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THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 185

Produced by the Victorian Control Line Advisory Council



April 2014

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Copy Deadline for next issue is:

Wednesday 16th April 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
April 6	CLAG Flying Day	Moe
Apr 13	Speed , Navy Carrier	CLAMF
Apr 18-21	2014 VMAA C/L State Champs	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.

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.aerospports.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 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

News from ZVA

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

The program is now finalized as below.

Date	Event	Location
Fri 30th May	F2A & Comb Speed	Speed circle
	Classic-B T/R	Grass circle
Sat 31st May	F2C rnd 1 & 2	F2C circle
	Vintage-A T/R	Grass circle
Sun 1st June	F2F rnd 1,2,3 & Final	F2C circle
	F2C rnd 3,4 & Final	F2C circle
	F2D practice	Grass circle
Mon 2nd June	F2D combat	Grass circle
	Classic- FAI	F2C circle

Regards Trevor.

2014 Queensland Control line Calender

All MAAA flyers welcome.

May 3-4	Fun Fly	Maryborough
May 31-Jun 1	MAAQ QLD STATE CHAMPS	
	Grass Team Racing	Dalby.
Jun 21	MAAQ QLD STATE CHAMPS	
	Stand Off Scale,	Thunderbirds.
Jun 28	Team Race Challenge	
	Z Class, 27 Goodyear.	Dalby
Jul 12	500 lap 27 Goodyear, Vintage A.	LARCS
Aug 16	2.5 Simple Rat, Z Class, Classic B	LARCS
Sep 6	2.5c Simple Rat, Z Class.	Dalby
Oct 4-5	MAAQ QLD STATE CHAMPS	
	Vintage Combat, F2D. Combat	
	2.5cc Simple Combat, Open Combat.	LARCS
Nov 1-2	MAAQ QLD STATE CHAMPS	
	F2B, F2F, Classic FAI, Fast Goodyear,	
	F2A, Combined Speed, Pulse Jet.	
		Maryborough
Dec 6	XMAS PARTY ALL C/L Clubs Get Together.	

Victorian State Champs Update.

27 Goodyear has been added to the program of the State Champs on Monday at Frankston.

It will take place after Goodyear and before 1/2A Combat commences so that some interstate competitors can compete before they head off home. Trophies will be presented for the place winners.



COMING EVENTS



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

DATE	EVENT	CLUB
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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RACING ROUND-UP FROM 2014 S. A. STATE CHAMPS

Saturday morning dawned fine and sunny at the Monarto hard circle. With just a light breeze, the good weather provided a bright start to the weekend. However, the wind blew up on Sunday afternoon causing some events to be postponed to Monday. Not before the F2C final, though...

Of the 7 teams entered in **F2C**, it was 2010 World Champs Rob Fitzgerald and Mark Ellins who showed a clean pair of heels to the opposition with amazing speed and lightning stops. Their winning final time was 6.14.82 using a Lerner engine. They did two sub three minute heat times, a 2.58.80 and a 2.59. something, which was 'rounded' to 3.00.00. Seems silly to me, but I'm told 'them's the rules'...

2012 World Champs finalists Murray Wilson and Mark Poschkens were 2nd in 6.27.53 with a Profi. Their best heat time was a 3.03.00 (rounded from 3.02.97). Ian Thomson and Steve Walton did a last round 3.06 to qualify for the final, but only made it to 46 laps out of the required 200. No doubt about it, the pace in the middle of the F2C circle is red hot! Ryan Leknys and Julian Reichardt made a PB 3.16 to just edge out Ric Justic and Paul Stein who were also on a rounded 3.17. Roger Palmer and Graeme Christie were over from New Zealand and competed well against the strong opposition.

Classic B provided the usual close racing. Paul Stein had his modified Rocket with an OS 25FX up front going like the clappers. With Ric Justic doing a top job on the handle, they stopped the watches on 2.50.60 to establish a new 70 lap heat record.

Hallowell/Wilson were not far behind with a 2.54.90. Ellins/Poschkens had a 3.05.10 and Bailey/Hunting recorded a 3.05.68 missing out on the final by a mere half second! The final was again a Justic/Stein benefit race with the grey Rocket recording a stunning 5.42.10 to establish a new 140 lap final record and set a new benchmark for the other teams to aim at.

Classic FAI is delivering on all counts as a brilliant new team racing event. Once the engine supply situation is sorted out, it will be even better. These racers with their large 186 sq. in. wing and tail surface area fly much better than a small winged Vintage A. After some highly competitive heats, the best being Ric and Paul's 4.24.8, the irrepressible Justic/Stein combination again proved unstoppable, winning the final in 9.11.2 with an ABC Parra in the concours winning Espadon. John Hallowell and Mark Ellins were not far behind on 9.24.9 with the orange Tiger and short stroke Fora. Mark Poschkens and Murray Wilson finished 3rd in 9.51.3.

F2F provided some tight racing in the heats. Justic/Stein again looked the team to beat but suffered a DQ in the final, leaving Graeme Christie and Neil Baker to take the win with a time of 9.25.47. Ken Hunting and Harry Bailey placed 2nd with a 193 lap DNF.

The Vintage A teams got through the heats before the wind blew up. Once the chairs start blowing over, it's time to roll up the lines. And that's what happened. The event was then decided on heat times with Steiny and Ric again grabbing the chocolates with a smart 3.16.

27 Goodyear was run on Monday with the West Australian team of Ian Thompson and Steve Walton having a well deserved win in 11.09.41. Thommo's superbly built lightweight 'OI Blue had a Fora up front. Only seconds away in second place were Graeme and Murray Wilson with an 11.15.84 ahead of the Bainbridge/Stephens team who finished on 12.15.74 with Nelson power.

The 2.5 cc Grass Rat 20 minute final was won in fine style by Graeme and Murray Wilson with the grand total of 429 laps. A fair way back in second was Fry/Anglberger on 350 laps with their Parra and third was Morris//Dislers on 332 laps also using a Parra engine.

Duncan Bainbridge worked tirelessly as Racing CD over the weekend and his hard work was much appreciated by all the competitors.

John Hallowell VH 1984



Pit-men at work.

Results from the South Australian State Champs

8 - 10 March 2014

F2C	Rd 1	Rd 2	Rd 3	Rd 4	Final	Engine
1. Fitzgerald/Ellins	3:00.0	2:58.8	DNF 33	3:06.7	6:14.8	Lerner
2. Wilson/Poshkens	3:03.0	DNF 34	3:11.4	3:19.5	6:27.5	Profi
3. Thompson/Walton	3:20.6	3:25.1	3:22.6	3:05.6	DNF 46	Sosnovsky

4. Leknys/Reichardt	DNF 33	3:35.4	3:16.4	DNF 35		
5. Justic/Stein	3:27.8	3:17.0	3:25.1	DNF 63		
6. Christie/Palmer	3:33.7	3:28.6	DNF 23	3:42.2		
7. Bailey/Hunting	5:15.70	DNF 70	DNF 40	DNF 87		

F2F	Heat	Final	Engine
1. Christie/Baker	4:26.6	9:25.47	Nelson
2. Hunting/Bailey	4:46.8	DNF 193	Nelson
3. Justic/Stein	DNS	8.49.0 DQ	Verobiev

Classic B	Rd 1	Rd 2	Final	Engine
1. Justic/Stein	2:50.60	DNS	5:42.10	OS25FX
2. Hallowell/Wilson	2:54.90	DNS	6:13.10	OS25FX
3. Ellins/Poschkens	3:05.10	3:06.2	7:12.70	OS25FX
4. Bailey/Hunting	3:07.90	3:05.70		

Vintage A	Rd 1	Model/Engine	No final flown due to wind.
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1. Justic / Stein	3:16.5	Dimpled Dumpling/R 250	
2. Wilson / Baker	3:22.0	Dimpled Dumpling/R 250	
3. Bailey / Hunting	4:09.4	Olympian/R 250	
4. Hallowell/Ellins	6:22.3	Elliptical/R250	

Classic FAI	Rd 1	Rd 2	Final	Engine
1. Justic /Stein	4:24.8	DNS	9:11.2	Parra
2. Hallowell/Ellins	4:41.0	4:52.0	9:24.9	R250
3. Poschkens/Wilson	4:49.0	5:00.7	9:51.3	Fora
4. Bailey/Hunting	DNF 35	DNF 87		

27 Goodyear	Rd 1	Rd 2	Final	Engine/Model
1. Thompson/Walton	5:20.5	5:20.5	11:09.4	Fora / Old Blue
2. G Wilson /M Wilson	5:23.4	DNS	11:15.8	Nelson / Old Blue
3. Bainbridge/Stephens	6:05.6	5:54.5	12:15.7	Nelson / Buster
4. Morris/Dislers	6:05.5	5:56.0		

Grass Rat	Rd 1	RD 2	20 Min Final	Engine
1. M Wilson /G Wilson	203	DNS	429	OS15FP
2. Fry/Anglberger	149	189	350	Parra
3. Morris/Dislers	177	183	332	Parra
4. Bainbridge/Stephens	169	150		
5. Prosser/Dyer	30	DNS		



F2C Final teams.



Pictures from Peter Anglberger, John Hallowell and Editor.

F2A / Combined Speed	Rd 1	Rd2	Rd3	%	Class
1. M. Dislers	27.07	26.93		99.0%	1/2A Proto
2. R. Justic	13.26	13.23		93.1%	F2A
3. R. Justic	13.19	11.64		83.2%	CL 3
4. H. Bailey	34.09	34.51	32.29	82.6%	1/2A Proto
5. D. Bainbridge	32.63	34.62	32.68	81.6%	1/2A Proto
6. A. Morris	37.01	46.91		72.3%	1/2A Proto



Three 1/2A Proto models.

Vintage Combat	RD1	Rd2	Rd3	Rd4
1. Murray Wilson	L	W	B	W
2. Maris Dislers	W	W	W	L
3. Peter Anglberger	W	L	L	
4. Harry Bailey	L	L		

1/2A Combat was not flown.



27 Goodyear teams from West Australia, Victoria and South Australia.



Above:- Vintage Combat flyers.

Below :- Grass Rat Race action.



The Monarto hard circle.



Russel Bond
with his F2B
electric
"Bandolero".



Alan Roadnight starts up the
Merco 61 in his F2B advanced
"Firecracker".



F2B and Classic Stunt models.



MAAA President Neil Tank pre-
sents the Brian Horrocks F2B
Memorial Cup to Russell Bond.

CLASSIC STUNT		
ENTRANT	R1	R2
1. PETER KOCH	1017.5	615.0 ②
2. ALAN R	904.0	932.5
3. GREG R	936.0	606 ③
4. JEFF FRY	703.5	871.90
5. JEFF PROSSER	967.5	1152.30 ①



Steve
Walton with
his Classic
FAI model.



Teams from the Classic FAI team race final.

MASA 2014 CL STATE CHAMPS

F2B EXP.

	RD1	RD2	RD3
1. RUSSELL BOND	1017.0	1004.25	1071.0 (1)(1044)
2. PETER ANGLBERGER	869.75	900.25	990.25 (3)(945.25)
3. MARK ELLINS.	884.5	990.50	939.25 (2)(911)
4. PETER KOCH	739.35	772	— (4)

F2B ADV.

	RD1	RD2	RD3
1. JEFF FRY	730.35	804.00	739.25
2. MAL DYER	659.75	485.00	26
3. ALAN R.	753.35	846.75	778.25 (2)(812.5)
4. MURRAY WILSON	714.00	771.25	—
5. JON MITZKE			(890.17)
6. JEFF PROSSER	799.90	930.00	850.35 (1)
7. GREG ROADKNIGHT	774.75	766.75	772.25 (3)(773.5)

NOVICE AEROBATICS

1. MARIS DISLERS	245	263.5
2. STEVE VALVE	119.75	121.0
3. JOHN BARBARA	221	305

VINTAGE AEROBATICS

	R1	R2	STATIC	TOTAL (BEST R+STATIC)
1) P. KOLCH	15.5	40.5	64	104.5
2) M DYER	248.0	268.5	103	371.5
3) GREG R	295.0	331	84	415
4) P. ANGLBERGER	311.0	314	111	425
5) J FRY	251.5	279.5	63	342.5
6) M DISLERS	343 (129)	306.25/11	5.196	
7) Alan R	472 (E)	306.178	5.196	

The South Australian State Championships Aerobatics score board.



Below:- Greg Roadnight's F2B advanced "Cardinal electric 40"



Some clever camera work by Mariusz Brozek captured this image that most of us would be proud to achieve.



Wloclawek 2012

Classic FAI Teamrace

Entrant	Rd1	Rd2	Final	Engine
A. Nugent/ M. Ellins	4:41.35	4:47.02	9:25.60	Fora
J. Hallowell/ R. Lacey	4:32.22	DNS	9:33.22	Fora
C. Ray/ M. Wilson	4:35.00	4:26.09	9:37.31	Parra SSC
M. Wilson/ P. Stein	4:51.22	DNF 67		Parra ABC
H. Bailey/ P. Roberts	5:14.72	4:59.03		Fora
K. Hunting/ H. Bailey	DNF 62	5:24.22		Fora

Classic B Teamrace

Entrant	Rd1	Rd2	Final	Engine
C. Ray/ J. Ray	DNF 44	3:17.97	6:28.09	OS FX 25
J. Hallowell/ M. Wilson	2:57.75	DNS	7:15.97	OS FX 25
H. Bailey/ P. Roberts	3:29.29	3:16.85	7:29.31	Magnum
K. Hunting/ M. Ellins	4:23.17	4:00.90		Brodak
A. Kobelt/ M. Bready	5:04.97	DNF 40		Brodak

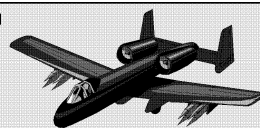
Vintage A Teamrace

Entrant	Rd1	Rd2	Engine
J. Hallowell/ A. Nugent	3:26.43	3:21.00	R250
M. Wilson/ N. Baker	3:27.00	3:23.94	R250
K. Hunting/ M. Ellins	DNS	DNS	R250
H. Bailey/ P. Roberts	DNS	DNS	R250

More pictures from the day are available at

<http://clamf.aerosports.net.au/?p=3001>

CONTEST RESULTS



CLAMF 23/3/2014



Classic FAI final teams.



Ken Hunting and Harry Bailey had problems with their models and withdrew from the Vint A competition.

Hallowell/Nugent and Wilson/Baker had a couple of close races with very close times.

Classic FAI, Classic B, Vintage A Team Racing.

Racing was on the calendar for the March comp and Classic FAI T/R was first up.

6 teams arrived to fly in good mild conditions. Fastest in Rd 1 was John Hallowell who teamed up with Ron Lacey for the Day (4:32.22). Ron has been away from the circle for many years. He is quickly regaining his touch. Next best was Colin Ray flying for Murray Wilson. Murray had tuning problems with his Parra and still managed a respectable 4:35. They improved to 4:26 in the second round still with problems.

Nugent/Ellins Fora was cold in both heats but eventually found form in the final. Bailey /Roberts had hot engine syndrome which their times reflected. Harry will have his good Parra model out for the State Champs.

The final was a cracker. All 3 teams were away at the gun. Mark and I were still in need of more compression and we got this at the 2nd stop. We were now holding our own against the other 2 teams who were starting to slow also with hot engine syndrome. There was nearly a disaster about the half way point when all 3 models came perilously close. Other than that it was a great final and result was very close.

Looking forward to the next days racing at the State Champs.

Andrew Nugent.

John Hallowell had his recently completed Brodak "Warbird Stunter" at the field. Discussions are taking place as to what the contest flying pattern will be for these models.

A hybrid combination of some Vintage and Classic manoeuvres seems most likely.



KMAC and Doncaster Carnival

Sunday 30th March was a KMAC and Doncaster Carnival Day. Weather was sunny with just a sniff of a breeze. It augured well for a good days flying. By 10am the car park was 3/4 full, and members and visitors were enjoying a pleasant chit chat, with the odd slanging match thrown in.

The Rat Race

Just 2 planes up with ENYA 15's upfront. Six teams signed up for the race, with major bragging rights up for grabs. The tension was electrifying. The crowd was pressing up to the fence to get a good vantage point. There was a little jostling for position but safety officer Ken Taylor soon had them under control.



First heat was Berry/Dodds up against Vallve/Koch. It started off OK until a refuelling stoppage when Koch let the model go before Vallve had hold of the handle. The crowd went wild as the model took off for 1/2 a lap on its own. That was the end of that, Berry/ Dodds 50 laps, Koch/Vallve 24. (Pathetic)

Second heat was Lacy/Berry against Cosgriff/Koch, now this was better. The quiet unassuming and fast talking Bernie Cosgriff took out the heat in grand style. I did see a couple of spectators cheering. But that was for Chris Berry , who actually started the motor for Dave Lacy.

Third heat was Nobes/Wilson up against Opperman/???? not that exciting. Some of the spectators wandered off for coffee & cake. Dave Nobes came out on top without too much trouble. He was ecstatic and dizzy. Unfortunately someone in the crowd yelled out "Pluck A Duck", to the amusement of Dave Nobes. Totally uncalled for!



A vote was taken and the 3 heat winners were to fly off in one 10 minute final. Quite interesting as none of the pilots had flown 3 up in a circle. Once the crowd heard this it was a stampede to get to the front row. Safety officer Ken Taylor was out of his depth here and he had no reinforcements, all he could do was wave his walking stick around.

When the starters flag went down (actually it was a whistle that Robin Hlern had and it only had half a pea in it), it was on for young and old and very much older. The fleet footed flier of Bernie Cosgriff got off to a slow start, not surprising as his mechanic was too busy fixing his new teeth and adjusting his smile for the crowd. Murray Wilson was booed for starting the engine of Dave Nobes in one flick as he got off to a flyer. Terry Dodds was the consummate cool calm and collected mechanic as he got Chris Berry away (that would be the last time we would see that). Right on cue half way through the race disaster struck! It was what the crowd had come for. Bernie Cosgriff lost touch with his model and could not see it cavorting around the sky. Chris Berry immediately panicked and went inverted. Dave Nobes thought well in for a penny, in for a pound and dived for cover. You should have heard the crowd. They were speechless!

After everyone came to their senses quick thinking bought Nobes/Wilson over the line first, then came Cosgriff/ Koch second. Berry/Dodds did not finish.

What a race! There was plenty of discussion at the end, all of which meant nothing. At lunch the winners were presented with their trophy. Luckily KMAC's Treasurer wasn't there because the club did go a bit over board. The winners received a free lunch voucher at our next club meeting (consisting of a sausage and a cool drink). Dave Nobes gave a thankyou speech, which went on far too long, and was reminded by Ken Taylor the club patron and matriarch to speed thing up.

It was at that point Chris Berry made a quick exit from the club rooms as Terry Dodds came screaming like a man possessed after him shouting that he was going to get a new pilot for next years event.

The other major news which came as a complete shock to everyone was the announcement by Doug Grinham was going electric. I have never seen so many different reactions by our members. The look on their faces. One chap quickly went to his car and I am sure he had a cask of wine and took a large swig to calm down. Halleluiaah, may the Lord have mercy on him. After all the excitement of the day. I headed home a little tired but very happy, just in time to feed the DUCKS.

See the full story here:- <https://sites.google.com/site/knoxmacv/gallery/2014/kmac-and-doncaster-carnival>

By Club President Peter Koch

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Obituaries

Our greatly valued mate Ron Chernich passed away at 1:30 am on March 16th, 2014 (Australian time) after a brief final stay in the Wesley hospital in Brisbane. It seems that he had a really terrible time of it during the final week, so we must all be glad that his sufferings are finally over – he had suffered enough. He was never able to regain sufficient strength to add anything more to the MEN site, so the December 2013 issue will remain as-is and my short eulogy written while Ron was still with us will stand as the final entry. Re-reading it, I find that it says all that I have to say regarding my mate Ron except to add that like all of you, I will miss him greatly.

Now we must all unite to pursue Ron's vision and keep his legacy alive and well.

Rest in peace, my friend.

Adrian Duncan

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

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