

\$2.30

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 178

Produced by the Victorian Control Line Advisory Committee



August 2013 INSIDE THIS ISSUE

Contest Calendars.
The History of Bendix in Oz.
All Australian Day.
Letters to the Editor.
67th Nationals Programme of Events.
Contest Results.
Notices.
For Sale.
Wanted.

Copy Deadline for next issue is: Wednesday August 21st 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, i.e. 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



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2013

DATE	EVENT	CLUB
Aug 11	Vintage A T/R, Classic B T/R, Members Fun Fly	CLAMF
Aug 25	KMAC Club Day	KMAC
Sep 08	Navy Carrier, Speed	CLAMF
Sep 29	Stuntmaster F2B and Combined Speed.	KMAC
Oct 5-6	6th Annual Worldwide Ringmaster Fly-A-Thon	KMAC
Oct 5-7	CLAS. NSW C/L STATE CHAMPIONSHIPS. F2A and F2C with supporting events of Classic FAI T/R, Vint A T/R, 27 Goodyear, Classic B T/R CLAS. NSW. Twin Cities, Albury	
Oct 20	Vintage Combat, F2B Stunt	CLAMF
Oct 27	Monty Tyrrell Classic Stunt	KMAC
Nov 10	Classic FAI T/R , Burford A T/R	CLAMF
Nov 24	Doug's Vintage Stunt	KMAC
Dec 08	Speed, F2F T/R , Nationals Practice	CLAMF
Dec 15	Club Day and Christmas Party	KMAC
Dec 28-Jan 4	Albury 67th Australian Nationals	

2014

Jan 26	Club Day	KMAC
Feb 23	Hearns Trophy and Yeomans Novice	KMAC
Mar 9	KMAC Carnival and Doncaster Novelty	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), GPS -38.086777, 145.148009
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:- Peter Koch 0413222046 or
Steve Vallve 0409935358

Web site :- <https://sites.google.com/site/knoxmacv/>

CLAG

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

Contact :- Treasurer. Alan Frost

Email:- afrost2@skymesh.com.au

Phone 03 52817350

Secretary. Graham Vibert

Phone 03 51346393

C.L.A.S. CONTROL LINE CONTEST CALENDAR 2013

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

DATE	EVENT	CLUB
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 3-4	QLD. STATE CHAMPIONSHIPS. F2D***	
	Ph: M. McDermott 07 32889263	MAAQ at Ipswich
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-05	Ringmaster Fly-a-thon.	
	Contact Dennis Percival for details.	KMFC
Oct 5-7	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 28-Jan 4	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.	

2013 EVENTS CALENDAR



Date	Event	Venue/	Host
Jul 13	1/2A Combat	AAC, Unley Rd	
Aug 10	Classic Stunt	AAC, Unley Rd	
Aug 17	Whyalla Show (includes Round 2 of Grass Rat race series)	Whyalla MAC	
Sept 14	Vintage Stunt	AAC, Unley Rd	
Oct 12	Grass Rat Race (Round 3 of Grass Rat 3 race series)	AAC, Unley Rd	
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:
8. Peter Anglberger
tel. 8264 4516 or 0448 433 282

SUBSCRIPTION APPLICATION

ARE YOU BORROWING ?

If you have just finished reading somebody else's copy of Australian Control Line Newsletter, why not get in now and order your own copy?

For Australia and New Zealand the cost is \$25 Aus and other countries \$35 Aus

For this amount you will receive eleven printed issues of this newsletter and be up to date on Control Line both in Australia and elsewhere.

There is also the additional option to have it sent to you by email if you desire.

Annual **email only** subscriptions are \$15 per year.

You can order from:

G. WILSON

P.O. BOX 298

SEAFORD

VICTORIA 3198 AUSTRALIA

NAME _____

ADDRESS _____

POSTCODE _____

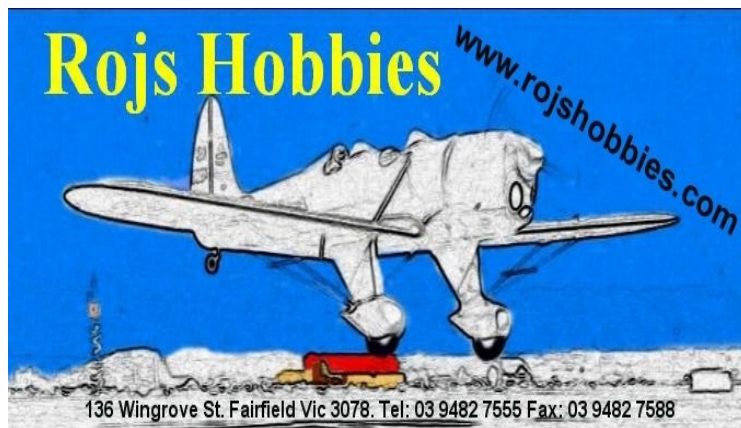
TELEPHONE _____

EMAIL _____

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.



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

Newsletter Editor

Harry Bailey.

37 Thompson Street

Clayton 3168

Victoria

Email:-

hbbaily@optusnet.com.au

THE HISTORY OF BENDIX IN OZ

Bendix racing has survived the test of time at our Australian Nationals. It was first flown at the '90/91 Bendigo Nats and continues to be raced at State Champs and Nationals level to this day.

Bendix was conceived in Queensland around 25 years ago. It is based on the idea of a semi scale profile model that must resemble the full size aircraft that competed in the BENDIX-THOMPSON series of trophy races, the P.R.P.A. Formula 1 races or Goodyear and Continental Trophy Races. Models must have a minimum wingspan of one metre.

It is fair to say the biggest following has been in West Australia, Queensland and NSW. If anyone would like to throw more light on its beginnings, please email the ACLN Editor.

Bendix has not been without controversy, particularly when the Nelson .36 Combat engine first appeared and threw the cat among the pigeons at the '93-'94 Wagga Nats. However, the event has managed to survive and still gets good numbers at National Championships.

While various versions of the Shoestring have always been popular, the white Nemesis specially built by Aerospace Engineer Keith Baddock for the N.36 has proved to be the fastest Bendix model ever seen.

Race heats are 80 laps and the final is 160 laps. Tank capacity is 40 cc and the maximum engine size is 6 cc. Lines are 0.018 x 60'. Hanging on for dear life to a screaming Bendix racer in a 3 up final as it tries to pull your arm from its socket is an experience few other control line classes can match...

It is interesting to look at the results over the two decades of Nationals racing. They show that there is really only one competitor who truly deserves the title of 'Captain Bendix'. And that man is none other than West Australian, Rob Fry.

Points were given on a 3-2-1 basis. Check out some of the exciting Nats finishes and close times over the years with the top ten competitors listed below.

John Hallowell, AUS 1984

44th Nats, Bendigo, 90/91

1.	Haynes/Fry	9.24.01
2.	Bellis/Mills	11.15.82
3.	Peilschmidt/Dislers	DNF 70
Best Heat: Haynes/Fry		4.44.45

45th Nats, Waikerie 91/92

Bendix not flown

46th Nats, Bundaberg 92/93

1.	Haynes/Fry	8.01.39
2.	G. Wilson/Taylor	8.29.16
3.	Shurmer/Morandini	10.23.69
Best heat: Wilson/Taylor		4.12.82

47th Nats, Wagga Wagga 93/94

1.	Hallowell/Korhonen	8.34.61
2.	Bonello/Heath	8.35.67
3.	Kirton/Bertina	DNF
Best heat: Hallowell/Korhonen		3.53

48th Nats, Mundijong 94/95

1.	Haynes/Fry	7.36
2.	Potter/Potter	8.34
3.	Stivey/Adler	8.45
Best heat: Potter/Potter		3.56

49th Nats, Ballarat 95/96

1.	Hallowell/Cooke	9.07.61
2.	Scott/Potter	10.15.20
3.	Bonello /Gapps	DNF 28
Best heat: Hallowell/Cooke		3.47.5



50th Nats, Darwin, July '97

- | | | |
|----|---------------|------|
| 1. | Fry/Taylor | 8.23 |
| 2. | Potter/Potter | 8.25 |

51st Nats, Waikerie, April 98

- | | | |
|----|-------------------|----------|
| 1. | Hallowell/Baddock | 7.16.24 |
| 2. | Ray/Ray | 11.48.02 |
| 3. | Potter/Harvey | DQ. |
- Best heat:** Hallowell/Baddock 3.31.18

52nd Nats, Toowoomba, 98/99

- | | | |
|----|-------------------|----------|
| 1. | Hallowell/Baddock | 7.20.97 |
| 2. | Justic/Van Meurs | 9.23.11 |
| 3. | Hunting/Hunting | 11.49.42 |
- Best heat:** Hallowell/Baddock 3.48.77

53rd Nats, Nowra, 99/00

- | | | |
|----|-------------------|---------|
| 1. | Bonello/Gapps | 7.57.92 |
| 2. | Hallowell/Baddock | 8.02.11 |
| 3. | Fry/Taylor | 8.19.01 |
- Best heat:** Fry/Taylor 3.32.58

54th Nats, Busselton, 00/01

- | | | |
|----|-------------------|---------|
| 1. | Fitzgerald/Walton | 7.53.03 |
| 2. | Fry/Taylor | 7.56.90 |
| 3. | Hunting/J. Taylor | 8.06.26 |
- Best heat:** Fry/Taylor 3.40.90

55th Nats, Albury 01/02

- | | | |
|----|-------------------|---------|
| 1. | Fry/Taylor | 7.28.50 |
| 2. | Bonello/Heath | 8.07.60 |
| 3. | Hunting/J. Taylor | DNF 124 |
- Best heat:** Fry/Taylor 3.22.55

56th Nats, Albury, 02/03

- | | | |
|----|-------------------|---------|
| 1. | Fry/Taylor | 6.54.31 |
| 2. | Hallowell/Baddock | 7.33.52 |
| 3. | Bonello/Heath | 7.55.11 |
- Best heat:** Hallowell/Baddock 3.22.37

57th Nats, Busselton, 03/04

- | | | |
|----|------------------|---------|
| 1. | Fry/Taylor | 6.54.32 |
| 2. | Hallowell/Ellins | 7.33.52 |
| 3. | G. Wilson/Walton | 9.37.39 |
- Best heat:** Hallowell/Ellins 3.21.81

58th Nats, Richmond, July, 05

- | | | |
|----|-------------------|--------|
| 1. | Hallowell/Baddock | 7.34.2 |
| 2. | Bonello/Heath | 8.24.8 |
| 3. | G. Wilson/Ellins | 8.25.8 |
- Best heat:** Bonello/Heath 3.38.7

59th Nats, Murray Bridge, April, 06

- | | | |
|----|-------------------|--------|
| 1. | Fry/Taylor | 7.34.7 |
| 2. | Hallowell/Baddock | 7.36.9 |
| 3. | G. Wilson/Ellins | 8.19.2 |
- Best heat:** Hallowell/Baddock 3.28.6

60th Nats, Albury, 06/07

- | | | |
|----|-------------------|---------|
| 1. | M. Wilson/Owen | 7.55.94 |
| 2. | Hallowell/Baddock | 8.24.94 |
| 3. | Ray/Ray | 8.50.28 |
- Best heat:** Hallowell/Baddock 3.29.06



59th
Nats,
Murray
Bridge.



2003 Mark
Mc Dermott
and "Shark"



Fry/Taylor at Busselton 2004



58th Nats, Richmond

61st Nats, Perth, 07/08

1.	G. Wilson/Ellins	7.48.07
2.	Stivey/Adler	9.11.10
3.	Fry/Taylor	10.34.91
Best heat:	G.Wilson/Ellins	4.00.68

62nd Nats, Albury, 08/09

1.	Justic/McDermott	7.11.82
2.	G. Wilson/Ellins	7.15.93
3.	Bonello/Heath	7.38.82
Best heat:	G.Wilson/Ellins	3.20.28

63rd Nats, Albury, 09/10

1.	G. Wilson/Owen	6.57.19
2.	M.Wilson/McDermott	7.19.07
3.	Hallowell/Baker	7.33.97
Best heat:	M.Wilson/McDermott	3.17.62

64th Nats, Dalby, 10/11

1.	G. Wilson/R. Bellis	8.05.78
2.	Fry/Taylor	8.12.66
3.	Justic/Owen	8.32.81
Best heat:	Justic/Owen	3.20.10

65th Nats, Perth. April, '12

1.	Fry/Taylor	8.12.55
2.	G.Wilson/ R. Bellis	9.54.00
3.	Hoogenkamp/Leknys	DNF1
Best heat:	Fry/Taylor	4.03.00

66th Nats, Albury, 12/13

1.	Hallowell/M.Wilson	7.10.78
2.	Justic/Owen	7.24.10
3.	Bailey/McDermott	8.11.00
Best heat:	Justic/Owen	3.16.46

Scored on a 3-2-1 Nats placing points system up to 2013. The number of 1st places decides a tie. The current winner of the all time 'Captain Bendix' title is Rob Fry. Congratulations Rob!

1.	Rob Fry	33
2.	John Hallowell	29
3.	Alasdair Taylor	26
4.	Graeme Wilson	18
5.	Keith Baddock	17
6.	Tony Bonello	12
7.	Robert Owen	9
8.	Mark Ellins	9
9.	Murray Wilson	8
10.	Richard Justic	8



63rd Nats at Albury



A tumbled catch at Dalby



'Captain Bendix'
Rob Fry



Andrew
Heath



A brace of Nemesis'

ALL AUSTRALIAN DAY 2013

The annual All Australian Day hosted at KMAC always provides an opportunity for modelers to showcase their models with an Australian heritage. Whilst the number of entrants this year was down a little, there was still a good number and cross section of models to make selection difficult. A new colourful wind vane set the scene and David Nobes provided some fill in entertainment for members to fly his auto gyro while registrations, selections and votes were compiled. Thank you David. As the results bore out it is hard to beat dedication, passion and experience, in building a good looking and capable control line model.



This year we introduced a ladies' vote and yes I have to say they fell for it - in their eyes "Big" was beautiful, good on you Kochie. Thanks also to Bruce Mackay for managing and composing the scores. A special thanks also for Ian and Les for taking the photos.

TABLE OF SCORES

The static scores were weighted. 5 points for a first place vote, 3 points for a second place vote and 1 point for a third place vote. The subtotal was then aggregated with a flying score. The flight consisted of elements from the vintage pattern with a wow score from the judge based on the agreed capability of the model. The total of the score including the wow factor was then averaged in an attempt to normalize the overall score. Due to the increasing winds a number of entrants chose not to fly.



Left:- Doug Grinham's Larikan 1
Right:- Dave Lacy's Cyclone Biplane



STATIC VOTES					SUB TOTAL	FLIGHT SCORE	TOTAL POINTS
Entrant	Model	1st Place	2nd Place	3rd Place			
Peter Koch	Larakin III	3	5		30		30
D Grinham	All Australian	3	1	2	20	6.3	20
D Grinham	Larakin	3	1	2	20		20
D Grinham	Ramrod	1	2	1	12		18.3
Dave Lacey	Vulcan	1	4		17		17
Mark Gordon	Demon	1	1	4	12		12
Dave Nobes	Ramrod			2	2	6	8
Mark Gordon	All Australian				0	5.6	5.6
Doug Grinham	Cadet	1			5		5
Alan Matthieson- Harrison	All Australian Mk 2				0	5	5
Ken Maier	Demon	1			5		5
Steve Vallve	P47 Thunderbolt		1	1	1	2.05	3.05
Dave Nobes	All Australian				3		3
Dave Lacey	Cyclone			2	2		2
Alan Matthieson- Harrison	All Australian Mk 1			1	1		1
Alan Matthieson- Harrison	Reactor				0		0
Alan Matthieson- Harrison	Mammoth Demon Prototype				0		0
Peter Koch	Viper				0		0
Bernie Cosgriff	Kittyhawk				0		0
Noel Wake	Frisky				0		0
Noel Wake	Demon				0		0
Noel Wake	Rebel				0		0
Peter Byrne	Cadet Duo				0		0
Harry Bailey	"Gold Dust" B class team racer				0		0



From Alan Matthieson-Harrison a Les Organ designed Reactor at the front, next his All Australian Mk 1 and for something a little bit different, a Giant Demon.



A Twin engine Cadet from Peter Byrne.



Above:- Peter Koch's Viper and Larakin 3.



In the foreground Dave Nobes Ramrod and his All Australian Mk 1



Above:- Lurking under the shadow of the Larakin 3 is an Aeroflyte Kittyhawk from Bernie Cosgriff and another All Australian and a Demon from Ken Maier.



Harry Bailey's Gold Dust Class B Team Racer designed by Frank Dotti of Queensland.



Doug Grinham's All Australian and Cadet.



Steve Vallve's G Pentland design P47 for .09 engines.



Mark Gordon's All Australian and Demon.

Vintage Combat Day held at Knox MAC on the 7th July

Place	Competitor	Model	Engine	
1 st	Murray Wilson	Anduril MK I	ST G15 FI	W W W W W
2 nd	Ken Maier	Anduril MK I	ST G20D	W W W L L
=3 rd	Graeme Wilson	Ironmonger	ST G20/15D	L W L
=3 rd	Nigel Robertson	Squig	PAW .15 TBR	W L L
=5 th	Harry Bailey	Warlord	Parra 2.5D	L L
=5 th	Anthony Caselli	Anduril MK I	R250	L L

A very cool but relatively calm morning at the Knox MAC greeted half a dozen vintage combat fliers. The members of CLAMF Aerospots do the organisation & running of the event. Many thanks go out to all of those who competed as well as those who assisted with the running of the event on the day.

First bout was between A. Caselli & M. Wilson who was using a fast Super Tigre G15FI running crankcase pressure feed.

After some very close flying with Murray 2 cuts to 1 a massive mid air collision rendered Murray's model out for the remainder of the bout but emerged the eventual winner.

Next up was newcomer Nigel Robertson flying combat veteran Harry Bailey. Nigel's flying has improved remarkably & he ended up winning the bout on ground time.

Ken & Graeme were next & after a cut early in the bout resulted in taking Graeme's entire streamer. Ken spent the rest of the bout avoiding Graeme's model.

Final was between Murray Wilson & Ken Maier with Murray emerging the Brimbank Falcons Vintage Combat Day competition winner for the third year running.

Report by CD
Ken Maier



N. Robertson,

M. Wilson,

K. Maier,

T. Caselli,

G. Wilson.

H. Bailey

TECHNICAL NOTICE (ISSUE 2)
REGARDING SPORTING CODE AMENDMENTS
GENERATED AT THE 2013 CIAM PLENARY MEETING
(Amendments are indicated by double side bars at the right)



1.3.2 Category F2 - Control Line Circular Flight

- a) Control Line Circular Flight is flight during which all control is accomplished via physical connection to the pilot through one or more inextensible wires or cables directly connected to the model aircraft.
The control wires or cables must be attached to a hand held device (control handle). Automatic flight path control and/or automatic manoeuvring are not permitted.
- b) Powertrain control may be accomplished by the pilot via the wires or cables or by an onboard self-contained, automatic process.
- c) For initial start-up of the engine(s), any device or system is permitted including the use of 2.4 GHz Spread Spectrum technology legal for use in the country of competition. The competitor will determine the suitability for use of the chosen system.
Any such device or system:
 - 1) must be operated only by the pilot or assigned mechanics/helpers and
 - 2) must not affect any other model.
- d) For permanent shutdown of the engine(s), any device or system is permitted including the use of 2.4 GHz Spread Spectrum technology legal for use in the country of competition. The competitor will determine the suitability for use of the chosen system.
Any such device or system:
 - 1) must be operated only by the pilot, and
 - 2) must not affect any other model.
- e) A safety strap connecting the competitor's wrist to the control handle must be provided by the competitor and used during all flights. A pull test shall be applied separately to the safety strap. This pull test will be applied according to each class specification concerning the lines' pull test
- f) The regulations for classes must be set forth in class rules. Except for reasons of safety, class rules must not contradict or invalidate ABR 1.3.2.
- g) Control Line Circular Flight Classes are:
 - F2A - SPEED MODEL AIRCRAFT
 - F2B - AEROBATIC MODEL AIRCRAFT
 - F2C - TEAM RACING MODEL AIRCRAFT
 - F2D - COMBAT MODEL AIRCRAFT
 - F2E - COMBAT MODEL AIRCRAFT WITH COMPRESSION IGNITION ENGINES
 - F2F - DIESEL PROFILE RACING MODEL AIRCRAFT
 - F2G - ELECTRIC SPEED

Effective 01/06/13

---oOo---

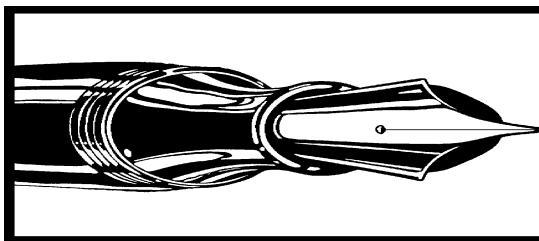
The above information was taken from:-

<http://www.fai.org/ciam-news/37219-technical-notice-effective-01-june-13-issue-3>



This month's edition of the newsletter may look a little different than usual because it was produced by using an alternative publishing software than has been used now for many years. As I become more conversant with "MS Publisher" you will see more changes to the presentation taking place.

If you have an article that may be of interest to our subscribers please send it to the editor for publication.



Letters to the Editor

Hi All

Today was supposed to be the day for the operation to replace my right knee joint.

The op was cancelled and will be rescheduled again soon, probably in about a month's time, so then I will have two knees, not one, to ring the alarm bells at the Security scanners at the airports.

Not so bad in OZ, but the Yanks get all paranoid when the lights flash and bells ring and I get the full terrorist treatment from the gun toting officials.

However ongoing problems with knees and another left leg problem has made me come to a decision today.

Due to the aforementioned problems and the fact I have reached a more mature age (**I am not old at 77**), and have not had a permanent pilot for some years now, I have decided to retire instantly and gracefully from C/L Team racing, a difficult decision as I enjoy it so much.

But unlike Macarthur (and Allan Lumsden) I shall NOT return to the fray.

I will remember with a mixture of sadness and joy, my last competition at the last Nationals at Albury earlier this year, when teamed up with Mark Ellins (pilot) and battery man Mark McDermott, we managed to finish second in the Open Rat T/R event.

This event is very dear to my heart, as it was the second running of the Greg Pretty Memorial event.

I do not intend to give up C/L and of course will continue to play with my beloved Pulse Jets and hopefully a Speed model or two (I will always be looking for a pilot), but will do so at a more leisurely pace, as well as continue fly R/C and F/F . Thanks for the memories guys and the great competitions, but I will see you round the traps.

Cheers,
John Taylor

Gentlemen,

I have been advised that there is some confusion with the dates for the F2A and F2C events in some calendars. However, the date has been correctly noted in the MAAA Newsletters.

This is to advise that the F2A and F2C events, which are qualifying events for the 2014 World C/L Championships, are to be held over the October long weekend at the Twin Cities site in Albury.

The October Labour Day weekend is on the 5th, 6th and 7th October, 2013 in NSW. However, you will need to contact Andrew to ascertain on which days the events are to be held.

For further details please contact Andrew Heath ah Heath14@australia.edu

It would be greatly appreciated if the State secretaries could pass this reminder on to the folk concerned. Harry, if a reminder could be placed in the ACLN this would be great.

Kindest regards,

Joan McIntyre.
Hon. Sec. C.L.A.S.

**Addies
HOBBIES**
RC world of fun

641A Nepean Hwy Carrum 3197 Victoria
03 9773 3955 addieshobbies.com.au

NEWS
FLASH!

Congratulations!

CL Combat Day 3 Recap

Day 3 of the Nats Combat program featured F2D Fast. Fliers have been using a single F2D airplane in contests for a number of years. It takes fewer people to run and goes more quickly. F2D Fast has been run at the Nats for several years and attracts fliers who want more flying and a more laid-back event. The usual rules use 2008-or-later F2D equipment, any 10% nitro fuel, and usually dropping the collision watch rule for simplicity.

This year, 15 entrants ran roughly 15 matches and finished shortly after lunch. Adam Kobelt from Australia took first. Two pilots from Massachusetts took the other places: Brian Stas was second and Neil Simpson third.

Adam taking first turned the day into sort of an Aussie

festival. Emma and Adam came to the US to get married in Las Vegas recently. After that the Nats became stop two on their honeymoon. They are planning several other stops across the US for touring and visiting before heading back to Australia. If there is one disadvantage to the F2D airplanes is their light weight and high performance make them more susceptible to upsets. They react quickly, which can make it hard to catch the airplane before it gets too out of shape. Sometimes the pilot simply can't do anything but watch.

—Phil Cartier
reporter/author

Picture by courtesy of NatsNews. Here is the link to the Web page:-

<http://www.modelaircraft.org/files/071813.pdf>



Newlyweds Adam and Emma Kobelt

CL Combat

67th MAAA NATIONALS PROGRAM OF EVENTS

DATE	C/L GRASS FIELD 0830- 1800 Hrs	C/LINE HARD SURFACE FIELD 0700- 1800 Hrs	SPRINGHURST FREE FLIGHT FIELD	RADIO TWIN CITIES CLUB	STADIUM WANGARATTA INDOOR	WANGARATTA CLUB FIELD	RADIO Springhurst	SOCIAL EVENTS	DATE
Sat 28	REGISTRATION	REGISTRATION	REGISTRATION and % OPEN	REGISTRATION, PYLON SETUP, PYLON PRACTICE,	NO EVENTS	REGISTRATION	REGISTRATION		Sat 28
Sun 29	CLASSIC STUNT CLASSIC B T/R, BENDIX	F2C TEAM RACE F2F TEAM RACE	F1C OPEN RUBBER	F400	NO EVENTS	1/2A TEXACO, STANDARD DURATION	F3K R/C HLG, OPEN THERMAL		Sun 29
Mon 30	F2B AEROBATICS ADV & EXP, VINTAGE A T/R	F2C TEAM RACE, CLASS 2 T/RACE,	F1A, VINTAGE POWER	FA1, Q500, (Alternating Rounds)	F1D, F1L, PEANUT SCALE,	DURATION	F3K R/C HLG, OPEN THERMAL	Social Dinner (TBA)	Mon 30
Tue 31	F2B AEROBATICS ADV & EXP, JNR COMBAT, F2D COMBAT	COMBINED & JET SPEED	SCALE> HLG /CLG DAY SCRAMBLE	F4C SCALE, Flying Only, LARGE SCALE	HLG / CLG HANGER RAT HANGER RAT SCRAMBLE	TEXACO	F3B GLIDER		Tue 31
Wed 1		OPEN RAT RACE, SNR 2.5cc R/RACE Classic FAI T/R	F1B OPEN POWER	F4C SCALE, Flying Only, LARGE SCALE		GORDON BURFORD, NOSTALGIA	F3B GLIDER	NITE SCRAMBLE at Springhurst	Wed 1
Thur 2	F2B AEROBATICS ADV & EXP, 1/2A COMBAT, JNR 2.5CC R/R	F2A SPEED	P30 F1J VINTAGE RUBBER & GLIDER	F3A PATTERN, EXPERT, ADVANCED, SPORTSMAN		'38 ANTIQUE, 2cc	OPEN ELEC GLIDER, L.E.G ELEC GLIDER		Thur 2
Fri 3	F2B AEROBATICS, ADV & EXP, OPEN COMBAT	GOODYEAR, MINI GOODYEAR,	F1H, F1G OZ DIESEL	F3A PATTERN, EXPERT, ADVANCED, SPORTSMAN			F5B ELEC GLIDER, L.E.G ELEC GLIDER		Fri 3
Sat 4	Vintage Combat VINTAGE STUNT	F4B SCALE,		HELICOPTER F3C INTERMEDIATE NOVICE			F5B ELECTRIC GLIDER		Sat 4
Sun 5				HELICOPTER F3C INTERMEDIATE NOVICE					Sun 5

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"

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 no longer have competition grade balsa for sale.

email: atheath14@australia.edu

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

Contact:- combtkid@hotmail.com

Bank deposit (EFT), Australia Post money orders, Cash & PayPal (+3.5% fee) payments accepted.

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"

New Models

Hi All.

My new Parra powered Yellow Tiger is ready to fly.

Finished in Watty Killrust yellow epoxy paint from the spray can. VHT clear engine enamel used on the wing and tail.

I now have 3 Classic FAI Tigers in blue, orange and yellow, so the fleet is coming along nicely.

Gotta keep up with Andrew...

Cheers,
John Hallowell



ANDREW'S PANS.

In stock now 21 size speed pans, T/R pans and a few 2cc pans. Also thanks to some neat handy work from Julian Reichardt I now have a new T/R pan for sale. Julian has hand carved a wooden replica/pattern of the pan he and Hutton Oddy used back in the 70's. This will be suitable for Classic FAI T/R. He has also sent me a copy of their T/R plan called a FART. (I didn't name it!!) All pans \$25 in the "as cast state" and are cast in AA601 casting Alloy.



Reichardt/Oddy pan.

Also available to order, prop nuts and shaft ext, carbies for most engines, and vintage T/R type tank and bottle valves.

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

All \$4 which includes postage in Australia.

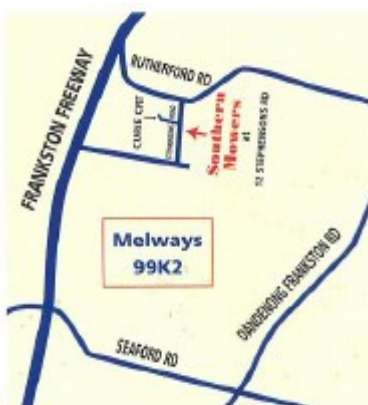
There are no Fora engines or parts available at this time.

Regards,

Andrew Nugent.

andrew.n5@bigpond.com

PH 9551 1884.



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



AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

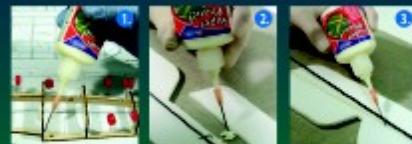
**SURFACE
MAIL**

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