



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 164

Produced by the Victorian Control Line Advisory Committee



April 2012
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**Copy Deadline for next issue is:
Wednesday April 18th 2012
PRODUCTION SPECIFICATIONS**

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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



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2012

DATE	EVENT	CLUB
Apr-1	CLAG Country Day	Moe
April 6-9	Victorian State Championships	CLAMF & KMAC
	(Events as per entry form)	
Apr 22	Club Day	KMAC
May-6	All Aussie Day/Vintage Combat	KMAC
May 20.	Carrier, Speed .	CLAMF
May 27	Stuntmaster F2B +Yeomans Novice	KMAC
June 3.	State Champs over run.	
	(Mini G/Y, Simple R/R, 1/2 A T/R.)	CLAMF
Jun-3	CLAG Country Day	Moe
Jun 24	Combined Stunt	KMAC
July 8.	Speed , Vintage stunt. 1/2A Combat.	CLAMF
July 22	Club Day + AGM	KMAC
Aug 12.	Quadrathlon, Members Fun fly.	CLAMF
Aug 26	Club Day	KMAC
Sept 9.	Carrier, Speed .	CLAMF
Sep-23	Cub Day + Combined Speed	KMAC
Oct 6-7	Ringmaster Fly a Thon	Everywhere
Oct 14.	Vintage Combat, F2B stunt.	CLAMF
Nov 11.	Classic FAI T/R , Burford A T/R.	CLAMF
Dec 9.	Speed , F2F T/R , Nats Practice.	CLAMF

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
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

CLAG Contact :- Craig Hemsworth Mob 0433 809 862
Email :- chemsworth@childhood.org.au
Details of venues can be found on the club 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.
Secretary:
Steve Vallve
Landline: 03 9439 0195
Mob: 0409 935 358 Email steve.vallve@gmail.com
President: Mark Usher.
Mobile 0421 331 932
Home 9740 2531



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2012

DATE	EVENT	CLUB
Sun 1 Apr	F2B Aerobatics	KMFC
6-9 Apr	VMAA VICTORIAN STATE CHAMPIONSHIPS. (CLAMF and KMAC)	
12-20 Apr	65th MAAA NATIONALS	Perth, WA
Sun 15 Apr	Diesel G/Year, Sabre and 2.5 Diesel Speed	KMFC
28-29 Apr	VETERANS' GATHERING. Contact Phil Thichtener. 0407 725 981 or Simon Bishop on 0429 453 286 (Mitchell Hill Muswellbrook) MDMAS.	
Sun 27 May	F2B Aerobatics	SSME
9-11 Jun	CLAS. NSW C/L STATE CHAMPIONSHIPS. CLAS. Whalan Reserve TBC	
15-17 Jun	QUEENSLAND STATE CHAMPIONSHIPS. Contact Lindsay Price. MAAQ. Maryborough	
23-24 Jun	"OLD PHARTZ and FRIENDS" VINTAGE WEEKEND. Fred Pearson. Ph:6653 2997 Coffs Harbour	
Sun 1 Jul	AGM and Club Race	KMFC
Sun 8 Jul	F2B Aerobatics Doonside (Whalan Reserve)	
Sun 5 Aug	F2B Aerobatics	KMFC
Sun 12 Aug	Diesel Goodyear, Sabre Racing & 2.5 Diesel Speed.	KMFC
Sun 26 Aug	F2B Aerobatics	SSME
Sun 9 Sep	Triathlon	KMFC
Sun 16 Sep	Warbirds and Fun Fly. Contact Ian Smith 02 4975 2292. CCMAC	
Oct	CLAS.NSW C/L STATE CHAMPIONSHIPS. (F2A, F2C) Venue Twin Cities, Albury	
Sun 7 Oct	GORDON BURFORD DAY (Details TBA) KMFC	
Sat 27 Oct	Combined Speed. (Contact Ron Blomberry Ph: 9956 5952)	
		SSME
Sun 28 Oct	Phantom, Vintage A, Vintage B, Bendix T/R and Diesel G/Y	SSME
Sun 4 Nov	F2B Aerobatics SAT (Ashford Road, Milperra)	
Sun 4 Nov	Combat. 1.6cc, Slow and Vintage.	KMFC
Sun 11 Nov	Combined Speed (Contact Ron Blomberry for details Ph: 9956 5952)	
		SSME
Sun 18 Nov	Cardinal Stunt and Classic Stunt. (I.Smith Ph:024975 2292) NACA at CCMAC at Rutley's Road Mannering Park	
Sun 25 Nov	Vintage T/R and Diesel Goodyear	KMFC
Sun 2 Dec	KMFC CHRISTMAS PARTY	KMFC
Sun 9 Dec	F2B Aerobatics Doonside. (Whalan Reserve)	
CCMAC-	(Rutley's Road, Mannering park.)	
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.	

- NACA - (Northern Area Contest Aeromodellers) - Hunter Sports H.S., Pacific Hwy, Gateshead.
- CCMAC at Rutley's Rd, Mannering Park)
- SAT- (Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.
- 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- (To be held at Baseball Diamond, Whalan Reserve)



Adelaide Aeromodellers Club 2011 Events Calendar

2012 Events Calendar

4. MAAA National Champs, Perth WA – April 12th to April 20th
5. F2B (Exp. / Adv) & Novice Aerobatics #2 – May 12th
6. Vintage and 1/2A Combat – June 16th
7. Grass Rat and Sabre Trainer Racing – July 14th
8. Classic Stunt – August 11th
9. Whyalla Show – August 18th and 19th
10. Vintage and 1/2A Combat – September 15th
11. Grass Rat and Sabre Trainer Racing – October 13th
12. Peacemaker / FliteStreak Stunt– November 17th

Notes:

1. All AAC events are at Unley Rd City opposite BMX Park.
2. Dates are provisional and to be confirmed.
3. Start time of all competitions will be advised in separate 'flyer'.
4. All entrants must be MASA / MAAA members with a valid membership card.
5. Safety straps required on all handles in all events.
6. Mufflers mandatory on all glow motors 2.5cc and above.
7. MASA noise limit (96 dB) applies to all motors.

For further info contact Mal Dyer tel. 8186 1135



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Note for the Victorian C/L State Championships :-

8mm mufflers OK for F2D, Shutoffs are required.
Midge speed will be included during the Combined Speed events.
The numbers of attendants is required for Sunday night at RSL, **don't forget to include them on the bottom of the entry form,**

ENTRIES TO BE RECEIVED BY 5TH APRIL,
NO LATE ENTRIES ON THE DAY.

Thanking you, from Graeme Wilson.

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Modifying a Taipan 7x4 Propeller for Half-A Combat.

Experience has shown again and again that a soft nylon propeller is almost a necessity in one-model combat competitions. The crash resistance (and the time saved by not needing to replace a broken propeller) outweighs the obvious inefficiencies brought about by flexing blades. Sadly, the choice of propellers suitable for the modern 1.5cc combat diesels is very small. The black Cox 7x3.5 is no longer available, leaving the Graupner and Taipan 7x4's as the only choices. Both will not allow the engine to reach full power in the air, although can be quite acceptable if you prefer a chase and swoop flying style that lets the engine wind up in level flight. For the more common flying style involving continuous tight turns, these propellers will load the engine, slowing airspeed significantly.

The solution is to modify the propeller to let the engine rev up to its optimum level. My target is at least 17,000 RPM flat out on the ground, which is around 1000 RPM up on the unmodified prop. Of the two, the Graupner is stiffer, owing to its thicker blade section – 20% more than the Taipan at mid-blade. That would make it rather chubby once blade diameter and width was reduced, and has to be ordered from overseas. On that basis, I've chosen the Taipan prop for rework.

The easiest thing would be to trim diameter until the desired ground RPM was obtained. That alone would leave a rather stubby, wide-bladed runt. If you really don't want to spend much time, snip 10mm off each blade and rebalance. That will give a marked improvement in flight.

For a better result, you'll need to spend around an hour reworking the prop. Not bad, considering it is likely to outlast many crashes. I use sandpaper, because files do not easily "cut" nylon. I use 180 grit to remove the bulk, and finer grades to complete the shape and balance. It is handy to glue the paper onto a stiff strip of wood, to make it like a file. Others save a bit of time by using a sanding belt for roughing out. I find it is easier to get both blades the same by alternating from blade to blade as I progress, rather than finishing one blade before attacking the other.

Start by trimming the diameter with scissors to 155mm. Check for balance. Some props have a thicker, heavier blade, owing to the mould not quite shutting evenly. Trim the heavier blade until you get it about right. That's far easier than thinning it down to match the other and makes little difference in the air.

I remove the cuff by gripping it at the hub and sanding down to the prop mounting face. This has no effect on performance, but gives a few more millimetres clearance between the prop and fingers when adjusting the needle valve. I then remove 1.5mm or a bit more from the back of each blade. The tip can now be shaped. I've shown a more traditional square-ended blade shape and another based on the fashionable APC style. Both work well. At this stage you can do another balance check, to confirm that you have both blades about the same.

Now restore the blade section. All work is done on the top of the blade only. Start by blending the back half of each blade back down to a nice trailing edge thickness. It does not need to be razor sharp.

The really important part of the rework is to get the section right on the outer 15-20mm of each blade. If the middle 50% or so of the blade does most of the work, then this outer portion determines how much drag will come from the inevitable tip vortices that can ruin efficiency. Taper the blade thickness down to a bit less than 1mm at the tip. Then mark a line around 40-45% of the chord width back from the leading edge. That's your high point. Work the section front & back (using finer grades of paper as you get close to the end result) until you're satisfied you've got an accurate shape. A steel rule put on edge against the top of the blade (parallel with the bottom of the blade)

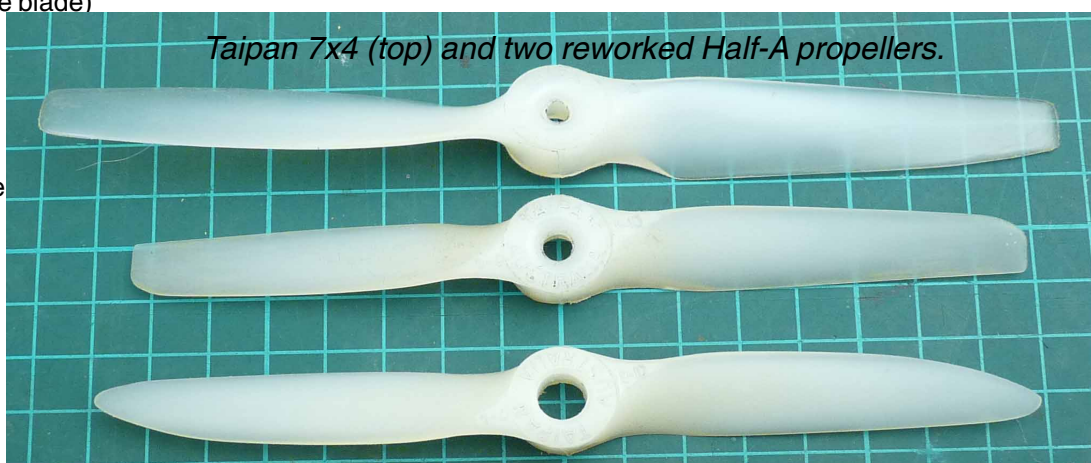
is very handy for checking this.

Lastly, finish the blades with finer grades of paper as you sneak up on the final balance. It is not necessary to get them dead smooth.

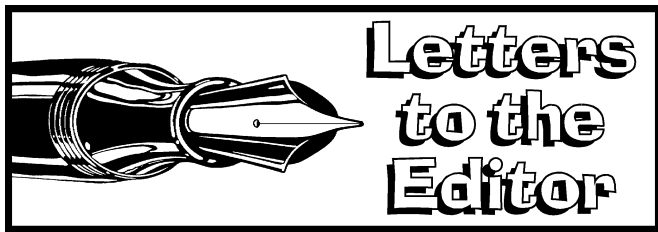
MARIS DISLERS



Use this grip to support the blade while reworking the top.



Taipan 7x4 (top) and two reworked Half-A propellers.



Hi Guys,

Just to give you an idea of the entries for the 65th Nationals the list is below.

It can be a bit confusing to determine true team entries if both pilot and pitman have entered. Team numbers should be close though.

F2B Expert / Advanced	10
Aerobatics Classic	5
Aerobatics Vintage	7
F2A	2
Combined / Jet Speed	11
F2D	9
Vintage combat	11
Open Combat	4
F2C	13
F2F	22
Vintage A	17
Goodyear	11
Bendix	6
Classic B	11

Rob Fry

CLASSIC FAI NEWS.

Just a few lines this month about recent activity in Classic FAI team racing.

A few of us Victorians travelled to Murray Bridge a couple of weeks ago for the SA State Champs. Weather was warm and wind low. Classic FAI T/R was not on the official events list but 5 teams ran a couple of demo races which was well received by all. Best time on the day was J. Hallowell/M. Wilson team with Johns familiar Rothwell powered model with a time for the 100laps of 4:33. Best of the 3 races was the last one with John's good time recorded against Mark and me and Harry and Ken Hunting both using Foras in Sapavolov replica models.

It was good to see our own 737 captain Paul Cameron (aka PC) flying something rather smaller on this occasion, namely Paul Steins beautiful "Espadon" model.

Well done to all, a great weekend away, with good flying and social activities.

Also this month there was a fairly laid back comp at Frankston on March 18th, with 4 entries getting ready to fly after the famous CLAMF Barbie. Sausage twirling on this occasion was done by the lovely Fiona Wilson. Thanks Fiona.

Only a few races were run, best time going to Graeme and Murray with a 4:37. Mark and I were trying out a new model, pictured here, based on Rob Metkemejer's Turtle.

Model. Painted green of course.



Paul on this occasion had Adam Kobelt piloting for him. It's good to see Adam back racing after a few years away. Harry Bailey and Ken Hunting were flying Harry's now familiar red and white Russian model. It will be good to see Harry's G15 Diesel powering this model when he gets it mounted on one of my pans.

Next Classic day out will be another demo day on Easter Saturday at the Vic State Champs.

Hopefully we can have this event officially on the Vic State Champs calendar in 2013.

See you at the field,

Andrew Nugent.

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.

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Victoria
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2012 MASA CL State Championships Aerobatics Results

F2B Expert

	Round 1	Round 2	Round 3	Total of best two	Model/Motor
1st Russell Bond	1942	1947.5	1979.5	3927	Bandalero 8/Plettenburg
2nd Peter Anglberger	1815	1910.5	1894.5	3805	Yatsenko Classic 3/Retro Disc 76
3rd Mark Ellins	1787.5	1796.5	1832.5	3629	Yatsenko Classic 3/Retro Disc 76

F2B Advanced

	Round 1	Round 2	Round 3	Total of best two	Model/Motor
1st Peter Koch	1680	1660	1691	3371	Jazzmate/Stalker 61
2nd Jeff Prosser	1528	1599	1576	3175	Formula S/OS LA 46
3rd Jeff fry	1647.5	1454.5	1495.5	3143	Twister/Brodak 40
4th Greg Roadknight	1509	1414.5	1367.5	2923.5	Prowler/OS LA 46
5th Jon Witzke	1399	1266	1522	2921	Vector 40/OS LA 46

Novice Stunt

	Round 1	Round 2	Round 3	Total of best two	Model/Motor
1st Mal Dyer	677.5	704.5	677.5	1382	FliteStreak/OS LA 25
2nd John Barbara	636.5	611	557	1247.5	Tutor II/OS LA 46

Classic Stunt

	Round 1	Round 2	Best round	Model/Motor
1st Jeff Prosser	441.5	524	524	Formula S/OS LA 46
2nd Peter Koch	482	523.5	523.5	Nobler/OS FP 40
3rd Peter Anglberger	510.5	505	510.5	Grondal AMA Special/OS Max 35S
4th Greg Roadknight	432.5	449	432.5	Nobler/Enya 45
5th Mal Dyer	383.5	405	405	FliteStreak/OS LA 25
6th John Barbara	45.5	233	233	Fancy Pants/Fox 35
7th Jeff Fry	136	168.5	168.5	Feno/OS Max 35S

Vintage Stunt

	Round 1	Round 2	Best round	Model/Motor
1st Maris Dislers	386	DNF	386	Wombat/CS Oliver
2nd Peter Anglberger	383	350.5	383	Peacemaker/Sabre 2.5
3rd Mal Dyer	343.5	327	343.5	FliteStreak/ED Hunter
4th Greg Roadknight	304	301	304	Nobler/Enya 45
5th Peter Koch	274	272	274	Larrikin Mk1/Glo Chief 49
6th Jeff fry	214.5	227	227	Feno/OS Max 35S
7th John Barbara	141.5	203.5	203.5	FliteStreak/OS LA 25

Racing, Combat and Speed Results.

F2C – 5 Team Entries	Rd 1	Rd 2	Rd 3	Rd 4	Final
R Fitzgerald/M Ellins	DNF	3:04.4	3:10.5	-	6:35.86
M Wilson/M Poschkens	3:23.2	3:37.5	3:06.7	3:52.9	6:42.52
T Letchford/S Walton	3:20.0	3:34.0	3:33.3	-	DNF 151 Laps
G Wilson/N Baker	3:41.3	3:47.1	5:04.1	3:42.4	
K Hunting/H Bailey	DNF	4:30.9	4:41.3	-	

As would be expected it was the three teams that will be going to the World C/L Championships in Bulgaria that made it through to the final. Neil and Graeme completed the four rounds and Harry enjoyed his debut as an F2C pitman with Ken Hunting's Mazniak powered model. The current World Champions and Wilson/Poschkens were using Lerner engines and Letchford/Walton used a Profi.

F2F Team Race

	Ht 1	Ht 2	Final
M Wilson/P Stein	4:03.0	-	8:06.62
G Wilson/M Ellins	4:11.79	-	8:30.4
K Hunting/H Bailey	5:27.0	4:34.9	12:12.7
M Poschkens/P Templar	4:49.4	DNF 97	
T Letchford/S Walton	5:00.3	5:48.4	

Junior Rat Race – 3 Team Entries

1. Mark Davies / Mark Poschkens	204
2. Jason Anglberger/Rob Fitzgerald	177
3. Nathan Suffolk/ Paul Templar	155



Classic FAI

	Heat 1	Heat 2
Hallowell/M.Wilson.		4.33.25
Nugent/Ellins	4:35.5	4:36.23
Cameron/Stein	4.37.85	
Bailey/Hunting	DNF 87	5:03.64
Hallowell/Nugent	5:37.87	



1/2A Combat – 7 Entries

		Fly off
1. Murray Wilson	W W W W W	
2. Graeme Wilson	W L B W L	W
3. Harry Bailey	W L L L W	L
4. Maris Dislers	W L W L	L
5. Paul Templar	L W L	
=6. Mark Poschkens	L L	
=6. Nathan Suffolk	L L	

Half A Combat top 3.

G Wilson M Wilson H Bailey



Maris Dislers is assisted by Ken Hunting with a Cox .049 speed model.

Below:- Maris runs his CS Oliver twin cylinder diesel.

Vintage Combat – 6 Entries

		Rep	
1. Graeme Wilson	W	-	B W W
2. Harry Bailey	L	W	W B L
3. Maris Dislers	W		W L
4. Murray Wilson	W		L
5. Mark Poschkens	L	L	
6. Peter Anglberger	L	B	L



Combined Speed – 5 Entries

	Class
1. Murray Wilson	FAI
2. Harry Bailey	Vintage Proto
3. Maris Dislers	.049

VTR & CLASSIC B T/R at South Australian State Champs, 2012.

Classic B was on Saturday's program with five teams taking up the challenge. Weather was excellent, providing perfect conditions for the usual tight team racing provided by this popular 5 cc class.

After a few practice flights to check out the gear and confirm needle settings for speed and laps, the racing soon began in earnest. Harry Bailey and Ken Hunting were having fuel feed problems and soon had the lid off the Nats winning Galaxie. They didn't manage to start in the first round and used Ken's model in round two.

In a team that consisted of two World Championship pitmen in Steve Walton and Mark Poschkens, it was Poshy who grabbed the handle to record a 3:35.59 with the GMS 25 Rocket. Although this model has recorded some serious times in the past, the engine was off the pace today and a DNF 38 unfortunately went beside their names in round two. A new OS 25 FX would slot in nicely!

Rob Fitzgerald and Paul Stein were a tad off their normal blistering pace in round one with a 3:06.90. They made up for it in round two when the Enya 25 hauled Paul's modified Rocket to a FTD 2:57.97.

A best of 3:24.40 was not the ideal result for the super experienced team of Graeme Wilson and Mark Ellins. The Brodak engine was just not behaving and the reason was to become clear in the final.

John Hallowell and Murray Wilson used the OS 25 FX Streak to post a 2:59.74 in round one. However, the Irvine Rocket was faster in pre race practice so it was decided to use that model in the decider.

The 140 lap final was a cracker with both Fitzgerald/Stein and Hallowell/M.Wilson employing a 3 stop strategy for extra speed. Rob and John were having a ding-dong battle in the middle with only the Irvine managing a pass. G.Wilson/Ellins were going for a 2 stopper with the Brodak/Swooper and were expecting a sub six minute time. However, the plan came unstuck on would you believe three laps from the finish. So their race ended on 139 laps when the B25R cried out "no more" and snapped it's shaft...

Meanwhile, it was a line ball finish between the two "Rockets" with Rob and Paul crossing the line 2.94 seconds in front of John and Murray. When you look back over a race and look at the many different things that could have made a difference of a few seconds, the thing that stands out the most is extra glide time, as there is no control at present as to where the engines cuts. It is just a lottery. If shutoffs were OK to use as they are in comparable overseas events (eg. Barton B), then teams could exercise much more control over their racing. It would be good practice for a lot of other events as well as adding an extra degree of control and thus safety.

Results of Classic B at the S.A. State Champs.

	Heat 1	Heat 2	Final
1. Fitzgerald/Stein	3:08.09	2:57.97	6:07.89
2. Hallowell/M.Wilson	2:59.74	DNS	6:10.93
3. G.Wilson/Ellins	4:27.77	3:24.40	DNF 139
4. Poschkens/Walton	3:35.59	DNF 39	
5. Bailey/Hunting	DNS	4:06.84	



Vintage A was on the cards for Sunday and once again, flying conditions were superb. Six teams lined up to do battle. CD Duncan Bainbridge soon had the draw done and line checks completed. A few practice flights to check settings and the teams were 'ready to rumble'...

The exception as usual was Paul Stein who does not practice fly but only warms up his engine when the CD signals the start of the preparation period. It's nice to be that confident! And it works... Paul hasn't touched his compression "in years," uses 1.4 IPN all year round and only uses small tweaks of the R250 needle to adjust for the conditions. Their first round time was 3:16.75. No way were three teams going to go faster, so they sat on that time knowing they were in the final.

One team that did go quicker was Murray Wilson and Neil Baker who recorded a smart 3:15.03 with the very fast "Dimpled Dumpling". They also decided to sit on their time and not fly a second round.

Harry Bailey and Ken Hunting showed a good turn of speed in pre race practice, but the gremlins decided it was not going to happen for this team on the day with the "Olympian" or the "Tarantula" and a couple of slower than usual times were written on Duncan's score sheet.

Experienced Andrew Nugent was doing a top job flicking the APC 7x7 on John Hallowell's "D.D", but after a loss of laps in round one and a slow 3:46.60, it was decided to use the "Elliptical" in round two. A 3:23.89 resulted which could have been a sub 3:20 but for a filler malfunction slowing refueling. That's racing!

Graeme Wilson and Mark Ellins took advantage and improved from 3:25.96 to 3:22.63 to sneak into the final. Was great to see Mark Poschkens and Paul Templar having a go but the slow old CS and large sized "Footprint" they were using did not manage to put the wind up any of the Vics. Perhaps next year?

The Vintage A final was expected to be really close but M.Wilson/Baker developed a fuel blockage and putt-putted around for much of the race. Even though Graeme and Mark tried hard, they couldn't match the speed and consistency of Rob and Paul who went on to record yet another comfortable victory.

Results of Vintage A at the S.A. State Champs.

	Heat 1	Heat 2	Final
1. Fitzgerald/Stein	3:16.75	DNS	6.50.01
2. G.Wilson/Ellins	3:25.96	3.22.63	7.11.80
3. M.Wilson/Baker	3:15.03	DNS	DNF 156
4. Hallowell/ Nugent	3:46.60	3.23.89	
5. Bailey/Hunting	5:02.00	3.39.75	
6. Poschkens/Templar	5:02.69	4.31.07	

Report and pictures by John Hallowell AU1984



Murray Wilson flew his F2A model to first place in combined speed.



Evolution of an FAI Team race model. Top model Vintage A "Footprint" This was the first Vintage A model that was built in Victoria by Robin Hiern. 'A' team racing changed to 'FAI' team race. The red model in the centre of the picture is Andrew Nugent's "Classic" FAI. Current F2C example in the bottom of the picture.



F2B pit area.



Peter Anglberger's F2B Yatsenko



Rob Fitzgerald is inducted into the MAAA Hall of Fame surrounded by South Australian members.

Pictures from Andrew Nugent & Harry Bailey

ANDREW'S PANS.

For some time now I have been selling my speed and team race pans through this newsletter. I would now like to offer some limited machining services. I have been doing this for some time via Lance's Classic T/R site. Pictures of recent work can be viewed at the following link.

http://web.me.com/flyingkiw1/Classic_FAI_Teamrace_Site/Andrews_Racing_Parts.html

Examples of work will be prop nuts and shaft ext, carbies for most engines, Vintage T/R type tank and bottle valves. Also, I am currently trying to source some rubber to do wheels. So if you have a job that needs machining let me know and I'll see what I can do.

I have the following full size plans for Classic FAI models. : Turtle, Sapovalov / Onufrienko, Timepiece, Past and Picus. \$4 plus \$2 for post and packaging.

Regards,

Andrew Nugent.

andrew.n5@bigpond.com

PH (03) 9551 1884.

Following a request from Ron Blomberry, a master pattern from Lance Smith and some elbow grease, I now have a new 21 size speed pan available. They will be \$20. (cheap).



The following list of items belonged to Lance Smith and are being sold. As you can see there are no prices listed but if you are interested in any of the items then contact Andrew Nugent with a sensible offer at the contact information listed above. These items will also be available for sale at the Victorian State Championships.

- 1. OS Max 30 Plain bearing. used
- 1. OS Max 30 vg truck engine. new
- 1. AP Hornet 09 R/C . New.
- 1. Irvine 25. used.
- 1. Magnum. XL 28. New. (spare P/L)new
- 1. Brodak 25 used.
- 1. Brodak 25. Looks new (Hiern tuned)
- 1. AP 09 diesel. And 1 glo engine.
- 1. Magnum 25. Looks new very tight.
- 1. GP 2.5cc plain bearing glo. New.
- 1. Enya SS 15 Glo. New.
- 1. Rex 20. Looks new.
- 1. OS.25 AX New Lance Mods. Rothwell carbi.

- 1. Enya 25 diesel. Used.
- 1. Enya SS 25 Glo. Used. And another new one.
- 1. Fora 21 Glo. New.
- 1. OS CZ 11 new disassembled. Bearings feel rough.

- 1. New in bag Magnum 25 crank case and rod.
- 1. Bag full of Brodak parts (lucky dip).

- 1. K+B 15 T/R diesel (old)
- 1. GP 10. Looks new.
- 2. Fora Pioneer 2.5 cc diesels.
- 1. 09 MRS Diesel RV.

Box of Enya 25 mufflers, front housings, rods and bits.

Another container of Brodak bits.

- 1. Super tigre G15 and tank, pan with speed model ?

Box of T/R wheels.

- 1. Cox 049 glo.
- 1. Fora 09 T/R RV diesel New.

Box of Lines.

Lots of engine spares and spinners, props, bolts and nuts etc.

For Sale

Castor Oil. First pressing/degummed . \$40 for 5 litres.

Postage based on 6 kg package sent using regular mail to your postcode from 3018

Taipan Propellers

7x4 White flexible nylon \$2.50 each

Limited numbers left of

7x4 & 7x6 Black/glass filled nylon \$2.75 each

8x4 White flexible nylon &

Black/glass filled nylon \$2.95 each

8x6 - White flexible nylon SOLD OUT

Small prop orders under 8 units can be sent using letter post @ \$2 P&P Australia wide

Large orders will be sent using regular parcel post.

Overseas buyers welcome. please email for a postage quote.

combtkid@hotmail.com

Bank deposit (EFT), Australia Post money orders, Cash & PayPal (+3..5% fee) payments accepted.

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"

Also, I now have a stock of 3/16" sq and 1/4"sq rock maple spars.

All spars are precision sanded with 150 grit.

\$4 each plus postage.

I also have competition grade balsa for sale, if you are interested, I can email a price list to you.

email: ahcath14@australia.edu

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"

Engines for Sale

These engines are from the collection of the late Greg Pretty.

Robert Fitzgerald is the contact person for the sales.

New	In box.	\$ each
1. Enya 40SS	Y	60
1. Fox 36 Combat	Y	50
1. Fox 36X	Y	50
3. K&B 40 75	Y	100
1. K&B 40S	Y	120
1. LST 15 D	N	60
1. MDS 38	Y	80
1. Meteor 15G (G15)	Y	40
2. ST G15 G	YN	150
1. ST G15 RVD	Y	300
1. ST G20 G	Y	150
2. ST G21 29 FI	Y	70
2. ST G21 35 FI	Y	70
1. ST G21 40 RV	Y	80
1. ST X40 FI	Y	80

Used

1. ETA 15 Elite MK2	300
1. Fox 25	40
2. Fox 36X	40
2. K&B 40 75	60
1. K&B 40 S	80
1. MDS 38	50
1. Oliver Tiger MK4	300
2. OS 40 FSR	50
4. ST G15 G	120
5. ST G21 35 FI	As marked
2. ST G40 RV	60
1. ST X15 G	70
1. ST X40 RV	60
1. Star 15 D	230
1. Taipan 15 D	130

Email rfitzgerald@inet.net.au

These items will be available for purchase at the Vic State Champs.

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