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THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

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Produced by the Victorian Control Line Advisory Committee



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Copy Deadline for next issue is: Wednesday October 16th 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
Oct 5-6	6th Annual Worldwide Ringmaster Fly-A-Thon	KMAC
Oct 6	CLAC Flying Day	Moe
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, Combined Speed, F2B Stunt	CLAMF
Oct 27	Monty Tyrrell Classic Stunt	KMAC
Nov 3	CLAC Flying Day	Moe
Nov 10	Classic FAI T/R , Burford A T/R	CLAMF
Nov 24	Doug's Vintage Stunt	KMAC
Dec 1	CLAC Flying Day	Moe.
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 30	KMAC Carnival and Doncaster Novelty	KMAC
Apr 18-21	Victorian State Championships @ KMAC and 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), 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
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.

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thing contained in this publication.

2013 EVENTS CALENDAR



Date	Event	Venue/ Host
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

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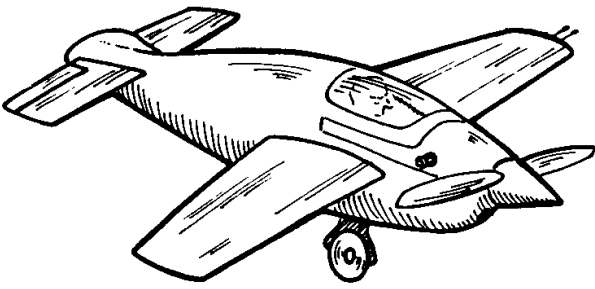
37 Thompson Street

Clayton 3168

Victoria

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hbbailey@optusnet.com.au



Team Racing Topics

By the Editor

Have you ever come across some pearls of wisdom that might state the obvious but you were not aware of the facts?

In my recent model building project I came across some advice that I will be putting into practice regarding flying styles when setting up a model for team racing. The comments are from a 1977 Aeromodeller article by Luis Petersen and Jens Genschwendtner when they were explaining the development of their "Klotznorutski" Team Race model. The copied text and images are self explanatory.

One of the main reasons why so many teams have such a varying performance is their flying styles in practice. It is no use flying at 21 sec/10 laps and 40 laps range solo, and then in the race fly 5 laps fast and then have to adjust the compression and fly the rest of the race with 23/10 and 30 laps. The way we do it (see Figure 1) the setting can cope with all types of opponents.

Flying style 'B' is the one used for setting the engine, and styles 'A' and 'C' are just used to check it. If you cannot obtain these differences in airspeed then either your prop or your flying style is wrong, and you will have trouble in a 'hard' race. The airspeed in a race will only differ by a maximum of 3 seconds over 10 laps from flying style 'B' in a race with a normal, strict, jury.

In the same article, on yet another subject the reason for using sprung undercarriage was explained. I have made a sprung undercarriage as per the model plan for one of my previous Classic FAI models but I never thought to find out why they were used. After reading the explanation below it all became patently clear.

The reasons for our sprung undercarriage are that on take-off you need a wheel well forward to avoid nosing over and clipping the propeller, but on landing you need it around the centre of gravity, so as to be able to make fast landings without bouncing, even if the ground is rough. This type of undercarriage provides just this compromise, and is easy to make and install.

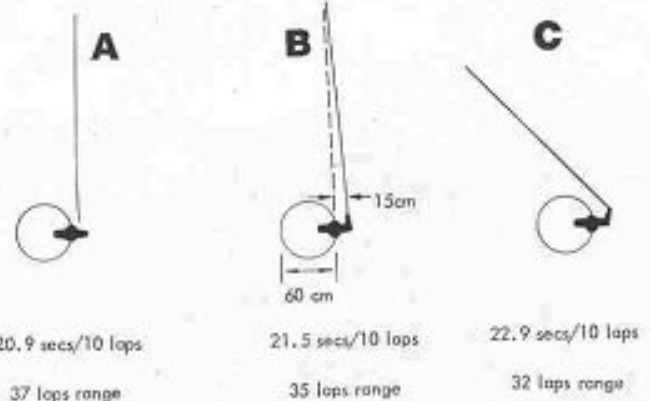
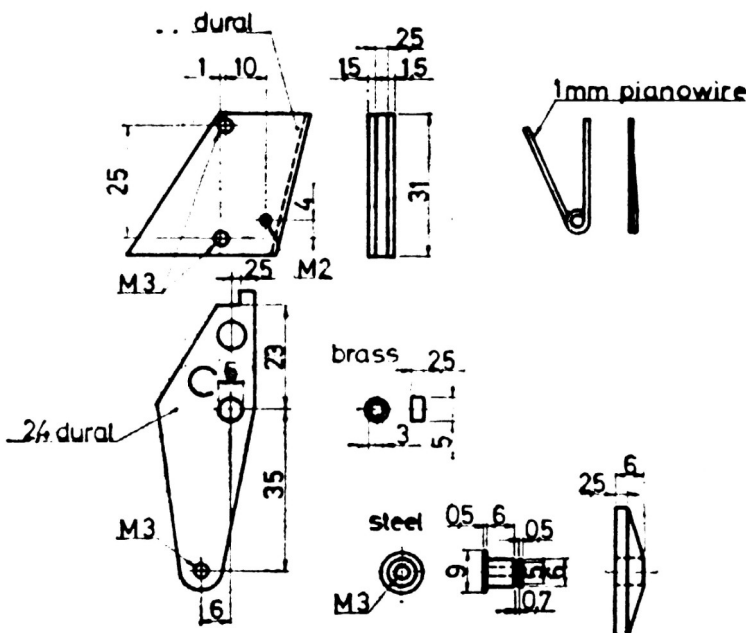


Figure 1
Different flying styles

I am in the process of building a Klotznorutski and have made a sprung undercarriage as shown on the plan. A drawing of the components is pictured below. Time and testing will tell if the work involved and the extra weight involved was worth the effort.

Here are two pictures of the assembled items. First with the leg forward and the second with the leg in the rear position.



Anybody that has had any dealings with Alberto Parra in Gran Canaria would testify to his efficient business dealings and great communication responses. Alberto's native Spanish language sometimes translates a little awkwardly but his replies to emails are always prompt.

Resulting from some positive engine testing in Classic FAI models an order for a batch of Parra 2.5 AAC engines was placed with Alberto some time ago and as he had none in stock a delivery date of mid August was given but some production delays by the manufacturers in Russia put the likely delivery dates back. The hold up was reported to Alberto's customers on the 29th August.

Hello Friends,

I would like to inform you of the present situation regarding engine production.

Delays have occurred due to the difficulty in chroming AAC liners, only one factory in Ukraine can do this with the required quality, and they carry out chroming for all the Russian and Ukranian factories with the result that the waiting list is long. Secondly, another engine producer is very concerned because my factory is unique in Ukraine having an excellent CNC machining capacity, and consequently this other engine producer is putting pressure on the chroming factory to push Parra & MS components to the end of the list.

My factory now has the capacity to carry out chroming for ABC and SSC, and we are now setting up an installation for AAC chroming, this should be in operation by the next month.

Best regards

Alberto Parra

O.K. so the order would have to wait a little longer.

On the 17th September Alberto sent another message.

Hello Friends:

I have limited units of new Parra 2.5 cc diesel engine.

Differences are new crankcase with internal CNC machining, new con-rod, carburetor, racing venturi, Quality BB, etc.

I have versions of ABC and SSC.

I have also wrenches, mounts, etc.

I have some units, then please tell me if you are interested.

For two or more engines and spares available discounts.

Unfortunately the crankcase differences included a change in the mounting hole position sizes and moving the mounting lug position. These new engines could not be used for our intended purpose so the batch order was placed on hold for a little bit longer.



Spot the difference?

*Original
Crankcase.*



On the 19th September Alberto sent an update message.

Next batch will be produced with changes inside but outside will be exact. But this need some time for new castings.

Alberto

It would appear that Alberto has been the victim of circumstances beyond his control and our engine batch delivery will take a little more time than anticipated.

New Models

Milan Drazeks "Orion" built by Andrew Nugent. The model has a Parra 2.5 AAC engine fitted. The model flies nicely and the engine is performing well.



Here is a photo of Joe Parisi's new take apart C/L electric model. Built with Peter Lloyd Select-Cut balsa, Aerospan over open bays Jap Tissue over the rest of the sheeted areas.

Wing span is 60.5". Cobra 3520/700kV motor, Litelce 50 ESC, Hubin FM9 timer, 12" x 6" APC EP and TP 5S 2700 batteries. Total weight with battery is around 59 oz.





Robin Hiern's new Class 5 speed model has a Nova Rossi engine.



Graeme Wilson's Perky Speed model.

This new racer (below) is for the short stroke Fora. I plan to bring it to Albury for a test fly.

John Hallowell.



CLAMF Competition held on Sept 8th.

Speed & Navy Carrier.

Perfect weather for our speed comp, little wind and 20 degrees. It has been 4 months since we had a comp, unfortunately there was a low entry, most of whom were in Perky.

As the new line size for Class 1[2cc] has gone through we wanted to set a benchmark – 100% record before the Nats so the challenge is equal for all the other classes, if not someone could turn up in Class 1 and do say 80mph well below the true potential of the class and that would be become 100% therefore the other classes would have to do over 100% in their class to win. I managed to set a benchmark at 14.906 seconds / 241.51kph, which is a good speed.

Murray tried to get some flights in FAI with his Profi but the model was not working, he had a flight going in the pylon but the engine cut, welcome to FAI Murray [frustration aeromodelling international]

I got my old Class 5 model out to try and get the record back, which it did doing better than I had hoped at 13.43seconds / 268.06kph, it is now time to pension the old model off as it is around 10 Years old. It was the first Class 5 [21] built and the pan is cracking so I have had a magnesium pan cast for it as well as for a new model called a "Kansas-Twister" which I test flew after the comp with a slow engine, it is a bit lighter than the old model.

My Proto model was not working, but I got it going after comp. Speed regular Noel Wake was not there so that was one less competitor. The rest of the entrants flew Perky's, Paul Stein ended up winning closest to average time and Andrew Nugent was the top speed, which is not important except for bragging rights/fun.

Vern was back again with a couple of Perky's but neither seemed to work because of fuel feed problems. One was powered by a Fox 15 and the other I believe by a Cox 15. We have a comp at Knox on grass on the 29th of Sept so please drag out a model and join us for some fun.

Report by Robin Hiern

Place	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R. Hiern	Class 5	Novarossi 21	13.7	13.43	D.N.S	13.43	268.06	102.38%
2	R. Hiern	Class 1	Novarossi 12	15.37	15.16	14.91	14.91	241.51	100.00%
3	R. Hiern	Proto	Novarossi 21	38.95	40.86	D.N.S	38.95	148.75	61.94%
4	M. Wilson	FAI	Profi	ATTEMPT	ATTEMPT	N.E.LAPS			0.00%
	A. Nugent	PERKY	ST.G20 G	43.54	43.5	42.7	42.7	135.68	
	G. Wilson	PERKY	ST.G15 G	50.92	48.51	50.25	48.51	119.43	
	P. Stein	PERKY		51.02	49.33	51.4	49.33	117.45	
	V. Marquet	PERKY	FOX 15	64.96			64.96	89.19	

PERKY

AVERAGE 51.37 P. Stein



Perky Speed Models

Some decent weather with a light wind gave us the opportunity to get the deck out for a bit of Carrier flying. It's been a while since we last had a competition, but with only four flyable models available this time, it turned into a bit of a fun fly rather than a serious comp. As usual Graeme with his old and much repaired Bearcat showed how a reliable engine run and low flat landing approach makes getting on the deck look easy! Paul had a few problems getting on the deck and left a few calling cards to show where he'd been, same with me! It's now six years since we built the deck and apart from some superficial dings and scrapes it's required no repairs and has worked as well as we'd hoped it would. Hopefully we'll have a few more models repaired and back in action next time.

Report by Peter Roberts

Navy Carrier Results

Place	Competitor	Model/Engine	High Speed	Low Speed	Landing	Bonus	Total
1	G. Wilson	Bearcat HP40	25.47sec	73.88sec	100	30	178.41
2	P. Roberts	Wildcat Merco 29	27.85sec	81.47sec	90	20	163.62
3	P. Stein	Bearcat HP40	27.84sec	91.25sec	Splash	30	93.41
4	P. Stein	Corsair HP40	27.31sec	74.31sec	Splash	30	77



Wildcat Navy Carrier model on final approach.

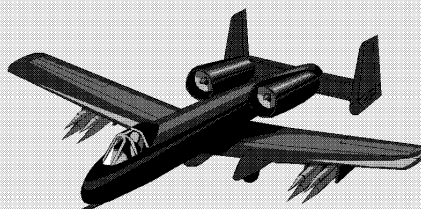


Contest Judges on duty.



Navy Carrier action with a Bearcat 'low and slow'.

CONTEST RESULTS



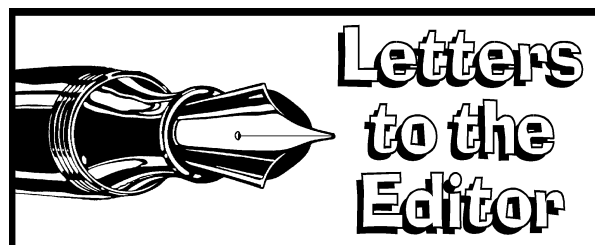
The contest day events organised by the KMAC club were Combined Speed and F2B Stuntmasters. The strong winds increased during the morning and only one round was flown of F2B Stunt. P. J. Rowlands was the winner. Robin Hiern had an unexplained crash to earth with his Class 2 Proto Speed model that created a total wreck.

Combined Speed held at KNOX 29-09-2013

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	J. Hallowell	Vintage Proto	OS 25 FX	31.64	32.12	34.45	31.64	183.11	97.22%
2	R. Hiern	Vintage Proto	OS 25 FX	33.42	35.10	31.85	31.85	181.90	96.58%
3	H. Bailey	Vintage Proto	Magnum 25	34.50	34.44		34.44	168.22	89.31%
4	V. Marquet	Vintage Proto	K&B 29 RV	46.42	45.71	45.88	45.71	126.75	67.29%
5	R. Hiern	Proto	Novarossi 21	N.E.Laps	CRASH!!!				0.00%



Robin and his Proto model before the CRASH!!!



Gentlemen,

It is with regret that I am obliged to postpone the advertised INTERNET F2 event for West Australians. 21st - 22nd September.

The weather forecast gives much the same as we have had this week so far for Saturday and worse on Sunday.

My alternate dates of next Sunday and Monday are also blown out with forecast winds of up to 50 kph on Sunday.

I can't yet get a forecast for Monday.

Therefore I intend to assess what weekend in October would be available and assume that this suits everyone.

I wouldn't like to fly in this weather and I am sure that you don't.

I sincerely thank the helpers who volunteered and hope that I might call on you again.

*Thank you all.
Norm Kirton*

European Championships Bekescsaba, Hungary 2013

The Championships take place in the year opposite the World Championships. This year they were held at the airport flying site in Bekescsaba which also hosted the 2010 World Championship and the annual Carpathia World Cup. The site was better arranged this year with the "B" stunt circle near the racing site and one of the two official combat circles close enough that spectators could watch matches between racing heats. Speed was located about a quarter mile away on an apron near the main runway. Combat had unlimited practice circles, stunt had two, racing had a partial circle that was fine for one up testing. Test flying in the speed circle was by sign-up.

Accommodations varied from the four star Elizabeth Hotel in Gyula (beautiful town, right next to the Romanian border) to the camping site at the field which was preferred by many of the Europeans. The no-star-rated dorm rooms were also available.

Entries in all events were quite good. Combat topped all events with 48 entrants, Aerobatics was next with 45, F2C Team Race with 33 teams and F2A Speed with 31. It was hot for the entire competition with temperatures ranging between 35-42C, that's approximately 95-107F.

All the results can be viewed here

<http://discovery-aeromodels.com/en/in-the-world/results-of-european-control-line-championship-2013-hungary-f2a-f2b-f2c-f2d-class.html>

There was some Australian involvement in F2C Team Race. Our own Robert Fitzgerald was on the team race jury. There were 33 Teams, a new world record heat time and only one crashed model! A lot of the credit for a very safe event goes to the Team Race Jury.

Before competition started they told the competitors something more eloquent but basically, "let the engines do the work, pilots fly the models and pitmen start and tune the engines and the Jury will try to keep the playing field level". Rather than let competitors race until destruction they stepped in and ended some races. The prime example would be the Junior final where two flyers got hooked together somehow. The race was stopped and they were both able to land in formation.

See picture below.



Thanks go to the Editor of the Southern California Air Racers (Charles Johnson) for the above information.



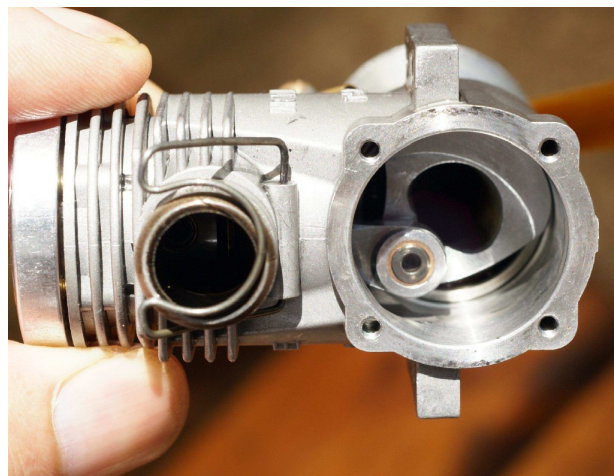
F2D Combat.

What could be better than a match between Igor Trifonov (blue, Russia) and Stanislav Chorny (fluro, Ukraine)? Multi-time World Champions.

Trifonov would go on to become the 2013 European Champion. Chorny would finish in a tie for sixth place. The Russian team would take the top three spots!



F2B Aerobatics. He may have finished 13th but Sergey Belko had a neat looking plane.



This is what a F2A engine looks like inside. Massive passage through the crank matches an equally large venturi. No wonder they're a bit finicky with the setting.

2013 Whyalla Show Control Line Competition

Windy weather and a strong hint of rain welcomed a small but committed band of flyers from Adelaide, Melbourne, Perth and of course Whyalla, the heart of the Eyre Peninsula to compete in 500 Lap Grass Rat Race, Koreflute Kombat, Classic Stunt and the Ron Templar Shield.

Ably run by Mark Poschkens and Paul Templar Grass Rat was first up with 8 teams competing in very blustery and trying conditions which tested the mettle of the pilots and pitmen and saw a lot of carnage.

Father and Son team of Victorian world beaters Graeme and Murray Wilson were first to the flag with a time of 24 minutes, using their trusty OS 15 G powered Simple Rat,

2nd were Alan Morris and renowned all round good guy Maris Dislers using Maris's Parra engined Profile Scale Zero which they had used previously to win the SA States, Alan traded his day job as a Qantas 747 Captain to bring the Zero home in 28 minutes.

Third place was taken by Adelaide boys Duncan Bainbridge and David Stephens - the DD Racing Team using their Nelson 27 Speed limited Buster Goodyear with a time of 30 minutes.

First in Junior was young local boy Nathan Templer who was unlucky to lose a back plate off his MVVS D7 D Shoestring which slowed to a halt at 455 laps but he was still glad to take his model home in one piece, unlike some of the less fortunate's!

After lunch it was time for some Koreflute Kapers - simple combat wings made out of real estate signs with OS and Enya glows all models flown by just about everybody were supplied by the hosts and ably mechanised by Murray Wilson and Ryan Leknys who worked hard to keep the 12 entries flying in what had become very windy conditions, as it turned out it was a hard fought contest to the bitter end with brothers Greg and Alan Roadknight fighting it out for 3rd place with young Alan coming out the winner.

The final bout was a close event with Maris just beating Duncan on airtime.

Everyone agreed that given the conditions and the carnage the Koreflutes were the best choice!

With the wind getting worse Murray and Mark flew their Open Combat models and Ryan and Murray flew some F2D which were fast and furious and very noisy.

The onset of darkness saw the usual night flying nonsense with a few Koreflutes taking to the air along with Gregs lights equipped Flight Streak.

The more sane, some might say adjourned to the motel as the temp and wind dropped!

Sunday quickly dawned and it was apparent that no stunt was to happen, instead Murray flew his F2d and Greg put some time in with his Taipan F2E before the medal presentation and the award to the Ron Templar Trophy to Murray Wilson.

All present agreed that inspite of the weather it as usual had been a great weekend and we would all be back next year, and the Adelaidians agreed to make use of the upcoming election posters to build some Koreflutes!

Thanks to all the Whyalla guys for their hard work especially Brenton and Geoff and the rain for holding off!

Cheers

Duncan Bainbridge AUS 15825



THE WHYALLA 500

8 teams fronted up to compete in the annual Whyalla 500 lap rat race event held in conjunction with the Whyalla Show, the local club puts on a display to encourage more people into modeling. The weather gods hadn't been kind this weekend with strong winds so 2 up races were held for safety reasons, it worked out better because of the 8 entries received. There were many various combinations used but it was the OS 15 FP in an inverted simple rat race model which completed the 500 laps in the best time of just over 24 minutes used by the team of Murray & Graeme Wilson, they were over 4 minutes quicker than the next team of Alan Morris & Maris Dislers using a Parra Gold in a side mounted Zero model. Duncan Bainbridge & David Stephens were next using a Nelson FI SE in a Goodyear model, they were a further 6 1/2 minutes behind the winners. The only other team to finish was G. Fry using a Parra in a side mounted rat race model, many pit-stops cost them any chance of recording a good time & were nearly 12 minutes behind the winners. All the other teams had problems, the back plate came loose on Nathan Suffolk & Paul Templers MVVS D7, Ryan Leknys & Rob Fitzgeralds Taipan head bolts came loose, Mark Poschkens & Brenton Thomas model decided it wanted to flap to go faster eventually losing an outboard wing & crashing, too much power from the Taipan Gold head, Alan & Greg Roadknight used a CS Oliver in an upright trainer type model, lost line tension on take off & speared itself into the ground again, had already been fixed doing the same in early practice. All in all it was a bit of fun between all who competed.

1.	G.Wilson/M.Wilson	24:05
2.	A.Morris/M.Dislers	28:13.5
3.	D.Bainbridge/D.Stephens	30:34
4.	G.Fry/	35:5
5.	N.Suffolk/P.Templar	455 laps
6.	R.Leknys/R.Fitzgerald	363 laps
7.	M.Poschkens/B.Thomas	297 laps
8.	A.Roadknight/G.Roadknight	74 laps

CORE FLUTE COMBAT

12 entries were in the CD's book to do battle with the locally produced core flute combat models powered by various types of 15 size glow engines & a rogue CS Oliver. Ryan Leknys & Murray Wilson took on the job of trying to keep these models airborne while the pilots chased each other all over the sky but with limitations, no loops or inverted flying to give the less experienced competitors a chance to enjoy themselves & not be on the ground waiting to get up again. These models can take a bit of punishment & no damage was done to any of them although some tried. Many cuts were taken but engine starting was proving to be the biggest problem, even though flying was fairly sedate, banging engines into the ground doesn't help with restarting. The event was run with a losers round so everyone got 2 flights minimum, 3 were knocked out after this including Yuri Poschkens, the local combat wizard. In Rd 2 we drew 2 competitors to do battle to get the number down to 8, Duncan Bainbridge & G Fry were the unlucky ones with Duncan taking the win. We now had 8 left & after 4 closely fought bouts we had Greg & Alan Roadknight, Maris Dislers & Duncan Bainbridge remaining. Maris defeated Greg & Duncan defeated Alan so it was the 2 Roadknight brothers in the flyoff for third with Alan taking the win, in the final it was Maris v Duncan with Maris coming out on top after 3 minutes of combat.



Pl	Entrant	rd 1	Rep	rd 2	rd 3	rd 4	rd 5
1.	M.Dislers	L	W		W	W	W
2.	D.Bainbridge	L	W	W	W	W	L
3.	A.Roadknight	W			W	L	W
4.	G.Roadknight	W			W	L	L
5.	R.Leknys	W			L		
	B.Thomas	W			L		
	P.Templar	W			L		
	N.Suffolk	L	W		L		
9.	G.Fry	W		L			
10.	A.Morris	L	L				
	M.Poschkens	L	L				
	R.Fitzgerald	L	L				

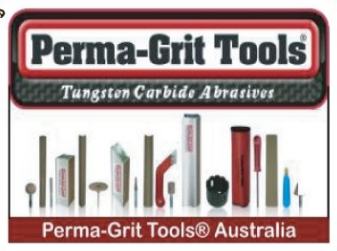
Report by Graeme Wilson





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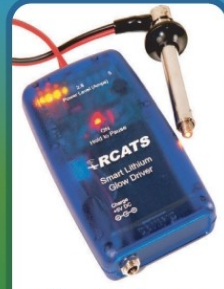
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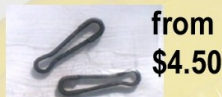
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1970s - OPS 29 Speed ABC with pipe, NIB - \$400.

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1970s - Super Tiger X15- RIRE (first model - two part case) LNIB - \$300.

Goran Milosavljevic

goran1963@yahoo.com

Ph 02 9449 2272



My father, Frederick Dotti designed the "Gold Dust B Class Team racer" and the plans were published back in 1958 in the **August edition of Model News Australia**. My father passed away a little over 12 months ago.

I would like to obtain a copy of this edition of the magazine.

Debbie Berens (nee Dotti)

d.berens@bigpond.com

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.

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All \$4 which includes postage in Australia.

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

Regards,

Andrew Nugent.

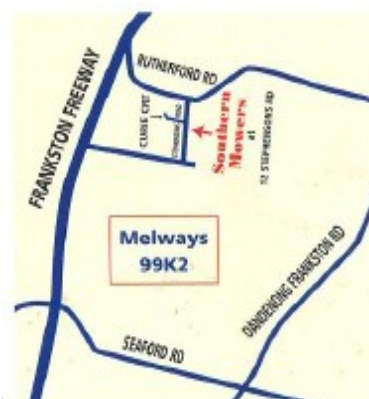
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