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THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 183

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and Pictures.

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Copy Deadline for next issue is:

Wednesday 19th February 2014

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



VICTORIAN CONTROL LINE CONTEST CALENDAR 2014

DATE	EVENT	CLUB
Feb 2	CLAG Flying Day	Moe
Feb 9	Speed , 27 Goodyear, Vintage Stunt	CLAMF
Feb 23	Hearns Trophy and Yeomans Novice	KMAC
Mar 2	CLAG Flying Day	Moe
Mar 8-10	SA C/L State Champs (events TBA)	Monarto
Mar 16	Classic FAI T/R , Classic B T/R, Vintage A T/R	CLAMF
Mar 30	Carnival & Doncaster Novelty	KMAC
April 6	CLAG Flying Day	Moe
Apr 13	Speed , Navy Carrier	CLAMF
Apr 18-21	2014 VMAA C/L State Champs (events TBA)	CLAMF & KMAC
May 4	CLAG Flying Day	Moe
May 17-18	Albury Racing Weekend – Classic Stunt, Speed, Racing, Combat	TCMAC
May 25	Warbirds	KMAC
June 1	CLAG Flying Day	Moe
Jun 7-9	NSW C/L State Champs (events TBA)	
Jun 15	Speed , Classic B T/R, Corflute Combat	CLAMF
June 29	Rat Race Invitation and Club Day	KMAC
July 6	All Aussie Day and Vintage Combat	KMAC
Jul 13	Simple Rat Race, 27 Goodyear, Vintage Combat	CLAMF
Aug 10	Speed , Navy Carrier	CLAMF
Aug 9-17	2014 C/L World Champs	Poland
Aug 23-25	UK British Nationals	United Kingdom
Sep 14	F2F T/R , Vintage A T/R, Classic FAI T/R	CLAMF
Oct 4,5	NSW C/L State Champs – Speed, F2C T/R (inc. supporting events)	Albury
Oct 19	Class 2 T/R , Speed , 1/2A Combat	CLAMF
Nov 9	F2B Aerobatics, Classic Stunt, 27 Goodyear	CLAMF
Dec 14	Speed , Burford Vintage A T/R	CLAMF
Jan 2 – 5	2015 CLAMF Air Racing C/L Expo (events TBA)	CLAMF

Events will be flown in order of printing.

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

Newsletter Editor

Harry Bailey.

37 Thompson Street

Clayton 3168

Victoria

Email:-

hbbaily@optusnet.com.au

News from VLA

This year the West Australian State champs will be held over four days on our long-weekend.

The program will look something like this.

Friday 30th May ... 12.30pm start F2C rnd 1 & 2.
F2F rnd 1 & 2.

Saturday 31st May ... F2F rnd 3,4 & Final.

F2C rnd 3,4 & Final.

Sun 1st June F2A & Combined speed.

Vintage-A & Classic-B t/r

Monday 2nd June ... F2D combat

If interest is shown, we will slot Classic-FAI into the program, so please speak up if you would like it included.

International competitors are welcome.

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COMING EVENTS



C.L.A.S. CONTROL LINE CONTEST CALENDAR 2014

DATE	EVENT	CLUB
Feb 9	F2B Aerobatics. SAT. Ashford Reserve, Milperra	
Feb 16	Diesel G/Year, Sabre Trainer and 2.5 Diesel Speed.	KMFC
Mar 1-2	Hunter Valley Championships.	MDMAS
Mar 16	Classic Stunt.	SSME at Luddenham
Mar 23	Brendan Farrell Day.	KMFC
Apr 6	F2B Aerobatics.	KMFC
Apr 13	Diesel G/Year, Sabre trainer and 2.5 Diesel Speed.	KMFC
Apr 13	Classic Stunt.	Doonside (Whalan Reserve)
Apr 18-21	VMAA STATE CHAMPIONSHIPS.	VMAA
Apr 27	F2B Aerobatics.	SSME at Luddenham
May 4	Combined Speed.	SSME at Luddenham
May 3-4	Veterans Gathering.	MDMAS
May 18	Phantom, Vintage A and Diesel Goodyear. SSME at Luddenham	
Jun 7-9	CLAS. NSW C/L STATE CHAMPIONSHIPS. CLAS. (Whalan Reserve) TBC	
Jun 21-22	"Old Phartz and Friends" Vintage Weekend. At Coffs Harbour (KMFC)	
Jun 29	AGM	KMFC
Jul 14	F2B Aerobatics	Doonside (Whalan Reserve)
Aug 3	F2B Aerobatics.	KMFC
Aug 9-10	Fun Fly and Training Session.	Obadiah Fly In. Venue to be advised.
Aug 17	Classic Stunt.	SAT Ashford Reserve, Milperra.
Aug 17	Diesel Goodyear, Sabre Racing & 2.5 Diesel Speed.	KMFC
Aug 31	Phantom, Vintage A and Diesel G/Y.	SSME
Aug 30-31	Oily Hand Diesel Day.	Cowra M. A. C.
Sep 21	F2B Aerobatics.	SSME at Luddenham
Oct 4-6	CLAS NSW. State Championships. F2A and F2C	C.L.A.S. at Twin Cities. TBC.
Oct 12	Gordon Burford Day.	KMFC
Oct 19	F2B Aerobatics.	SAT Ashford Reserve, Milperra.
Nov 23	Vintage T/R and Diesel Goodyear.	KMFC
Nov 30	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 7	F2B Aerobatics	Doonside (Whalan Reserve)
CCMAC-	(Rutley's Road, Mannering park.)	
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.	
NACA -	(Northern Area Contest Aeromodellers) - Hunter Sports H.S., Pacific Hwy, Gateshead.	
CCMAC	at Rutley's Rd, Mannering Park) SAT- (Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.	

SSME - (Sydney Society of Model Engineers) -
Model Park, Luddenham Rd, Luddenham.



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F2B Aerobatics Competition



Date: February 22nd 2014

Venue: AAC, Unley Road City

Time: Practice from 8.00 a.m.

1st Round starts 9.30 a.m.

Format: 2 Rounds, best round counts.

3 separate skill classes; Novice, Advanced, Expert

Catering: Tea, coffee, cold drinks, cake (no lunch)

Notes:

1. All entrants must be MAAA members with a membership card.
2. Safety straps are required on all handles in all events.
3. All glow motors 2.5 cc and above must be fitted with an effective muffler.
4. No entry fee, but all who fly on the day please pay \$2 into the field fees tin.

For further info contact:

Peter Anglberger 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.

Doug's Day 24th November 2013



Doug's Day celebrates Australian designed Vintage Models. In the tradition of vintage competition there are two components to the contest. Static judging where points are scored, for workmanship, finish, age, documentary confirmation and age of the engine. Secondly, flying points are awarded based on the proficiency of performing the vintage pattern. The best score from two rounds is added to the static score for each contestant to determine the winner. Doug undertook the task of static judging and was assisted by Peter Roberts in the flight judging. Steve did the compositing ably assisted by our man of many hats, Les doing the running, taking photos and tending the BBQ.

Although the field of entrants was small the quality of the models was good.

It was also pleasing to see members from CLAMF in attendance.

CONTESTANTS

David Nobes	All Australian MK 1	Merco .29 (1959)
Gavan Opperman	Peacemaker	OS .15
Mark Gordon	Ramrod	OS .29
Peter Koch	AeroFlyte Stuntmaster	McCoy .35
Robin Hiern	Hearn's Hobbies Frisky	Frog 250
Ken Maier	Hearn's Hobbies Demon	Glow Chief/Sabre .29



The conditions on the day were overcast, damp with intermittent showers and light to moderate wind. With the air heavy with moisture there were a few flame outs in practice causing some to change their models or adjust the engine tunes. Unfortunately the practice flight proved fatal for the Frisky with Robin experiencing difficulty recovering from inverted flight. Both Mark and Peter experienced cut outs in one round of the flights creating a little consternation, however there was no damage done. Gavan flew his Peacemaker with some authority and set up a good match for the Ramrod in Mark's hands. This was a good effort from Mark considering he had not flown the model before. Mark thought he had come to get some judging experience prior to the Nats but Kochie had other thoughts and pressed the Ramrod into his hands for a fly. It was the higher static score of the Stuntmaster and some good flying that cemented Kochie into 3rd place.

The real battle emerged between David and Ken. The All Australian Mk1 of David had a margin of 3 static points over the Demon by Ken. It was a change to see Ken on the handle of something a little bit slower than his Ambassador or a combat wing. He bonded with the model and posted good scores. In the end there was only 2 1/2 points separating their flight scores. However it was enough for David to be the Winner on the Day. It was a good tussle.

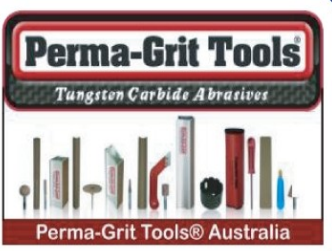
Contestant	Static Score	Best Flight Score	Final Score	Place
David Nobes	43	146	189	1
Ken Maier	40	144.5	184.50	2
Peter Koch	37	133	170	3
Gavan Opperman	32	124	156	4
Mark Gordon	29	126.50	155.50	5
Robin Heirn	41	DNF	41	6





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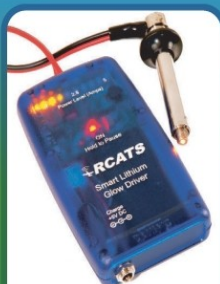


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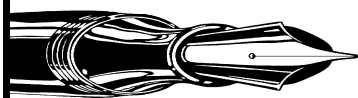


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Letters to the Editor

Thank You

I would like to thank all the Control Line Flyers who attended my celebration dinner in Albury, your good wishes and support meant a great deal to me to see not only familiar faces, but people I didn't know who were kind enough to attend.

I must admit that I was humbled by the whole evening.

Roy Summersby.



Roy Summersby F1C World Champion.



Moncontour 2013





67th MAAA Nationals Results, Reports and Pictures.



This years Nationals were organised by the Victorian Model Aircraft Association. The weather was kind to us and we had lots of bright sunny days without rain and the winds were generally moderate.

All of the Control Line events that were on the programme were completed.

It was a hectic seven days for some of the control line competitors with 22 contests flown over either the grass oval at Alexandra Park or the concrete circle at the Twin Cities Model Aircraft Club.

The Nationals was the last of the qualifying rounds for entrants that were hoping for a place on the Australian team for the F2 World Championships to be held this year in Poland so competition at the top level was very serious.

F2C Team Race was held on the first two days of the competition. With the three teams that represented Australia so well at the last World Championships taking part, it was always going to be a big ask for the other teams to beat them and that was the way the results turned out.

F2C TEAM RACE RESULTS

ENTRANT	ROUND 1	ROUND 2	ROUND 3	ROUND 4	FINAL	PLACE
ROB FITZGERALD/MARK ELLINS	3.01.25	3.05.34	DNF 67	DNF 67	6.24.44	1
MURRAY WILSON/MARK POSCHKENS	3.13.50	3.12.46	3.32.09	3.06.69	7.06.45	2
IAN THOMPSON/STEVE WALTON	DNF 68	3.21.12	3.19.25	DNS	8.16.66	3
RICHARD JUSTIC/PAUL STEIN	3.25.37	DNF 96	3.29.47	3.34.81		4
SHANE LEKNYS/COLIN LEKNYS	3.27.47	DNF 34	3.51.69	DNF 29		5
TRENT McDERMOTT/JULIAN REICHARDT	DNF 67	DNF 45	4.08.00	3.43.94		6
HARRY BAILEY/KEN HUNTING	DNF 28	4.50.69	5.02.53	6.35.47		7



Pilots Wilson, Fitzgerald and Thompson in the F2C final race.



Classic B team race was run at the verdant Alexandra Park, a really great place to fly. We are very fortunate to have such a superb facility available for the Nationals. Seven teams lined up with what was always going to be a close contest. Weather was warm, probably around 30c and the light breeze was perfect for flying.

Ric Justic and Paul Stein were surprisingly the only team to dip under 3 minutes for the 70 lap heat. Their 2.55.28 with the modified Rocket and OS FX virtually guaranteed them a spot in the final so they wisely chose to rest themselves and their gear in round two.

Jim and Colin Ray were practicing early in a bid to get their Crescendo and OS FX sorted. They went close in round one by posting a 3.07.06. However, the Macca Racing team did a 3.06.34 in the second round to just tip out the Cosmics by less than a second! As always, Classic B racing is super close.

Those Maccas are like pepper and salt. They're in everything and usually end up in the pointy end. The Ray Harvey built Dalesman had good speed and sharp stops, so Trent and Mark managed to sneak into the final.

Harry Bailey and Ken Hunting had the Irvine working near to its best in the Galaxie and a first round 3.04.04 let the other teams know they had better get serious. The West Aussies, Ian Thompson and Steve Walton had a very nicely built racer with a good turn of speed. After a sorting out session in the first round, a smart 3.08.94 was written into CD Graeme Wilson's scorebook. It was a good time, but it was still a couple of seconds west of the top three.

John Hallowell and Murray Wilson arrived full of promise after finding some amazing speed in practice leading up to the Nats. However, Murphy was about and selected the magenta Rocket as his target. Fuel feed issues saw a big drop in performance and a very slow time. It will be a challenge to make amends in the upcoming Sth Oz and Vic. State Champs. Then it will surely be 'game on'.

Last year's winner and reigning Nats Classic B champ Mark Ellins has Poshy doing the pit work for him. The 'Mighty Marks' team had some issues in round one, but got it together in the second round to record a 3.10.56. Not quite quick enough as they needed to better 3.06 to make the final.

As is now the usual tradition, Classic B times were really close. Apart from Ric and Paul's sub 3minutes, the other teams had times of 3.04. 3.06. 3.07, 3.08, 3.10 and 3.19.

The final was always going to be a beauty and did not disappoint. The flying was clean and the pit stops were quick. All models had good airspeed. In the end it was Ric and Paul home first in a new 140 lap record time of 5.45.78. The Dalesman and OS FX combination saw Trent and Mark post a PB final time of 5.51.91. Harry and Ken were not on 50 lap range with the Irvine and needed an extra stop for their 6.19.34. It is safe to say that this final was the fastest ever Classic B final when all the times are added together. Congratulations to the winners on a fine performance.

Report by John Hallowell. AUS 1984

CLASSIC B TEAM RACE

ENTRANT	RD 1	RD 2	FINAL	PLACE
JUSTIC/STEIN	2:55.28	DNS	5:45.78	1
McDERMOTT/McDERMOTT	3:09.13	3:06.34	5:51.91	2
BAILEY/HUNTING	3:04.04	3:13.67	6:19.34	3
RAY/RAY	3:07.06	3:19.25		4
THOMPSON/WALTON	4:27.73	3:08.94		5
ELLINS/POSCHKENS	3:57.21	3:10.56		6



BENDIX TEAM RACE

ENTRANT	FINAL	PLACE
RAY/RAY	9:25.81	2
HALLOWELL/WILSON	7:13.28	1
McDERMOTT/McDERMOTT	DNF 135	3

With only three teams turning up on the day it was decided to go straight into a final race.

The Hallowell "Nemesis" had the pace to win but the result became beyond doubt when Trent McDermott lost sight of his model after being overtaken and crashed as a result. Colin and Jim Ray were a somewhat slower but reliable second place.

F2F Results

ENTRANT	ROUND 1	ROUND 2	FINAL	PLACE
LEKNYS/LEKNYS	4:09.68	3:58.25	9:23.98	1
FITZGERALD/BAKER	3:59.41	DNS	DNF 1	2
McDERMOTT/McDERMOTT	3:54.41	3:55.50	DQ (lost wheel)	3
JUSTIC/ STEIN	4:06.34	4:00.72		4
THOMPSON/WALTON	4:13.47	4:06.47		5
BELLIS/BELLIS	DSQ	4:09.57		6
DE CHASTEL/EWART	4:14.81	4:10.65		7
HUNTING/ BAILEY	4:59.00	5:55.78		8
WILSON/YOUNG	DNS	DNS		9



Mark
McDermott
lost a wheel
and then
the race!



Vintage A at the Nationals was run for the 24th consecutive time, this year on the lush surface of Alexandra Park. This 67th Nats competition attracted 10 teams, the same number as the demonstration event of 27 Diesel Goodyear. What that means is open to interpretation. Weather was the usual warm 30c and winds were just strong enough to know which side of the circle was best for take off. As expected, all competitors were using Rothwell R250's swinging APC 7x7's except for Harry Bailey who used a higher revving Graupner 7x7.

The first heat was soon away under the watchful eye of CD Graeme Wilson. It was no surprise to see Rob Fitzgerald and Paul Stein blitz the field and set the standard with a stunning 3.15.1. It was 'catch me if you can' as Rob and Paul threw down the gauntlet at the feet of the other teams, most of who stood there open mouthed...

Harry Bailey and Ken Hunting emerged as the only serious challenger with a hot second round 3.18.56. However, the Macca Racing team of Trent and Mark McDermott were not far behind with a second round 3.20.16 in the last heat of the day. That's called performing when it counts!

The above three teams became the finalists and the others were left to ponder what went wrong and plan ahead for their 2014 State Champs. Among those were Murray Wilson and Neil Baker. Murray's model is clearly the fastest in the country when it's on song, although Murray will be the first to admit the perfect run was somewhat elusive at this Albury Nats.

Was great to see a couple of West Aussie teams in the mix. Colin and Shane Leknys flew well and put in two consistent times in the low to mid 3.30's. The 'combateer' team of the Bellis brothers, Richard and Bruce, did really well in the second round to post a 3.27.06.

The Cosmics, Jim and Colin Ray, also made a 3.27 in the second round as did John Hallowell and Andrew Nugent. However, it's just not fast enough. Somehow, another ten seconds has to be found. I can assure you we will be looking under rocks in the next couple of months in an endeavour to find the secret...

Andy Kerr and Richard Justic had a best time in the second round of 3.40.81, strangely off the pace for this multi talented duo. The same can be said for 2012 World Champs F2C finalists 'SuperMarks' Ellins and Poschkens. A best of 3.41.25 in the first round is light years away from a potential best time.

The 160 lap final was good to watch with favourites Fitz and Paul showing a clean pair of heels to Harry, Ken and the Maccas. Apart from a hiccup and tumble at the first stop, Fitzy and Paul then put on a clinic with smooth landings and spotless catching. Their dominant display stopped the lap counter's watch on 6.48.78. Harry and Ken finished on 7.03.72 while the Maccas went lean in the last part of the race, causing the R250 to cut on takeoff. They eventually completed the race in 7.38.84. At the end of the day, it was yet another very successful Nationals Vintage A competition.

VINTAGE A TEAM RACE RESULTS

ENTRANT	ROUND 1	ROUND 2	FINAL	PLACE
FITZGERALD/STEIN	3:15.01	3:28.34	6:48.78	1
HUNTING/BAILEY	3:25.06	3:18.56	7:03.72	2
McDERMOTT/McDERMOTT	3:59.60	3:20.16	7:38.84	3
BELLIS/BELLIS	4:46.81	3:27.06		4
RAY/RAY	3:56.25	3:27.63		5
HALLOWELL/NUGENT	3:28.66	3:27.84		6
WILSON/BAKER	DNF 24	3:28.34		7
LEKNYS/LEKNYS	3:32.75	3:36.34		8
JUSTIC/KERR	4:34.34	3:40.81		9
ELLINS/POSCHKENS	3:41.25	DNF43		10



There is no doubt **Class 2** is one of the best racing classes around. Results are always close and certainly this year was no exception... just a scant second between first and second! It was clearly the tightest final of the Nats.

Six teams lined up to do battle. Perennial finalists and frequent Class 2 winners Harry Bailey and Mark Ellins were expected to do well with their highly successful Montezuma's Revenge and Nova Rossi .21. A 2.56.62 heat saw them qualify easily for the final.

Harry's Monty racer was built an astounding 15 years ago and since its first win at the Easter Nats in Waikerie back in '98, it has seven firsts, two seconds and a third. To that total, you can add a win in Open Rat at the 12/13 Nats. What a marvelous engine that Nova Rossi has been since being set up originally by Robin Heirn. Primary flicker has always been Mark Ellins.

Last years winners Graeme Wilson and Alan Lumsden piloted this year by Murray, had the speed to do a repeat with the powerful Nelson .29. They beat Harry and Mark by less than a second 12 months ago! However, this year the stops were not as fast as the .21 engined models and the best they could manage was two 3.02's.

Fastest heat time and first choice for the final went to John Hallowell and Ric Justic with a 2.53.28, ably assisted by Andy Kerr on battery. Their Rex .21 racer was right on song and ready for the fray.

The Macca Racing team of Trent and Mark McDermott showed they were right in the mix with two smart times of 2.57.03 and 2.56.97. The Cosmics have not yet sorted out their special OS.21 car engine, so they chose to fly 'old reliable' and were not on the pace needed to make the top three. Shane Leknys and Steve Walton bought a Super Tigre .29 racer from the west but unfortunately did not get to show its potential. Next time!

So it was 3 versions of 'Monty's Revenge' and 3 different Nova Rossi .21 engines that were there to contest the final. There was nothing in it on speed with all three models evenly matched. No doubt this race was going to be decided in the pits with all teams needing three stops for the 140 laps.

Although it is possible to get 47-50 laps with these engines, it is safer to go for 35-40 laps and run a touch rich. It's easy to knock out a plug when running a fraction lean, as the Maccas found when they came down for what would have been their last stop to find the plug gone. According to timekeeper Rob Fitzgerald, they were just in the lead but now their race was over and they finished on 109 laps..

It was left to Harry and John to battle it out in the middle and when Harry's shutoff was accidentally tripped on takeoff, Ric and John thought the race was theirs. However some brilliant work in the pits by World Champ Mark just got them across the line first by one second... 6.04.97 against 6.05.91. Well done to Harry and Mark. It really was a fantastic team race and I for one can't wait to do it all again!

John Hallowell AUS 1984.

.21 sized Nova Rossi engines in the same basic design model took top three places in Class 2 team race.

CLASS 2 TEAM RACE	RD 1	RD 2	FINAL	PLACE
BAILEY/ELLINS	2:56.62	DNS	6:04.97	1
HALLOWELL/JUSTIC	3:00.07	2:53.29	6:05.91	2
McDERMOTT/McDERMOTT	2:57.03	2:56.97	DNF 109	3
M. WILSON/LUMSDEN	3:02.62	3:02.78		
RAY/RAY	3:41.25	3:39.72		
LEKNYS/WALTON	DNF 1	DNS		



27 Diesel Goodyear at Albury, 2/1/14

Although it was only a demonstration contest, 27 Diesel Goodyear was among the most popular events at the 67th Nationals in Albury with ten teams participating and all recording times. There were a few more teams from NSW who almost made it. Had they been at the field. It is fair to say we would not have been able to get through a second round before the 6pm curfew.

The CD was Rob Fitzgerald and the competition was flown on the superb grass surface at Alexandra Park. It was great to see experienced pilots and pitmen alike without their 'race faces' on. Everyone seemed intent on having a good time. And indeed they did. We did run out of time to run a 200 lap final, so results were decided on best heat times. And these were OH SO CLOSE! For example Thommo and Steve missed out on the top three by a mere 69/100th of a second. And Bruce and Kerry were only 34/100th of a second behind them!

An attraction of this speed limited racing is the amazing variety of engines used. There were R250's, Nelsons, Rossis, PAWs, Foras and probably a few others. There are also a large variety of Goodyear designs to build. Let's face it... we all have our favourites. Just set them up to circulate at a whisker over 27 seconds for 10 laps and you're in business. Go under 27/10 and you're pinged! Speed Policeman Andrew Heath was there at the Nats to call any offending team in for an extra pit stop. I'm fairly sure all models flew at or near the correct speed.

At the end of the day, it was fitting that Graeme Wilson flew the winning model, ably pitted by Murray. Graeme put in an enormous effort as overall CD for Control Line at these Nats and it was great to see him rewarded with a win.

Results of 27 Diesel Goodyear

		<u>Rd 1</u>	<u>Rd 2</u>
1.	G.Wilson/M.Wilson	5.38.04	5.14.04
2.	M.McDermott/T.McDermott	5.18.71	5.19.57
3.	M.Ellins/A.Linwood	5.59.47	5.20.12
4.	I.Thompson/S.Walton.	5.20.81	5.39.59
5.	B.DeChastel/K.Ewart	5.23.09	5.21.15
6.	T.Linwood/W.Leadbeatter	5.51.41	5.28.28
7.	R.Justic/M.Poschkens	5.56.06	5.28.56
8.	J.Hallowell/A.Nugent	DQ	5.44.22
9.	A.Kerr/R.Parsons	5.51.68	DNF49
10.	H.Bailey/K.Hunting	6.56.66	DNF 52

John Hallowell

The McDermotts

The Wilsons

Ellins/Linwood



AUS 1984

2.5cc RAT RACE RESULTS

ENTRANT	ROUND 1	ROUND 2	FINAL	PLACE
WILSON/LUMSDEN	309 laps	DNS	574	1
LEKNYS/LEKNYS	208	285	520	2
DeCHASTEL/EWART	219	250	400	3
HUNTING/BAILEY	DNS	213		4
JUSTIC/ELLINS	DNS	193		5
McDERMOTT/McDERMOTT	173	192		6
LEADBEATER/LINWOOD	DNF 0	DNS		7

2.5cc Rat Race is a uniquely Australian racing event that has little resemblance to the normal etiquette that governs most Team Races. It helps if you have a quick reliable model but when you add to that the pilot skills that enable the model to go faster by whipping and other means for a 20 minute final race it adds another dimension to the excitement and entertainment value for the spectators.

The F2C, F2F and a Nelson powered purpose built model in the final race were all diesel powered.

OPEN RAT RACE RESULTS

ENTRANT	ROUND 1	ROUND 2	FINAL	PLACE
HALLOWELL/McDERMOTT	2.43.37	DNS	5.16.87	1
ELLINS/WALTON	2.56.97	DNS	6.48.06	2
WILSON/BAKER	2.24.19	DNS	DNF 125	3
BAILEY/HUNTING	3.01.03	DNS	DISQ 43	4
LINWOOD/LINWOOD	5.43.69	3.38.25		5

After flying the McDermott "Shark" in the first round John Hallowell declared that repeating the effort for a 140 lap final would be asking too much.

After some persuasion he relented and successfully took up the challenge to claim victory. Pitman Mark McDermott was overjoyed to claim the Greg Pretty memorial Trophy.

Classic FAI T/R Australian Nationals 2013/14

The weather gods were kind at Albury this year with the usual extreme heat holding off during most of the Nats. Light winds were prevalent and this gave us near perfect flying conditions.

The inaugural Classic FAI T/R race commenced with 15 traditional styled team racers competing in a Concours d' Elegance. Professionally judged by former FAI team race winner and stunt flyer Brian Eather and expert control line builder Tony Bonello, all the models were laid out for display on the concrete at the Twin Cities flying site. After some model rearranging where the judges put the best models to the front, and Ooo's and Ahhh's from the spectators, Paul Steins beautiful Espadon was the eventual winner. Paul accepted a bottle of Australian Sparkling wine as his prize. This was a classy start to the days racing. Thanks to both judges for taking their time to contribute to this first ever Nationals event.

There is great engine rivalry between the Parra and Fora engines. Both have had their success. This time the Parra engine was to do well, taking the first 4 places. Eventual winners John Hallowell and Richard Justic have a particularly good Parra. This example is easy to tune and will hold a setting through any hard race or final. Combined with John's reliable and nicely finished Tiger design, this team was going to be hard to beat.

On .012 lines last year, a heat time of around 4.20 was on the pace. These times were achieved with Foras. The Parra is now matching those heat times on the larger.015 lines. Times of note at the Albury Nats were fastest time of the day by Hallowell/Justic on 4.19.10 closely followed by Fitzgerald/Stein on 4.19.68. Paul is using a ABC version of the Parra engine. Hot on their heels was Harry Bailey and Ken Hunting on 4.20.41. This was using Harry's new Klotznorutski model with AAC Parra power. Harry said after the racing that he would probably have to fit an exhaust primer. The compression seal on these motors is not as good as it could be. This combined with a very narrow sealing band around the piston is not conducive to good restarts, especially when hot.

The next best time of 4.25 was young Murray Wilson teamed with the Whyalla Wanderer Mark "Poshie" Poschkens. Any time these two enter the circle you know you are in for a real team race. Their 3rd place in F2C at the last World Champs clearly shows that.

The remaining teams including Mark and myself, the Macca's from Ipswich, Leknys/Leknys and Thompson/Walton from Perth, all had equipment problems and will have to lift their game to earn a place in the finals at future major competitions.

The final itself was terrific with 3 very competent teams with good equipment going as hard as they could for 1st place at the National Championships. All were away quickly. Model speeds for the 3 teams were about the same. After the first couple of stops Hallowell/Justic were slightly ahead because of better restarts. Paul's Parra was getting hot causing an extra stop. Ken Hunting had to prime Harry's Parra manually to get reliable starts. Meanwhile, John and Richard were pulling ahead helped by superior stops. At the 200 lap mark it was Hallowell/Justic first in 8.47.06, second Fitzgerald/Stein 9.11.41 and just 1 second away in third were Harry and Ken on 9.12.50. It was definitely a great final, fitting for this very first Nats Classic FAI Team Race.

The next big comp will be the South Australian State Champs in March, following by the Victorian State Champs at Easter. See you there,

Andrew Nugent.

CLASSIC FAI TEAM RACE RESULTS

ENTRANT	RD 1	RD 2	FINAL	PLACE
HALLOWELL/JUSTIC	4.26.40	4.19.10	8.47.06	1
FITZGERALD/STEIN	4.24.22	4.19.68	9.11.41	2
BAILEY/HUNTING	4.20.41	4.39.84	9.12.50	3
WILSON/POSCHKENS	4.39.85	4.25.40		4
NUGENT/ELLINS	4.37.16	DNF	88	5
LEKNYS/LEKNYS	5.03.90	4.41.59		6
THOMPSON/ WALTON	5.33.50	DISQ	33	7
McDERMOTT/McDERMOTT	6.44.97	DNF	4	8



*Concours d' Elegance
line up.*



Justic/Hallowell "Tiger"

Fitzgerald/Stein "Espadon" Bailey/Hunting "Klotznorutski"

GOODYEAR TEAM RACE RESULTS

ENTRANT	RD 1	RD 2	FINAL	PLACE
WILSON/ELLINS	4:37.82	DNS	8:11.22	1
JUSTIC/OWEN	4:46.56	4:25.50	9:31.29	2
BAILEY/HUNTING	7:42.62	5:16.68	10:09.91	3
McDERMOTT/McDERMOTT	DNF 72	DISQ		4
DECHASTEL/EWART	DNF 43	DNS		6
FITZGERALD/POSCHKENS	DNF 68	DNF48		5



COMBINED SPEED

ENTRANT	CLASS	FASTEST	RECORD	%	PLACE
BRUCE DECHASTEL	PROTO	24.76	24.12	97.42	1
J JACOBSON	PROTO	25.45	24.12	94.78	2
RICHARD JUSTIC	3	10.58	9.69	91.58	3
DAVID AXON	JET	12.90	11.45	88.76	4
BRUCE DECHASTEL	5	15.63	13.43	85.92	5
RON BLOMBERY	5	15.76	13.43	85.22	6
JOHN JACOBSON	5	16.22	13.43	82.80	7
RON BLOMBERY	2	12.16	9.90	81.40	8
FRAN JACOBSON	PROTO	-			9



F2A SPEED

ENTRANT	RD1	RD2	RD3	RD4	FASTEST	KPH	PLACE
ANDREW HEATH	12.54	12.35	12.34	12.80	12.34	291.73	1
RICHARD JUSTIC	12.95	12.78	12.73	12.70	12.70	283.46	2
IAN GAPPS	12.77	NT	NT	NT	12.77	281.91	3
BRUCE DeCHASTEL	13.60	13.03	13.17	13.73	13.03	276.28	4
ANDY KERR	NT	13.05	NT	15.17	13.05	275.86	5
MURRAY WILSON	NT	NT	13.39	14.03	13.39	268.85	6



F2D COMBAT

ENTRANT	RD 1	RD 2	RD 3	RD 4	RD 5	PLACE
BRUCE BELLIS	W	W	L	W	W	1
TOM LINWOOD	W	L	W	W	L	2
RICHARD BELLIS	W	W	L	L	(W)	3
MICHAEL COMISKEY	L	W	W	L	(L)	4
ADAM KOBELT	L	L				=5
TRENT McDERMOTT	L	L				=5

Tom Linwood & the Bellis brothers.



Six entrants fronted up to compete in F2D Combat at the 67th Nationals, five of which were trying to qualify for the World Championships team, lots of good bouts were flown between all & it was Bruce Bellis & Tom Linwood who made it through to the final, the first bout ended in a tie so they had to do it all again but this time Bruce came out on top after a scrappy bout but that's what happens sometimes in combat. The flyoff for third was won by Richard Bellis against Michael Comiskey. The CD & center marshall was Murray Wilson with Steve Walton, Mark Poschkens, Rob Fitzgerald & Ian Thompson as cut judges.

OPEN COMBAT

ENTRANT	RD 1	RD 2	RD 3	RD 4	RD 5	RD 6	PLACE
TOM LINWOOD	W	W	W	W	W	W	1
MURRAY WILSON	W	W	W	B	L	L	2
MICHAEL COMISKEY	L	W	L	W	f/o 2		3
KEN MAIER	L	W	L	W	f/o 1	L f/o 2	4
WARREN LEADBEATTER	W	L	B	L	L	f/o 1	5
TONY CASELLI	L	L					=6
TRENT McDERMOTT	L	L					=6

1/2 A COMBAT

ENTRANT	RD 1	RD 2	RD 3	RD 4	RD 5	RD 6	RD 7	PLACE
HARRY BAILEY	W	W	L	W	W	W	W	1
MURRAY WILSON	W	W	W	W	B	L	L	2
MARK ELLINS	W	W	W	L	L			3
TONY CASELLI	L	W	L					=4
ADAM KOBELT	W	L	B	L				=4
MARIS DISLERS	L	L						=6
MATT BREADY	L	L						=6
IAN THOMPSON	L	L						=6

1/2A COMBAT

Eight pilots entered this event & after 2 rounds of closely fought combat 3 were knocked out, after 3 rounds 2 pilots still hadn't lost a bout, Murray Wilson & Mark Ellins were then drawn to fly each other which ended in a one sided affair with Murray taking 5 cuts to nil, Mark had flown well up to this stage. Mark then flew against Harry & the bout only lasted 21 seconds with both models damaged, Harry managed to take a cut which gave him the win, Mark placed third. This left Murray (4 wins, no losses) to fly Harry (4 wins, 1 loss) for first & second. The first bout was a win to Harry 4 cuts to 2, same airtime, this meant one more bout to decide first place. After a very scrappy bout & model damage both pilots taking one cut each Harry came out on top with more airtime to take the win 191 to 155. Thanks to Tom Linwood for being center marshall, Andrew Linwood & Warren Leadbeatter cut judges & Michael Comiskey for doing line checks.



OPEN COMBAT

Seven had entered this fast & furious event which kept the spectators enthralled the whole way through the contest. There was only 1 bout which had full airtime, all entrants spending some time on the ground during there bouts either from engines refusing to start or being knocked out of the sky during the fight for more cuts. Two had been knocked out after two rounds which left five, it was down to two after four rounds. The final was between Tom Linwood (4 wins, no losses) & Murray Wilson (3 wins, no losses, 1 bye) The first final was won by Tom, 2 cuts to 1 & more airtime, the second final was an anti climax with no cuts taken, Tom scoring 392 to Murray 148, airtime only. Tom went through undefeated with 6 wins for first place, Murray 3 wins, 2 losses for second. There had to be a flyoff for third between 3 pilots, Ken Maier beat Warren Leadbeatter in the first flyoff, Michael Comiskey then beat Ken in the next flyoff to take third. Thanks to Robert Owen & Harry Bailey for doing center marshalling, Steve Walton & Ken Hunting for cut judging & line checks.



VINTAGE COMBAT

Fifteen pilots fronted up to do battle in Vintage combat with all states being represented with various designs & engine combinations, the most popular model being the Anduril. There was a strong breeze blowing which meant a lot of combat was flown in the down wind area. There were 7 winners & 7 losers in round 1, the 7 losers went into the repechage with the bye from round 1, 4 were eliminated which left us with 11. Six were drawn out to fly in round 2 with the 3 winners progressing to round 3 with 8 fliers remaining. The four winners from round 3 were Tom Linwood, Tony Caselli, Trent McDermott & Graeme Wilson, Tom beat Graeme, 2 cuts to 1 & more airtime, Tony beat Trent, 3 cuts to 1 & more airtime. The final was between Tom & Tony, Tom won with 2 cuts & 3 for Tony but more airtime, Trent beat Graeme 3 cuts to 1 & more airtime for third place. Tom went through with 5 wins & no losses, Tony 4 wins 1 loss. Thanks to Murray for being CD, Mark Ellins center marshall, Ken Hunting & Paul Stein for cut judging.

VINTAGE COMBAT

ENTRANT	RD 1	REPECHAGE	RD 2	RD 3	RD 4	RD 5	PLACE
TOM LINWOOD	W		W	W	W	W	1
TONY CASELLI	W		W	W	W	L	2
TRENT McDERMOTT	W		BYE	W	L	W	3
GRAEME WILSON	W		W	W	L	L	4
KEN MAIER	L	W	BYE	L			=5
MARIS DISLERS	W		BYE	L			=5
WARREN LEADBEATER	W		BYE	L			=5
IAN THOMPSON	L	W	BYE	L			=5
PETER ANGLBERGER	BYE	W	L				=9
MICHAEL COMISKEY	L	W	L				=9
NIGEL ROBERTSON	W		L				=9
HARRY BAILEY	L	L					=12
MARK McDERMOTT	L	L					=12
ROY SUMMERSBY	L	L					=12
JASON ANGLBERGER	L	L					=12

*Maris Dislers V
Tom Linwood in
Vintage Combat*



*Leadbeater V Caselli in
Vintage Combat.*



*Left picture:-
Murray Wilson
(right handed) V
Mick Comiskey
(left handed) in
Open Combat.*





Top three teams in Open Rat Race.



Pilots concentrate hard and keep the circle tight in Classic B.



Andrew Heath prepares his F2A model for flight.



Vintage Combat top four.

T. Caselli

T. Linwood

T. McDermott

G. Wilson



John Hallowell and Mark McDermott display the "Shark" and the Greg Pretty Trophy.



Open Combat launch.





2.5cc Rat Race final teams.



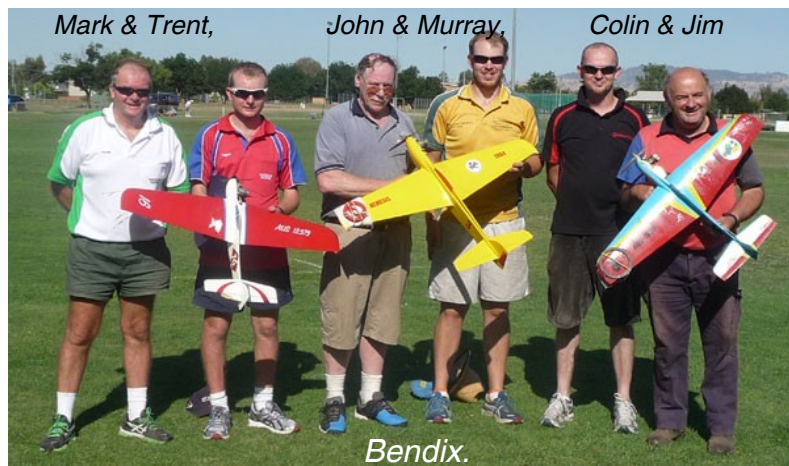
Leknys/Leknys Wilson/Lumsden DeChastel/Ewart



Wilson/Ellins Justic/Hallowell McDermott/McDermott



Ouch!



Mark & Trent, John & Murray, Colin & Jim

Bendix.



Competitors in F2B
Advanced

Right:- Some of the Aerobatic
Modellers at the MAAA 67th
Nationals at Albury.



No data entry on this sheet										
F2B Aerobatics - Expert			EVENT SCORES				Best 3 of 4 Flights			
Place	Contestant	EVENT SCORE	NOT USED	Round #1	Round #2	Round #3	Round #4	NOT USED	NOT USED	Final SCORE
1st	Joe Parisi	1044.30	0.00	971.50	1041.80	1024.07	1067.03	0.00	0.00	1044.30
2nd	Russell Bond	1041.09	0.00	973.67	1039.37	1021.60	1062.30	0.00	0.00	1041.09
3rd	P J Rowland	1026.32	0.00	1004.33	1021.10	1043.73	1014.13	0.00	0.00	1026.32
4th	Peter White	1000.61	0.00	930.27	1014.30	964.63	1022.90	0.00	0.00	1000.61
5th	Reg Towel	994.04	0.00	951.87	981.33	976.63	1024.17	0.00	0.00	994.04
6th	Bruce Hoffman	950.23	0.00	877.83	945.83	923.53	981.33	0.00	0.00	950.23
7th	Paul Turner	944.12	0.00	891.67	957.00	903.07	972.30	0.00	0.00	944.12
8th	Tony Bonello	939.88	0.00	871.80	943.90	906.60	969.13	0.00	0.00	939.88
9th	Frank Battam	917.78	0.00	893.03	911.67	905.97	935.70	0.00	0.00	917.78
10th	Peter Anglberger	904.18	0.00	882.90	764.70	861.97	967.67	0.00	0.00	904.18
11th	Mark Ellins	883.32	0.00	820.23	921.33	880.03	848.60	0.00	0.00	883.32
12th	Doug Grinham	864.54	0.00	780.63	736.47	910.10	902.90	0.00	0.00	864.54
13th	Barry Frederickson	847.11	0.00	820.07	873.90	807.90	847.37	0.00	0.00	847.11
14th	Steve Bakac	834.12	0.00	801.83	834.23	802.03	866.09	0.00	0.00	834.12
15th	Brian Eather	315.31	0.00	879.77	66.17	0.00	0.00	0.00	0.00	315.31
16th										

No data entry on this sheet										
F2B Aerobatics - Advanced			EVENT SCORES				Best 3 of 4 Flights			
Place	Contestant	EVENT SCORE	NOT USED	Round #1	Round #2	Round #3	Round #4	NOT USED	NOT USED	Final SCORE
1st	Mark Gordon	803.00	0.00	776.50	827.25	743.75	805.25	0.00	0.00	803.00
2nd	Adam Pogue	794.92	0.00	794.75	761.00	630.00	829.00	0.00	0.00	794.92
3rd	Tony Clifford	775.50	0.00	717.75	659.75	775.00	833.75	0.00	0.00	775.50
4th	Don Kyssecker	775.08	0.00	744.00	733.00	756.00	825.25	0.00	0.00	775.08
5th										

No data entry on this sheet										
MAAA CLASSIC STUNT			EVENT SCORES				Best of 2 Flights			
	Contestant	EVENT SCORE	NOT USED	Round #1	Round #2	NOT USED	NOT USED	NOT USED	NOT USED	Final SCORE
1st	Reg Towel	1202.50	0.00	1130.50	1202.50	0.00	0.00	0.00	0.00	1202.50
2nd	Peter White	1196.00	0.00	1156.00	1196.00	0.00	0.00	0.00	0.00	1196.00
3rd	P J Rowland	1162.00	0.00	1162.00	1019.50	0.00	0.00	0.00	0.00	1162.00
4th	Tony Bonello	1145.00	0.00	1145.00	1055.00	0.00	0.00	0.00	0.00	1145.00
5th	Doug Grinham	1131.00	0.00	1131.00	1063.00	0.00	0.00	0.00	0.00	1131.00
6th	Brian Eather	1124.50	0.00	1124.50	374.50	0.00	0.00	0.00	0.00	1124.50
7th	Frank Battam	1117.00	0.00	1078.50	1117.00	0.00	0.00	0.00	0.00	1117.00
8th	Tony Clifford	1070.50	0.00	1018.50	1070.50	0.00	0.00	0.00	0.00	1070.50
9th	John Floate	1031.50	0.00	1031.50	997.00	0.00	0.00	0.00	0.00	1031.50
10th	Adam Pogue	1027.00	0.00	1027.00	1018.00	0.00	0.00	0.00	0.00	1027.00
11th	Stephen Masterton	1017.50	0.00	1017.50	0.00	0.00	0.00	0.00	0.00	1017.50
12th	Don Kyssecker	967.50	0.00	840.50	967.50	0.00	0.00	0.00	0.00	967.50
13th										

VINTAGE STUNT			Event Scores			Best of 2 Flights	
	Contestant	EVENT SCORE	Static	Flight 1	Flight 2	Model	Engine
1st	David Nobes	444.00	125.00	293.00	319.00	Guided Whistle	Atwood '51 '48
2nd	Frank Battam	431.50	126.00	305.5	220.00	Jamieson Special '47	Atwood '51 '48
3rd	Paul Turner	396.50	126.00	270.50	266.00	Wombat '49	Sabre .29 '53
3rd	Maris Dislers	396.50	132.00	264.50	DNF	Wombat '49	Oliver Tiger 2.5 '52
5th	Barry Frederickson	387.50	128.00	235.50	259.50	Jamieson Special '47	Atwood '49 '48
6th	Don Kyssecker	316.00	125.00	191.00	159.50	Jaimerson Special '47	Atwood .51 '48
7th	Peter White	138.00	128.00	10.00	10.00	Jaimerson Special '47	Atwood .51 '48

F2B Advanced judges



Peter White and Russell Bond

Vintage Stunt placegetters.



Paul Turner 3rd "Wombat" David Nobes 1st "Guided Whistle" Frank Battam 2nd "Jamison Special"

F2B Expert judges

Peter Koch, Don Keysecker and Joan McIntyre.



F2B winner Joe Parisi with "Frontier"

Placegetters in F2B Aerobatics (Expert)



Russell Bond 2nd Joe Parisi 1st P. J. Rowland 3rd



Frank Battam "Bearcat" pull test.



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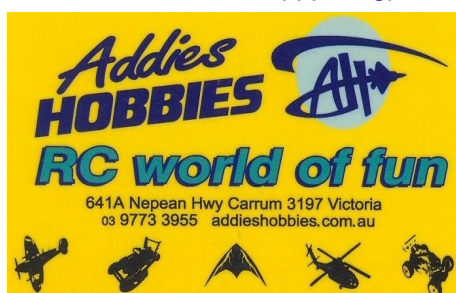
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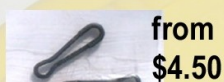
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