



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 172

Produced by the Victorian Control Line Advisory Committee



February 2013
INSIDE THIS ISSUE

Contest Calendars.
Doug's Vintage Stunt 2012.
MAAA 66th Nationals. Results, Reports
and Pictures.

Around the Clubs.
Contest Results.
Notices.
For Sale.

**Copy Deadline for next issue is:
Wednesday February 20th 2013
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.



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2013

DATE	EVENT	CLUB
Feb 10.	Speed , Classic Stunt, Burford A Team Race	CLAMF
Feb 24	KMAC Club Day + Hearn's Trophy F2B.	KNOX
Mar 9-11.	S.A State Championships.	
Mar 17	Classic FAI T/R , Simple R/R, Vintage A T/R	CLAMF
Mar 24	KMAC Control Line Carnival & Doncaster Novelty	KNOX
Mar 29.	Vic State Championships Practice.	KNOX
Mar 29-Apr 1.	Vic State Championships.	CLAMF/KMAC
Apr 14.	Victorian State Champs over run (Mini G/Y , Simple R/R)	CLAMF
Apr 28	KMAC CLUB DAY	KNOX
May 19	Navy Carrier, Speed, Classic B T/R.	CLAMF
May 27	Stunt Master F2B + Yeomans Novice	KNOX
Jun 16	Classic FAI T/R, F2F T/R (pending NSW C/L State Champs)	CLAMF
Jun 23	Blown out contest day and KMAC Club Day	KNOX

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.aerospports.net.au/>

KMAC Stud Rd . Knoxfield (opposite Caribbean Gardens)
(Melway 72 K9) 10.00am start.

Contact: Peter Koch 0413222046 or
Steve Vallve 0409935358

Stadium Drive, Keilor Park Recreation Reserve, Keilor.
(Melways ref 15 C 5). Regular flying days 1st and 3rd
Sundays each month 10.30am start.

The KMAC Office bearers for 2012-13 are:

President: Peter Koch - Mob: 0413222046
Home 97296812 Email peter.koch@live.com.au
Vice President: Ken Taylor Home 97380525
Secretary: Steve Vallve - Mob: 0409935358
Home 94390195 Email steve.vallve@gmail.com
Treasurer: Bruce MacKay - Mob: 0418380014
Home 98874928 Email bruce@bpmac.com

CLAG

CLAG has monthly fly-ins at the Moe Race Track every
first Sunday of the month.

Contact :- Craig Hemsworth Mob 0433 809 862
Email :- chemsworth@childhood.org.au



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2013

NOTE: Qualifying events for C/L World Championships ***

DATE	EVENT	CLUB
Feb-17	F2B Aerobatics, Ashford Road, Milperra	SAT
Feb-17	Diesel G/Year, Sabre Trainer and 2.5 Diesel Speed	KMFC
Mar 2-3	2013 HUNTER VALLEY CHAMPIONSHIPS. Contact Mark Godfrey on 0408 681074 (Mitchell Hill, Muswellbrook)	MDMAS.
Mar 2-3	QLD STATE CHAMPIONSHIPS, F2B, *** Vintage and Classic Stunt. Maryborough	MAAQ.
Mar 9-11	S.A. STATE CHAMPIONSHIPS. F2A, F2B and F2C*** Venues. Monarto/Callington.	
Mar-24	Brendan Farrell Marathon	KMFC
Mar 29-31	VMAA VIC. STATE CHAMPIONSHIPS. F2A, F2B, F2C and F2D*** (CLAMF and KMAC)	
Apr-07	F2B Aerobatics	KMFC
Apr-14	Diesel G/Year, Sabre and 2.5 Diesel Speed	KMFC
Apr-20	W.A STATE CHAMPIONSHIPS. F2B*** AWA (Lumen Christi)	
Apr-21	Classic Stunt	Doonside
Apr-27	Combined Speed	SSME at Luddenham
Apr-28	F2B Aerobatics	SSME at Luddenham
May 24-26	WA STATE CHAMPIONSHIPS. F2A, F2C and F2D***	CLAW
May-26	Phantom, Vintage A and Diesel G/Y SSME at Luddenham	
Jun 8-10	CLAS. NSW C/L STATE CHAMPIONSHIPS. F2B and F2D*** CLAS. (Whalan Reserve)	
Jun 22-23	Coffs Harbour "Old Phartz and Friends" Vintage Weekend. Fred Pearson. Ph:6653 2997	
Jun 30	AGM and Club Race	KMFC
Jul-14	F2B Aerobatics	Doonside (Whalan Reserve)
Jul 20-21	QLD. STATE CHAMPIONSHIPS. F2A and F2C*** MAAQ. At Logan	
Aug-04	F2B Aerobatics	KMFC
Aug 10-11	Obadiah Fly-In and Kids' Training. Contact Ian Smith . Ph: 02 4975 2292 or Alistair Welch 02 6556 5192	
Aug-11	Diesel Goodyear, Sabre Racing & 2.5 Diesel Speed.	KMFC
Aug-18	Classic Stunt	SAT at Milperra
Aug-24	Combined Speed	SSME
Aug-25	Phantom, Vintage A and Diesel G/Y	SSME
Sep-15	Gordon Burford Day (Details TBA)	KMFC
Oct 5-7	QLD. STATE CHAMPIONSHIPS. F2D*** Ph: M. McDermott 07 32889263	MAAQ at Ipswich
Oct-05	Ringmaster Fly-a-thon. Contact Dennis Percival for details.	KMFC

Oct 12-13 CLAS.NSW C/L STATE CHAMPIONSHIPS.
F2A and F2C ***

CLAS. NSW. Twin Cities, Albury
Oct-26 Combined Speed. (Contact Ron Blomberry Ph: 9956 5952) SSME
Oct-27 F2B Aerobatics SSME
Nov-03 F2B Aerobatics SAT (Ashford Road, Milperra)
Nov-10 Classic Stunt.

NACA at Hunter Sports HS, Gateshead
Nov 16-17 Old Timers' Event and C/L Fun Fly

Mdmas. (Mitchell Hill, Muswellbrook)
Nov-24 Vintage T/R and Diesel Goodyear. KMFC
Dec-01 Christmas Party and Fun Fly KMFC
Dec-08 F2B Aerobatics Doonside. (Whalan Reserve)

Dec 29-Jan 6 67th MAAA Nationals.

*** *Qualifying events for W/Championships.*

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)

Western Australia Contest Calendar

DATE	EVENT	SITE
April 20	F2B Aerobatics	Lumen Christi
April 21	CLAW Club day	CLAW
May 4	TARMAC Vintage Combat	Lumen Christi
May 18	TARMAC Vintage Stunt	Lumen Christi
May 19	CLAW Club day	CLAW
June 1	<i>Vintage A, Classic-B, Classic FAI</i>	<i>CLAW</i>
June 2	<i>F2D Combat</i>	<i>CLAW. WC qual</i>
June 7	<i>F2C & F2F Team Race</i>	<i>CLAW. WC qual</i>
June 8	<i>F2C & F2F Team Race</i>	<i>CLAW. WC qual</i>
June 8	<i>F2A Speed</i>	<i>CLAW. WC qual</i>
June 9	<i>F2C & F2F Team Race</i>	<i>CLAW. WC qual</i>

Events in normal type are club events.
Events in *italics* are State events.

The contact person for Lumen Christi events is Jim Stivey.
The contact person for CLAW events is Trevor Letchford.

Newsletter Editor
Harry Bailey.
37 Thompson Street
Clayton 3168
Victoria
hbbaily@optusnet.com.au

2013 EVENTS CALENDAR

(Draft Only 15/1/2013)



Date	Event	Venue / Host
Feb 16	F2B Aerobatics	AAC, Unley Rd.
Feb date tba	F2C & F2F	AMA Monarto
Mar 9-11	MASA CL State Champs	AMA Monarto / AAC, Unity Col.
	(includes Round 1 of Grass Rat 3 race series)	
Mar 29-Apr 1	VMAA Victorian State CL Champs	
Apr 13	Sabre Racing	AAC, Unley Rd
May 4	F2B Aerobatics	AAC / AMA Monarto
	(on concrete racing circle!)	
May 18	Vintage Combat	AAC, Unley Rd
May 25	F2B Aerobatics	AAC, Unley Rd
Jun 8-10	CLAS NSW State CL Champs	
Jun 15	Grass Rat Race	AAC, Unley Rd
	(not part of Grass Rat 3 race series)	
Jul 13	1/2A Combat	AAC, Unley Rd
Aug 10	Classic Stunt	AAC, Unley Rd
Aug 17	Whyalla Show	Whyalla MAC
	(includes Round 2 of Grass Rat 3 race series)	
Sept 14	Vintage Stunt	AAC, Unley Rd
Oct 12	Grass Rat Race	AAC, Unley Rd
	(Round 3 of Grass Rat 3 race series)	
Nov 16	Peacemaker / FliteStreak Stunt	AAC, Unley Rd
Dec 1	Hand Launch Glider / Delta Dart	AAC, Unley Rd

Notes:

1. Start time and detail information for each event will be advised by an e-mail 'flyer'.
2. All entrants must be MAAA members with a valid membership card.
3. Safety straps are required on all handles in all events.
4. Mufflers mandatory on all glow motors 2.5cc and above when event is held at AAC.
5. MASA noise limit (96 dB) applies to all motors when event is held at AAC.
6. Bold type denotes events organised and run by AAC. Other events are for reference only'
7. For further info contact: Peter Anglberger tel. 8264 4516 or 0448 433 282

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.

Dougs Vintage Stunt 2012 meeting report.

The second annual Doug's Vintage Stunt day was run at Knox MAC's Scoresby field on the 25th of November 2012. The Doug's Day meeting was proposed and organised by Doug Grinham to encourage the building and flying of Australian designed Vintage stunt models. The competition is run to simplified Vintage Stunt rules.

Four fliers and a dozen or so spectators enjoyed fine weather for the meeting but the variable breezes caused problems for some. The top two placing fliers were fairly closely matched but in the end Peter Koch won the competition flying the big Brian Horrocks designed Larakin Mark 1.

Thanks to Doug Grinham and Peter Roberts for judging and to Brian Lang for providing the trophy.

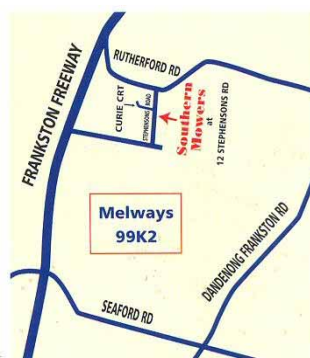
For more photos from the day see the KMAC website at <http://bit.ly/knoxmac>.

Competitor	Model & Motor	Model Points	Round 1	Round 2	Total
1 Peter Koch	Larakin 1/Glochief 49	28	340	323	368
2 David Nobes	All Australian Mk1, Merco 29	44	297	107	341
3 Dave Lacy	Demon/Frog 500	42	211	275	317
4 Alan Mattheison-Harrison	All Australian Mk 2/Enya 35	42	234	242	284



Some of the models and the trophy.

Peter Koch receives the trophy from Doug Grinham



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

66th Australian Nationals results – Control Line

F2F Team Race

	Rd 1	Rd 2	Final
1.R.Fitzgerald/N.Baker	3:58.33	DNS	8:14.81
2.R.Justic/P.Stein	4:12.47	4:03.81	8:17.40
3.S.Leknys/C.Leknys	4:11.21	DNF 70	
4.M.Wilson/M.Poschkens	4:57.10	4:30.21	
5.H.Bailey/K.Hunting	5:10.28	4:51.99	
6.G.Potter/J.Reichardt	5:54.85	DNF	
7.G.Wilson/M.Ellins	DNF 36	DNF 0	
8.T.McDermott/M.McDermott	Disq	DNF	
9.B.De Chastel/K.Ewart	4:12.38	4:00.73	Dqd (Oversize Tank)



Class 2 Team Race

	Rd 1	Rd 2	Final	Engine size
1.G.Wilson/A.Lumsden	3:02.81	DNS	6:09.25	.29
2.H.Bailey/M.Ellins	2:55.08	DNS	6:10.06	.21
3.J.Hallowell/R.Justic	4:54.88	2:59.91	6:16.50	.21
4.T.McDermott/M.McDermott	5:44.72	3:20.44		.21
5.C.Ray/J.Ray	DNF	DNS		.21

The combination of Montezuma's Revenge models and Nova Rossi .21 engines seemed a popular choice because the teams of McDermott/Mc Dermott, Bailey/Ellins and Hallowell/Justic each presented one each in the pit area. The Cosmic Ray's had a C.S .21 in their model and the G. Wilson/Lumsden team had a Nelson .29 up front.

Colin and Jim Ray only flew in the first round and did not post a time. Bailey/Ellins put in a very quick 2:55.08 in the first heat and were content to sit out the second heat. Wilson/Lumsden were not that far behind on a time of 3:02.81 and also decided not to fly in heat 2.

The Macca's racing team best time of 3:20.44 was not up to the required standard to make the final but Hallowell/Justic put in a good time in the second heat of 2:59.91 to grab a berth in the final 140 lap race.

A great race it was too. The Nelson had a slight edge on air speed over the .21 sized engine models but as the race progressed it became apparent that it was the performances in the pit stops that were likely to be the deciding factor in the race result. For the first time in many Nationals it was the Nelson .29 that was over the line first but only by the margin of 0.81 seconds. Third place was only a further 6 seconds behind.

F2C Team Race

	Heat 1	Heat 2	Heat3	Heat4	Final
1.R. Fitzgerald/M. Ellins	D.Q.	3:06.44	3:06.92	-	6:18.65
2.M. Wilson/M. Poschkens	3:20.13	3:20.40	4:07.37	3:24.89	7:13.47
3.C. Ray/N. Baker	3:26.03	4:04.32	3:27.94	-	DNF 139
4.Leknys/Leknys	4:02.62	D.Q.	DNF 88	3:32.94	
5.R. Leknys/T. McDermott	4:19.44	D.Q.	3:52.72	DNF 29	
6.K. Ewart/R. DeChastel	DNF	4:19.78	4:02.69		
7.H. Bailey/K. Hunting	D.Q.	D.Q.	5:59.87	4:46.29	

Goodyear

	Rd 1	Rd 2	Final
1.R.Justic/R.Owen	3:51.10	4:04.03	7:32.95
2.R.Williams/R.Stokes	DNF 76	4:38.58	9:36.00
3.T.McDermott/M.McDermott	4:23.97		12:11.28
4.H.Bailey/K.Hunting	4:50.74	5:21.94	
5.B.DeChastel/K.Ewart	4:57.09	DNF 63	
6.R.Leknys/C.Leknys	DNF 92	5:43.52	
7.M.Wilson/A.Lumsden	DNF 39	DNS	

M.McDermott/T.McDermott

R.Owen/R.Justic



R.Williams/R.Stokes

Mini Goodyear

1.M.Wilson/M.Ellins	7:16.04
2.R.Williams/J.Taylor	DNF 174
3.T.McDermott/M.McDermott	DNF 75
4.H.Bailey/K.Hunting	DNF 66

2 x 200 lap finals

7:16.04
DNF 174
DNF 75
DNF 66

2.5cc Rat Race

	Rd 1	Final
1.M.Wilson/A.Lumsden	292	588
2.B.DeChastel/K.Ewart	206	474
3.R.Justic/R.Owen	283	DNS 0
4.T.McDermott/M.McDermott	155	

Open Rat Race – Greg Pretty Memorial

	Rd 1	Rd 2	Final
1.H.Bailey/K.Hunting	3:08.28	DNS	6:17.34
2.M.Ellins/J.Taylor	3:34.00	DNS	7:38.25
3.R.Justic/R.Owen	DNF 37	2:37.15	DNF 20
4.B.DeChastel/K.Ewart	DNF 4	4:31.15	DNS 0
5.M.Wilson/N.Baker	DNF 20	5:06.47	
6.T.Linwood/A.Linwood	DNF 41	DNF 20	

F2A Speed

	Rd 1	Rd 2	Rd 3	Rd 4	km/h
1.A.Heath	12.48	12.48	12.54	ATT	288.54
2.M.Wilson	12.56	ATT	ATT	13.31	286.70
3.A.Kerr	13.10	13.06	12.84	13.52	280.45
4.R.Hiern	13.26	13.21	ATT	13.03	276.36
5.R.Fitzgerald	16.57	16.75	13.55	13.48	267.13
6.J.Walker	N/T	N/T	15.21	15.20	236.90
7=R.Justic	ATT	ATT	N/T		0
7=B.DeChastel	ATT	ATT	N/T	N/T	0

Vintage Stunt

	Static	Rd 1	Rd 2	Total	Model Design	Engine
1.D.Keysekker	129	159.5	182	311	Jamieson Special	Attwood 49
2.P.White	129	174.5	181	310	Jamieson Special	Attwood 51
3.B.Frederickson	129	171.5	175	304	Jamieson Special	Attwood 51
4.F.Battam	129	165.5	0	294.5	Jamieson Special	Attwood 49
5.P.Turner	127	165	163.5	292	Wombat	Sabre 29
6.R.Graham	122	169	168	291	All American	Frog 500
7.P.Koch	98	168		266	Larrikin	Glo Chief .49
8.D.Harvison	91	136	130	227	Windy	S/Tigre 34
9.A.Matthieson Harrison	90	131.5	32	221.5	All Australian II	Enya 29
10.T.Clifford	106	81.5	0	187.5	Jamieson Special	K&B 35
11.D.Grinham	122	7	0	129	Demon	Frog 500

Classic Stunt

	Rd 1	Rd 2	Model	Engine
1.R.Towell	1053.50	1143.50	Thunderbird	ST 46
2.B.Eather	1087.00	1038.00	Magnum	Stalker 51
3.P.White	1083.00	868.50	Venus	HP 40
4.F.Battam	1082.50		Rabe Bearcat	Saito 56
5.S.Masterson	945.50	1081.50	Chizler	ST 46
6.D.Grinham	1048.75	1053.50	Phoenician	OS 35
7.P.Koch	756.00	999.50	Nobler	OS 40
8=B.Frederickson	841.00	935.50	Thunderbird II	ST 46
8=J.Prosser	921.50	935.50	Formula S	LA 46
10.T.Clifford	849.00	931.00	Oriental	Tower 40

*Mini Goodyear top three.**Open Rat Race place winners.**Taylor/Ellins Hunting/Bailey Owen/Justic**Thunderbird 1**Alan Matthieson Harrison*

11.D.Keysekker	919.50	848.00	Jamieson	Attwood 51
12.J.Floate	687.00	884.50	Dolphin	LA 46
13.A.Pogue	743.00	704.50		
14.A.Matthieson Harrison	328.00	374.00	Thunderbird I	OS FP 35

No data entry on this sheet

F2B Aerobatics - LOCAL

FAI Event Scores

Place	Contestant	FAI SCORE	Round #1 FAI	Round #2 FAI	Round #3 FAI	Round #4 FAI
1st	Mark Batty	1020.11	1029.03	1019.80	1000.83	1011.50
2nd	Joe Parisi	1016.14	1008.37	1026.53	1013.53	1008.23
3rd	James Batty	972.26	965.93	964.03	969.57	981.27
4th	Brian Eather	970.69	977.30	963.33	940.87	971.43
5th	Russell Bond	960.43	963.73	952.13	938.00	965.43
6th	Reg Towell	960.18	954.83	959.60	961.33	959.60
7th	Peter White	956.72	954.73	950.83	949.43	964.60
8th	Frank Battam	940.39	950.33	937.47	899.60	933.37
9th	Bruce Hoffmann	937.56	958.73	929.47	915.13	924.47
10th	Tony Bonello	932.56	943.97	921.57	907.37	932.13
11th	Mark Ellins	915.90	925.47	913.30	873.20	908.93
12th	Peter Anglberger	888.73	0.00	918.07	881.87	866.27
13th	Doug Grinham	877.92	871.13	897.03	744.07	865.60
14th	Steve Masterton	865.83	863.57	868.33	812.23	865.60
15th	Barry Frederickson	824.01	826.27	783.50	816.03	829.73
16th	P J Rowland	651.11	984.50	968.83	0.00	0.00
17th	Paul Turner	3.33	10.00	0.00	0.00	0.00

Combined Speed

Place	Name	Class	R1	R2	R3	%
1	R. Hiern	1	15.98 /101.19%	13.31 /102.48%	0	102.48
2	F. Jacobsen	Proto	To High D.Q.	24.06 /100.29%	0	100.29
3	R. Blombery	5	14.19 /96.89%	14.06 /97.80%	0	97.8
4	R. Blombery	2	10.36	10.46	10.29 /96.21%	96.21
5	J. Jacobsen	Proto	25.38 /95.07%	0	25.96	95.07
6	R. Hiern	5	14.97 /91.85%	14.78 /93.03%	14.89	93.03
7	N. Wake	5	0	14.92 /92.16%	14.84 /92.65%	92.65
8	R. Justic	3	10.82 /89.56%	10.66 /90.90%	0	90.9
9	N.Wake	1	15.7 /86.88	0	15.91	86.88
10	B. DeChastel	5	16.04 /85.72%	17.00 /80.88%	0	85.72
11	N.Wake	2	0	0	0	0
11	B. DeChastel	Proto	0	0	0	0



Combined Speed
top three placings.

Jet Speed

Place	Name	Rd 1	Rd 2	Rd 3	%
1	J. Taylor	12.39	12.39	12.385	92.59
2	J. Walker	12.51	0	0	91.6
3	D. Axon	14.27	0	0	80.3
4	J. Walker	0	0	0	0

Pulse Jets.

L to R:-

D. Axon,
J. Taylor,
J. Walker.



1/2A Combat

1. Adam Kobelt W W W W
2. Robert Owen
3. Matt Bready
4. Harry Bailey

F2D Combat

1. Adam Kobelt
2. Tom Linwood
3. Murray Wilson
4. Trent McDermott
5. Michael Comiskey
6. Ryan Comiskey



The four entrants in Half A Combat.



Murray Wilson Adam Kobelt Tom Linwood

F2D

02/01/2013

Open Combat

- | | | |
|--------------------|---|-----|
| 1. Tom Linwood | W | |
| 2. Adam Kobelt | W | |
| 3 Michael Comiskey | W | |
| =4. Ryan Comiskey | L | w/d |
| =4 Trent McDermott | L | w/d |
| 6. Ken Maier | L | L |



Open Combat.

Michael Comiskey Tom Linwood Adam Kobelt

03/01/2013

Vintage Combat

- | | | | | | |
|-----------------------|---|---|---|---|---|
| 1. Murray Wilson | W | B | W | W | W |
| 2. Tony Caselli | W | B | W | W | L |
| 3. Adam Kobelt | B | B | W | W | L |
| 4. Harry Bailey | W | B | W | L | L |
| =5. Mark McDermott | W | B | L | | |
| =5. Ken Maier | W | B | L | | |
| =5. Trent McDermott | W | B | L | | |
| =5. Michael Comiskey | L | W | W | L | |
| =9. Peter Anglberger | L | W | L | | |
| =9. Rod Williams | L | W | L | | |
| =11. Jason Anglberger | L | L | | | |
| =11. Ryan Comiskey | L | L | | | |
| =11. Tom Linwood | L | L | | | |



Top three in Vintage Combat were :-
Murray Wilson,
Tony Caselli and
Adam Kobelt.

VINTAGE A, BENDIX & CLASSIC B AT THE 66th NATS.

VINTAGE A was first away and despite missing some highly fancied starters, it promised to be a closely fought race between the ten teams entered. Since the first Nationals Vintage A race was flown at Bendigo in 1991, there have now been 23 Nats races run for this highly popular event.

The day was warm with temperatures in the mid 30's. Breezes were light and variable. Among the fancied flyers were Rob Fitzgerald and Paul Stein. Strangely, this pair were a little off the pace and could only post a couple of times in the mid 3.20's where you would normally expect them to be in the teens.

However, Murray Wilson and Neil Baker lived up to the hype and reeled off an easy 3.15.94 FTD to qualify on pole position. They wisely elected not to run a second round. Considering the hot weather, there was no way three teams would go below 3.15. Murray's pink and black D.D. it has extraordinary speed, no matter what R250 is used. He will probably build another one soon and we will all be keen to find out if it's as slippery as his current one.

The Queensland contingent had mixed results. Newcomers Rod Williams and Ross Stokes did really well to be only a couple of laps behind the leading teams that qualified for the final. The Maccas on the other hand had a bit of a shocker and could not put in a time. The same applied to John Hallowell and Mark Poschkens who found a blockage hard to clear and they returned 73 laps non stop in the second round.

The Cosmic Rays had really good speed with the Voodoo 5. Jim and Colin got their act together nicely in the second round with a 3.23.41 which saw them grab third spot in the final. Julius Reichardt and Geoff Potter didn't have the cards fall their way on this occasion. As both have vast experience right up to world championship level, if they team up again and share an ounce of luck, it should be a different story next time.

Speaking of experience, it was Richard Justic and Andy Kerr who showed most of the other teams how it's done with a smokin' 3.17 second round. It was time for the final.

At the previous Nats in Perth last April with Mark Poschkens pitting, Murray's speedy D.D. with the pink fuz and black wings blitzed the field with a stunning 3.08.50 heat before going on to win the final. Could Murray's super R250 powered model win back-to-back Nats? The answer was a resounding YES as they ran away with the race to win by around 46 seconds. Colin Ray was in top form in the middle and Jim was doing his best, but they couldn't catch the Wilson/Baker team. Richard and Andy did not have the perfect race they hoped for and finished in third just over a lap behind Colin and Jim. All in all, a great days racing with only one team satisfied with the result. The rest will be counting the days for a rematch at the Victorian hosted Nats in Albury in 12 months time

Results of VTR at the 66th Nats.

	Rd 1	Rd 2	Final
1. M.Wilson/Baker	3.15.94	DNS	6.40.58
2. Ray/Ray	3.42.85	3.23.41	7.26.15
3. Justic/Kerr	3.45.66	3.17.00	7.29.59
4. Fitzgerald/Stein	3.28.34	3.25.10	
5. G.Wilson/Ellins	3.35.37	3.28.47	
6. Williams/Stokes	3.30.32	DNF	
7. Bailey/Hunting	3.50.91	3.47.75	
8. Reichardt/Potter	3.58.25	DNF 53	
9. Hallowell/Poschkens	DNF	DNF 73	
10. McDermott/McDermott	DNF	DNF	

N.Baker/M.Wilson



J.Ray/C.Ray

R. Justic/A.Kerr

BENDIX racing was next. Seven teams made up the entry list for the once a year battle for the title of 'Captain Bendix', a tradition started among competitors back in the mid nineties. Perennial winners Rob Fry and Alasdair Taylor were not in the mix this year, so that gave others a better chance to make the top three.

Contest Director Geoff Potter did a top job of keeping the event moving along as Classic B was on next and the 6pm flying curfew was looming.

It was shaping up to be a battle of the two Nemesis... the older white one and the newer yellow one. These Keith Baddock designed racers were clearly the fastest there. The Ric Justic/ Rob Owen machine reeled off a Nats best heat time of 3.16.46 in the first round and certainly did not need to fly again. They were just outside the Australian record heat time of 3.15.25 set by Trent and Mark McDermott at the NSW State Champs in 2011.

The yellow Nemesis of John Hallowell and Murray Wilson then posted an easy 3.34.91, despite an extra glided lap at the pit stop and another one at the finish. Harry Bailey and Mark McDermott had a good run and returned a 3.35.71, which was good enough for third spot in the final.

Queensland's Bruce DeChastel and Kerry Ewart promised a lot with their great looking Kelly F10 racer and Dub Jett engine, but they didn't figure on Gremlin intervention which soon put paid to their chances.



Jim and Colin Ray were fling the ex Dave Bailey Ray Cote Shoestring with Super Tigre .34 power and managed a best time of 3.45.44 which was around 10 seconds too long to finish among the top three.

Bendix veterans Tony Bonello and Andrew Heath did not have much luck on the day with a slower than expected heat time and a landing DQ in the second round. The other Qld team of Trent McDermott and Rod Williams also had gear problems and the 6.29 that went onto the CD's board was way below their potential.

The final promised to be a cracker. The three teams were from NSW, Victoria and Queensland and interstate rivalry was alive and well. Every racer had a Nelson .36 up front. It was two Nemesis racers versus a Ray Cote Shoestring. All models leaped into the air on the start signal. The pace was frenetic and it wasn't long before the white Nemesis took the lead. However, their stops were slower than expected and the yellow Nemesis soon took the lead due to fast pit work by Murray Wilson ably assisted by Mark Ellins on battery. They finished in the good time of 7.10 and will be looking forward to defending their title in 2014.

Results of Bendix at the 66th Nats

	Rd 1	Rd 2	Final
1. Hallowell/Wilson	3.34.91	DNS	7.10.78
2. Justic/Owen	3.16.46	DNS	7.24.10
3. Bailey/McDermott	3.42.00	3.35.71	8.11.00
4. Ray/Ray	3.45.44	DNF 75	
5. Bonello/Heath	4.11.88	DQ	
6. T.McDermott/Williams	6.29.84	DNS	
7. DeChastel/Ewart	DNF 2	DNF 9	



CLASSIC B was the next event and CD Ric Justic was well aware of the time restraints to finish flying at Alexandra Park before 6pm. Just seven teams lined up to battle it out over the finely mown grass surface. A late withdrawal was former champs Paul Stein and Rob Fitzgerald. The special Alan Barnes prepared Enya in their mighty Rocket ship has just passed its use by after many seasons of winning races. Rumour has it that Paul is now looking for a brand new Irvine .25 to replace the venerable Enya.

John Hallowell and Murray Wilson set the ball rolling with a FTD 2.59.95 with the OS FX Streak. This model was the winner of the last Nats in Perth when flown by Murray and pitted by Mark Poschkens. This time it was Posh who was helping with battery duties.

Was good to see former Classic B national champ Ryan Leknys having a crack in the middle again. He was filling in for Graeme Wilson by flying for the 2010 world champ F2C pitman, Mark Ellins. Their first time was a blistering 3.02 with the red Rocket and this was quick enough to make the final. They elected not to start in the second round.

The SuperMacs, Mark and Trent, were having a Nats they would not be in the least happy with... They had a speedy model with the potential to record the fastest time and an engine that was not properly sorted and blowing plugs. They paid the price as two DNF's were written next to their names on the scoreboard. If I know the Maccas, revenge next year will be very sweet indeed... and they will leave to stone unturned to achieve this.

The other Queensland team of Rocket Rod Williams and Ross Stokes really did have their act together with two consistent times including a 3.09 which got them into the final. I don't think I have ever seen a team so enthused and literally jumping for joy when they made the final three! Well done to the lads from Dalby! It was the recent Nats in Dalby that showcased the fun factor in control line flying and it is great to now see R/C fliers in the circle with us.

The other Victorian teams of Jim and Colin Ray and Harry Bailey and Ken Hunting were both out of luck at this Alexandra Park Nats. With an Irvine now fitted in the Crescendo, Colin and Jim showed excellent form in pre race practice with plenty of laps and 16/7 speed. However, it seems a bit more sorting is necessary before the Vic State Champs at Easter.

Harry and Ken were using a different fuel brew that did not agree with the Dalby Nats winning Irvine. So instead of being the usual certain finalists, these two were relegated to help with time keeping duties.

F2C wizards Rob Fitzgerald and Mark Poschkens were only a couple of seconds away from grabbing a spot in the final. The GMS engine in the yellow Rocket had really good starts but was a little down on speed. If Mark drops in an FX, he will certainly be throwing the cat among the pigeons.

The Classic B final saw three OS FX engines in two Rockets and a Streak. Although he is no longer with us, the spirit of Lance Smith and his engine work for this event lives on.

All three teams were quickly away at the CD's command. The Leknys/Ellins Rocket made an early pass on the Streak... and a wry grin was passed between pitmen Mark and Murray as it was Murray's OSFX in Mark's model!

This Graeme Wilson build model was proving to be a real surprise packet. The Queensland team of Rod Williams and Ross Stokes soldiered on despite not having super slick stops or enough raw speed... but it was a tremendous effort for a first Nats final! I think it will not be their last.

Mean while, the race not going well for Murray and John with a mysterious loss of laps. The 70 lap heat provided over 50 laps while the range was dropping to low 40's in the final, which meant an extra stop was needed in the 140 lap race.

So Ryan and Mark got home first for a well deserved win. They finished around six seconds or a couple of laps ahead of John and Murray who had to deal with a fuel bottle malfunction that may have cost them laps. Roll on March and April 2013 for the South Oz and Vic State Champs where a whole lot of teams will be looking to turn the tables on the Graeme Wilson built Rocket Nats winner!

Results of Classic B at the 66th Nats.

	Rd 1	Rd 2	Final
1. Leknys/Ellins	3.02.25	DNS	6.10.37
2. Hallowell/M/Wilson	2.59.95	DNS	6.16.60
3. Williams/Stokes	3.13.40	3.09.09	6.46.25
4. Fitzgerald/Poschkens	3.16.33	3.11.26	
5. Bailey/Hunting	3.53.00	4.10.38	
6. McDermott/McDermott	DNF 52	DNF 51	
7. Ray/Ray	DNS	DNF 47	

John Hallowell
AUS 1984.



Pictures from the MAAA Albury Nationals



Aus Nats Dec 2012 Classic Stunt~ Phoenician ~ Doug Grinham





Classic Stunt top three.



Robin Hiern is pictured here with his team assistants after breaking the record in Class 1 Speed by 102.48%



The teams from the F2C final race.



Richard Justic, Colin Ray and Murray Wilson piloting during Vintage team race.

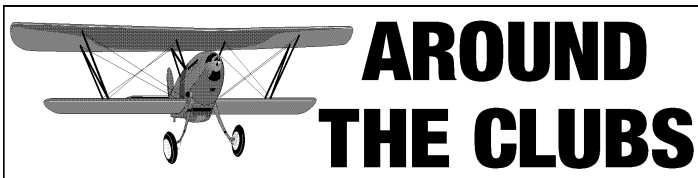


Combat cut judges.



Vintage Combat entry.

Pictures from :-
John Boys
Neil Baker
John Hallowell
Harry Bailey



Greetings all,

I just wanted to thank everyone who came and helped out at our 1st working bee for the year. Thanks to John Taylor, Geoff Hartley, Pieter De Visser, Dad and myself for putting in a big effort in 40 degree heat again today.

At the meeting after the working bee John Taylor stepped down as Secretary/Treasurer after about 16 years on the job.

I would like to say a big thanks to John for all of his efforts and for everything he has done for our club CLASI. If it wasn't for all John's hard works we may not even have our club or it would be nowhere near as good as it is today. John is I think in his mid 70's and he was still out at the field today pushing the mower in the dreaded heat. The amount of money he has put into the club out of his own pocket with no reimbursement is much appreciated by all. So I would like to take this opportunity to thank John for everything he has done and hope he has a great and safe time doing a lot of travelling he wants to do in the future.

I have now taken on the role as Secretary/Treasurer and I hope I can continue on and keep things moving forward just like John has always done.

Regards

Trent McDermott



Taipan Reproduction Engines

Adelaide Aeromotive Pty. Ltd. A.B.N. 115 387 061

aamotive.com > engines > single cylinder

Rebores and Repairs to most **Taipan** and all **glochief** engines.

aamotive.com > repairs

Email us for a free quotation! aamotive@gmail.com

Classic B Irvine .25 Engine News.

A new batch of crankcase castings for the Irvine .25 Mk 3 have been made and new engines will be available before Easter. If any Australian racers are interested and want to reserve a motor then get them to email me:- lawrence.court@sky.com with their full details. The batch will be 25 to 30 units and we want them all to go to users if possible. I will pass the information on to Ken Morrissey.

The cost of the motors will be around £75 (GBP) and availability should be before Easter.

Regards

Lawrence Court

Wights Model Aircraft (.com.au)

Brisbane Queensland



\$67.50

Akromaster

Bellcrank 2in



Snap Connectors

from \$4.50



Flying Handles

\$22 & Wood \$27

\$118 Limited Time Regular Price \$118

ABC 2BB



Irvine MkIV .40 CL

Australia's only on line supplier

of **Control Line** Flying Accessories



Bellcrank 3in



ABC 2BB

ASP S15A CL

\$94



\$39

Deweybird

from \$4.50

Line Connectors



\$95

Banshee



\$92

Twister



Flying Lines

\$18 - \$24 - \$27



\$55

Buster



Glow Clips

Can't see what you want online - please ask. see 'Contact Us'

<http://www.wightsmodelaircraft.com.au/>



Hearns Trophy Stunt Competition

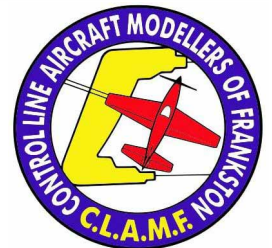
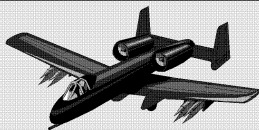
24th FEBRUARY

In respect of the origin and past winners of this prestigious event we're back to the Full Monte. F2B has been reinstated as the pattern for this competition.

- Registration is at KNOX Field between 8:30 and 9:00am
- Pilot Briefing at 9:00am sharp



CONTEST RESULTS



Combined Speed at Frankston 9-12-2012.

Blustery conditions greeted the few that turned up to our December meeting, only 3 flew in the Speed competition. Noel Wake only flew a couple of slower classes as he was not well after an anaesthetic. I flew my troublesome .21 Proto model but the gremlins struck again. I decided not to continue with it in the conditions and just fly Perky as it almost flies itself. The Perky's old Enya glow is worn out and stops if it gets too hot. I didn't chance flying my good stuff as it was too risky before the Nationals. There is always another [calmer day] Andrew had 2 good flights with his new Perky, the old one caught fire a few years ago. Noel flew his Perky with an unknown Russian F2D motor, it should go faster later. . The trend seems to be that we are all getting a bit old for this lark, only a few turn up for speed at all now. F2F team race was the other event listed but it was not held. A few guys did a bit of practice but not much else happened. Robin

Pos	Name	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h %	
1	N Wake	Vintage Proto	Frog 500	67.83	55.73	55.73	103.96	55.19%
2	R Hiern	Proto	Novarossi 21	N.E.L 0.00%				
PERKY								
	A.Nugent	Perky	ST G20 D	45.13	43.94	43.94	131.85	
	R Hiern	Perky	Enya 15 pb	44.50	N.E.L	44.50	130.19	
	N Wake	Perky	???15 glow	60.34			60.34	96.02

AVERAGE SPEED == 49.50

For Sale

Castor Oil. First pressing/degummed. \$45 for 5 litres including container.

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 \$2.75 each

8x6 - White flexible nylon SOLD OUT

I also have some black 9x4 & 9x6 Taipan

Glass reinforced propellers.

Price \$2.95 each plus postage.

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.

combtokid@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: aheth14@australia.edu

Novarossi Toro Nero 21T nib	\$250
Novarossi Top 21T21R nib	\$125
Taipan Tyro nib	\$175
Taipan Gold head with muff nib	\$160
MP Jet .6 cc Diesel nib	\$70
Taipan ser 10/68 M.R.S used v/good	\$175

Email for details and postage, post only to Australia

Wayne Wilson whyzedman@hotmail.com

Nova Rossi 21 and five new glow plugs.

Brand new in box. \$405

Contact Peter Morandini

Tel :- 07 3341 2240

ANDREW'S PANS.

I am about to take delivery of 15 new Fora jnr's. Six of these are already sold. These are a MkII version of this engine. It has a 1mm shorter stroke. The outside of the engine will be the same. Price this time will be \$110 due to money transfer costs. I would just like to add I am not acting as an agent for "Fora Engines". I am simply buying in bulk to keep the costs down. I also still have 2 new P/L. If you have any issues with these engines please contact Andrey directly

In stock now 21 size speed pans, T/R pans and a few 2cc pans. All \$25 in the as cast state. Possibly coming soon a new T/R pan.

I am still doing some machining work. Examples of work will be prop nuts and shaft extentions, carbies for most engines, and vintage T/R type tank and bottle valves.

Available now the following full size plans: Turtle, Sapavolov, Timepiece, Picus, Dimple Dumpling, Past, Arrow.

Andrew Nugent.

andrew.n5@bigpond.com

PH 9551 1884.

Hi, my husband inherited a couple of large control line planes from his uncle (Barry Lyons) and we are wanting to sell them as we have no place to store them and they will get damaged sitting around in our garage as they are. I know his uncle spent a lot of money on them and won several competitions, (where I don't know).



We are located on the NSW far south coast at Pambula and Canberra is our closest large city.

Wendy Lyons

Phone 02 64957758

Email:- wendyglyons@msn.com

AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

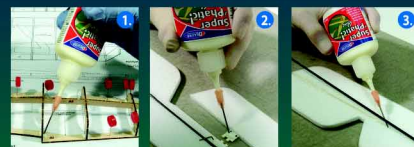
**SURFACE
MAIL**

The STRENGTH WITHIN



- The thin, non-fuming cyano alternative.
- Penetrates much further than other glues.
- Low odour, water clean up.
- Better joints on balsa, ply, grp, plastic hinges, foam & carbon fibre.

1. Dry assemble 2 wings on the plan, pin them down & run Super'Phatic! around all the joints. Sandable when dry.
2. Super'Phatic! wicks as well and is flexible when dry, thus aiding the performance of this plastic hinge.
3. Cut the half depth slot for the Carbon Fibre strengthening rod in the foam, run a bead of Super'Phatic! along it insert the rod, clean off any excess with water.



Deluxe Materials - It's much more than an adhesive company .. it's about being passionate & committed to finding new & better solutions to modelling tasks.

We also stock BECC range of amazing decals and lettering, Perma-Grit Tools, De Luxe Tissue Paste, Silicone tubing and much more view our "ALL ACTION" website

www.christiantraders.com.au

**Christian Traders - www.christiantraders.com.au Tel: (02) 6556 5192 Fax: (02) 6556 5236
E-mail: manager@christiantraders.com.au Obadiah Lodge 20190 Pacific Highway Coralville NSW 2443**



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