b>2178,14</b>
2	VEJMOLA Jiri	CZE	1041,30	1038,56	1017,70	10,00	<b>2059,00</b>	<b>1029,73</b>	<b>1057,45</b>	<b>1081,11</b>	<b>2138,56</b>
3	HERNANDEZ Orestes	USA	1042,30	1040,13	1021,00	934,43	<b>2063,30</b>	<b>973,01</b>	<b>1063,85</b>	<b>1073,25</b>	<b>2137,10</b>
4	HAN Xinping	CHN	1052,06	683,46	1018,20	1014,36	<b>2070,26</b>	<b>973,61</b>	<b>1055,46</b>	<b>1080,05</b>	<b>2135,51</b>
5	FITZGERALD David wch	2008USA	1048,76	1023,56	1070,40	994,38	<b>2119,16</b>	<b>1006,08</b>	<b>1048,15</b>	<b>1067,15</b>	<b>2115,30</b>
6	BURGER Igor	SVK	1066,63	1071,20	1064,00	1018,60	<b>2135,20</b>	<b>1045,53</b>	<b>1032,91</b>	<b>1069,26</b>	<b>2114,79</b>
7	OHATA Hiromi	JPN	1000,66	986,56	1028,63	952,33	<b>2029,29</b>	<b>1023,30</b>	<b>1046,58</b>	<b>1066,03</b>	<b>2112,61</b>
8	YATSENKO Andriy	UKR	1054,86	1041,20	1030,56	1052,66	<b>2107,52</b>	<b>1034,71</b>	<b>1041,51</b>	<b>1059,43</b>	<b>2100,94</b>
9	SCHREK Alexander	SVK	1026,53	1001,03	1017,40	977,80	<b>2043,93</b>	<b>1034,08</b>	<b>1046,05</b>	<b>1053,23</b>	<b>2099,28</b>
10	YANG Jun	CHN	984,40	1017,63	1053,00	1057,70	<b>2075,33</b>	<b>1010,38</b>	<b>1032,80</b>	<b>1066,10</b>	<b>2098,90</b>
11	MILANI Maurizio	ITA	1026,76	1037,50	1041,70	1039,76	<b>2079,20</b>	<b>1011,81</b>	<b>1035,23</b>	<b>1057,88</b>	<b>2093,11</b>
12	NOGOME Shoichiro	JPN	1035,10	1031,53	942,73	1032,23	<b>2067,33</b>	<b>1003,08</b>	<b>1017,01</b>	<b>1067,88</b>	<b>2084,89</b>
13	BARRY Derek	USA	1010,76	563,16	954,63	1021,86	<b>2032,62</b>	<b>975,91</b>	<b>1006,24</b>	<b>1064,18</b>	<b>2070,42</b>
14	GUO Shujun	CHN	1007,00	1034,30	1042,06	1019,00	<b>2076,36</b>	<b>841,70</b>	<b>982,88</b>	<b>1076,53</b>	<b>2059,41</b>
15	VALLIERA Marco	ITA	1017,33	994,83	1021,53	958,66	<b>2038,86</b>	<b>966,43</b>	<b>995,71</b>	<b>1056,06</b>	<b>2051,77</b>
34	HOWELL Murray	AUS	953,23	958,13	999,16	987,80					
37	PARISI Joe	AUS	976,60	988,16	961,06	927,76					
60	BATTAM Frank	AUS	887,13	891,50	888,93	877,70					

#### F2C - TEAM-RACING Individual results

Place N°	NAME Surname	Nation	Heat 1	Heat 2	Heat 3	Semi 1	Semi 2	Final
1	FITZGERALD Robert / ELLINS Mark	AUS	3 : 14,9	3 : 02,4	3 : 05,7	DISQ	3 : 05,7	6 : 33,6
2	CARDOSO Antonio / GOULAO José	POR	3 : 13,0	DISQ	3 : 12,4	35 laps	3 : 06,4	6 : 40,2
3	BONDARENKO Yuriy / LERNER Semen	UKR	3 : 07,5	3 : 06,8	3 : 04,7	3 : 07,9	3 : 11,7	DISQ
4	DOZHIDAEV Sergey / DUKOV Vyatcheslav	RUS	3 : 08,3		3 : 11,8	3 : 11,0	3 : 08,3	
5	OUGEN Thierry / SURUGUE Roland	FRA	3 : 05,0	3 : 13,4	4 : 11,7	61 laps	3 : 08,3	
6	SURUGUE Pascal / SURUGUE Georges	FRA	3 : 06,3	3 : 23,0	3 : 18,9	34 laps	3 : 08,8	
7	MARTINI Giancarlo / MENOZZI Marco	ITA	68 laps	3 : 15,1	3 : 23,3	3 : 10,1		
8	ANDREEV Sergey / VOROBIEV Oleg	RUS	3 : 09,2	3 : 05,8	64 laps	3 : 10,2	3 : 10,7	
9	MAKARENKO Volodymir / VRONSKIY Oleksandr	UKR	3 : 10,3	3 : 17,1	34 laps	3 : 13,9	3 : 23,3	
10	CARRACEDO Eliseo / ALDECOA Antonio	ESP	3 : 08,8	3 : 22,0		3 : 15,0	4 : 04,4	
11	SHABASHOV Yury / YUGOV Victor	RUS	DISQ	DISQ	3 : 06,1	3 : 34,1	3 : 19,6	
12	ALONSO Pedro / IGLESIAS Ignacio	ESP	3 : 10,8	80 laps	34 laps	3 : 31,8	3 : 55,6	
13	SIMONS Hugh / POTTER Grant	WC AUS	3 : 21,2	3 : 14,1	3 : 17,5	4 : 50,2	DISQ	
23	LECHFORD Trevor / WALTON Stephen	AUS	3 : 22,0	DISQ	34 laps			
25	WILSON Murray / POSCHKENS Mark	AUS	3 : 23,2	DISQ	3 : 24,9			

## 2010 FAI Control Line Championship F2D Official Results Gyula - Hungary

Place.	Name	Country	1	2	3	4	5	6	7	8	9	10
1	TRIFONOV, Igor	RUS	W	W	W	W	W	W	W	W	W	-
2	RASTENIS, Audrius	LTU	W	W	W	W	W	W	W	L	W	L
3	LOPEZ, Jose Luis	ESP	W	L	W	W	W	W	W	W	L	-
=9	KRENSKE, Peter	AUS	W	L	W	W	W	L	-	-	-	-
=26	LINWOOD, Tom (Jun.)	AUS	L	W	W	L	-	-	-	-	-	-
=37	BELLIS, Bruce	AUS	L	W	L	-	-	-	-	-	-	-
=58	COMISKEY, Michael	AUS	L	L	-	-	-	-	-	-	-	-

## F2D Juniors Results

Nr.	Name	Country	1	2	3	4	5	6	7	8	9	10
1	POKORSKIY, Oleksander (Jun.)	UKR	W	W	W	L	W	L	-	-	-	-
2	GRIFFIN, Jamie (Jun.)	GBR	W	W	W	L	L	-	-	-	-	-
3	LINWOOD, Tom (Jun.)	AUS	L	W	W	L	-	-	-	-	-	-

Thanks to Claudia Kehnan for granting her permission to use the photographs she had taken in Gyula in our newsletter.

Claudia's full album can be viewed at:-

<http://www.flickr.com/photos/fesselflug/sets/72157624439371711/>



*Hugh Simons and Grant Potter had new models that were suffering from cooling duct problems.*

*Sandor Kalmar (HUN) put in the best F2A speed time of 302.1 kph.*



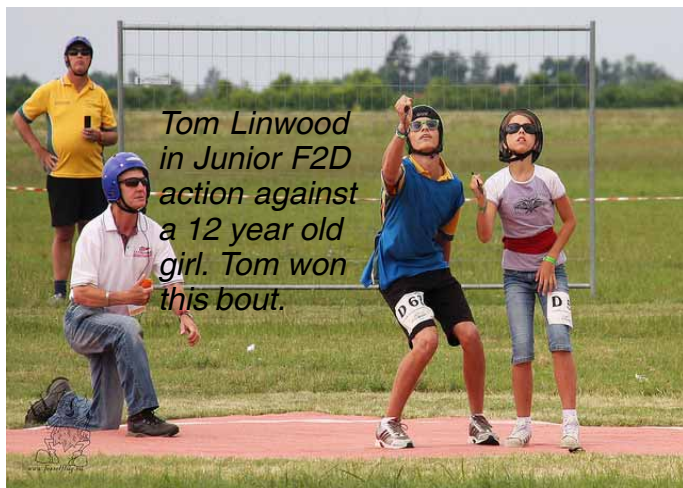
*At the Opening Ceremony.*



*Tom and Andrew Linwood prepare for combat while Graeme Wilson chats with an official.*







Mark Poschkens and Murray Wilson suffered a DQ whilst the model was doing it's best performance.



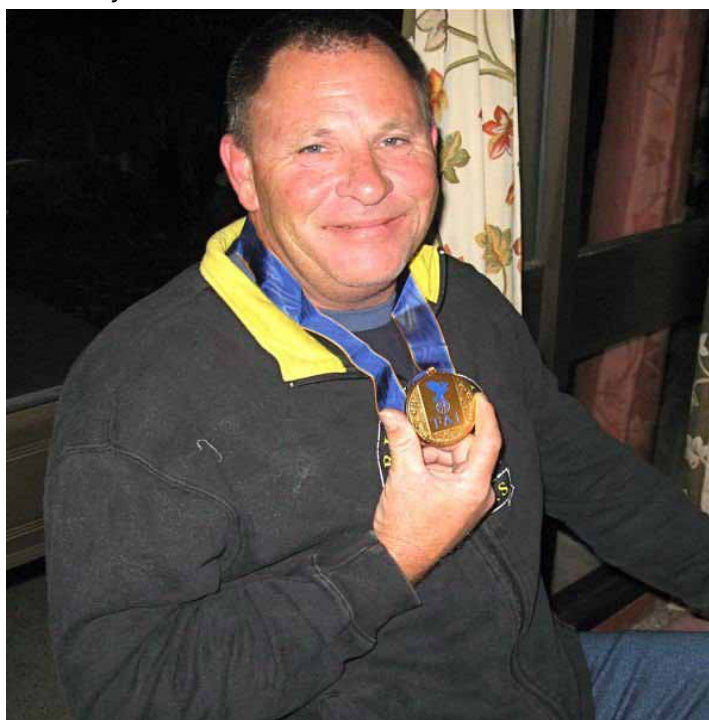


Mark Ellins going about his business in Hungary.



When the F2C World Champion arrived back in Melbourne he went out for a celebratory dinner at a Chinese Restaurant with some of his many fans. Here is Mark with his championship medal on the night.

Picture by John Hallowell

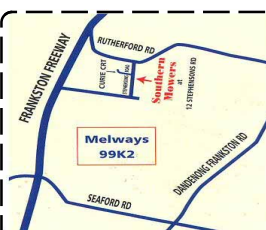


Tell your friends about “**Australian Control Line Nostalgia**”, the most comprehensive summary of Australian Control Line on the World Wide Web.

Ron Chernich has installed a new control line discussion forum as an adjunct to ACLNostalgia. Looking a bit like the Barton forum (it's powered by a new version of the same free software), we hope that in time it will grow to become a worthwhile Australian contribution to the aeromodeling scene. See it at [www.dkd.net/forum](http://www.dkd.net/forum) and register to check out all its features.

Back issues of ACLN are archived, indexed, and may be searched here.

<http://www.dkd.net/clmodels>



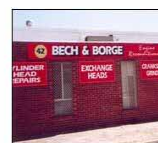
**SOUTHERN MOWERS**  
12 Stephenson Rd, Seaford  
Ph 9775 1015  
Fax 9775 1018

These businesses assisted CLAMF when the Toro Mower was in need of serious repair.

#### 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 Carrish Road, Oakleigh South VIC 3167
Email	<a href="mailto:enquiries@bechborge.com">enquiries@bechborge.com</a>



Engine Reconditioning Specialists

# WANTED

## WANTED

Purchase Dynajet Pulse jet, reasonable price and condition.

Also badly bent tail pipes off Bailey, Dynajet or Jetbill pulse jets. Realistic price!

Contact John Taylor (Qld) 07 33927679, Fax 07 33927529, mobile 0407150791 or email [johndt@iprimus.com.au](mailto:johndt@iprimus.com.au)

New OS 25 FP AAC piston and cylinder wanted.  
Jim Ray PO Box 38, Rushworth, 3612, 58562110

## 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”



# For Sale

U.S. Hard rock maple bearer wood, precision cut and machine sanded.

Cost \$4 each plus postage

All lengths 12"

Sizes: 3/8"x3/8"

3/8"x1/2"

1/2"x1/2"

email: [aheath14@australia.edu](mailto:aheath14@australia.edu)

OS 40 FP low time motor, reworked by  
S.Reise USA,

\$150

Call RON (03) 9531 0305 or 0410 938 769

email [kryon11@bigpond.net.au](mailto:kryon11@bigpond.net.au)

## Castor oil for sale!

Highest quality first pressing de gummed.

\$45 for 5 litres (due to a price increase from my supplier)  
(including container) + P&H

\$10 in Victoria

\$15 SA, TAS & NSW

\$20 QLD, WA & NT

Premixed diesel fuel also available – POA

## Taipan white nylon brand new propellers

8x4 & 8x6 \$2.95ea

7x4 & 7x6 \$2.75ea

+ Parcel Postage cost

Ph Ken 03 9398 8244

Email: [combtkid@hotmail.com](mailto:combtkid@hotmail.com)

## FOR SALE.

Nelson type T/R pans.

\$25

These pans are a gravity sand cast unit and as such need some cleaning up. They are cast from AA601 Aluminium alloy and when polished up look very good. You will need to drill and tap them to suit your engine.

Available from Andrew Nugent 0437469402, 95511884.

[andrew.n5@bigpond.com](mailto:andrew.n5@bigpond.com).

Please allow \$6 for postage and packaging for 1 pan for interstate buyers.

For overseas postage allow \$12



## FOR SALE

**Balsa wood sheets**, about 50 sheets of quality balsa wood in 1.5mm, 2.5mm, 3.5mm, 5mm and 1 in 9.5mm. All sheets are 4 inches wide and 4 feet long.

Half shop prices per sheet.

Some engines, and about 600 modelling vintage magazines, wood, props, electric starters.

Seller has given up the hobby due to old age (84) and health reasons.

Telephone Ray at (07) 3814 2308 anytime.

Stalker 61 Gold Head Pro

Ex Peter White Motor. I have not used it since buying it off Peter. The motor is in as new condition and comes with rear exhaust and spare prop nut and washer, 295 size venturi and needle.

I am asking \$240 for the lot.

Please ring Greg Barclay on 0422 894 855 or email at

[barkers58@optusnet.com.au](mailto:barkers58@optusnet.com.au)

## UPDATE : ITEMS FOR SALE OF LES ORGAN

### Magazines :

Flying Scale [ box of 40 ] \$20.00

R C Modeller & RCM

Airbourne

Model Builder

Aviation Modeller International

Any of the above..... 15 Magazines for \$10.00

### Engines:

ASP 21..... \$60

McCoy 29.... \$60 [ square casing model ]

ENYA 15 iv ...\$30

Chinese 1.5 Diesel... \$50 [ Gold Head ]

Chinese 2.5 Diesel... \$60 [ Gold Head ]

Cox 049 ..... \$20

.. all engines are used condition

Les is drawing plans again and if anyone wants a Les Organ original, [ no copies taken,] he has a nice little sport stunter for 1.5cc drawn and an ellipticle wing stunter for 2.5cc / 3.5cc drawn.

..... \$20.00 each.

He is currently working on a 40/46 size Stunter.

All items plus postage or call and I will bring to the flying field.

I will continue to update as I visit and inform further.

Alan Matthieson-Harrison

AUS 4409 Mbl 0414 273 180

I have two new OS FX 25's for sale, fully modded up to Classic B standards, high compression heads, short exhaust stacks and other go fast tweaks inside, with Rothwell B carbs.

I am asking \$280 for each engine.

Lance Smith

email: [smithlw@optusnet.com.au](mailto:smithlw@optusnet.com.au)

Phone: 03 9708 8315

Skype phone flyingkiw1

Mob: 0448074015

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