

\$2.30

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 186

Produced by the Victorian Control Line Advisory Council



May 2014

INSIDE THIS ISSUE

Contest Calendars.

Notices.

Victorian State Champs,

Results, Reports and Pictures.

Contest Results.

For Sale and Wanted.

Copy Deadline for next issue is:

Wednesday 21st May 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
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.

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 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 2VA

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

The program is now finalized as below.

<u>Date</u>	<u>Event</u>	<u>Location</u>
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 CONTROL LINE CALENDAR

West Australia

DATE	EVENT	SITE
May 3rd	TARMAC DAY	Lumen Christi
May 18th	CLAW Club day	CLAW
May 30th	F2A & Combined Speed.	
	Classic B Team Race	CLAW (STATE)
May 31st	F2C Team Race.	
	Vintage A Team Race.	CLAW (STATE)
Jun 1st	F2F Team Race	
	F2C Team Race	CLAW (STATE)
Jun 2nd	F2D Combat	
	Classic FAI Team Race	CLAW (STATE)
Jun 7th	TARMAC Vintage Stunt	Lumen Christi
Jun 21st	Phantom Race	Lumen Christi
Jun 29th	CLAW Club day	CLAW
Jul 12th	F2B Aerobatics	Lumen Christi
Jul 27th	CLAW Club day	CLAW
Aug 10th	2.5cc Rat Race	CLAW
Sep 13th	Vintage combat	CLAW (STATE)
Oct 19th	CLAW club day	CLAW
Nov 2nd	Combined speed	CLAW
Nov 16th	CLAW Club day	CLAW



COMING EVENTS



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

- 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.

Newsletter Editor

Harry Bailey.

37 Thompson Street

Clayton 3168

Victoria

Email:-

hbbaily@optusnet.com.au

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.

SUBSCRIPTION APPLICATION ARE YOU BORROWING

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

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

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

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

Annual email only subscriptions are \$15 per year.

You can order from:

G. WILSON

P.O. BOX 298

SEAFORD

VICTORIA 3198 AUSTRALIA

NAME _____

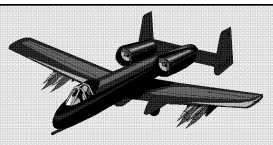
ADDRESS _____

POSTCODE _____

TELEPHONE _____

EMAIL _____

CONTEST RESULTS



Combined Speed at Frankston 13-4-2014

We finally managed to have a speed competition. It was the first one in 6 months due to the weather but it was another small turn out.

Thanks go to our regular time keepers: - Ron Savage and Phil Wake, also Fiona and Rebecca for catering the snags etc.

Noel returned to flying after being absent for nearly a year due to health problems. He flew some vintage models to get his hand and feet into gear. Vern Marquet flew his regular Vintage Proto model with a K&B 29.

I tested a Novarossi .28 in my old class 5 model in Class 2 and was happy with it. It will go better when it is properly sorted but I have not had the opportunity this year.

I also tried a Sirio .24 piped motor in an old FAI style model. It was OK but requires more testing.

Harry Bailey flew in 1/2A Proto with an OS FP 10 diesel using the South Australian specifications.

Graeme Wilson tried an old Super Tigre model and motor that once belonged to Tony Cincotta but the model did not want to fly above the concrete.

Next week we get to do it all again at the Vic State Champs.

As some of us get older, our hearing deteriorates (partly due to use of screaming engines for 40 years). I have found an excellent audiologist in Cranbourne /Frankston, called "**Nepean Hearing**" Phone 9783 7520

The guy to ask for is David Beer. His service is fantastic when buying a hearing unit and so is his after sales service and tune up.

It is also possible to get a sender unit that sends TV sound direct to a hearing aid. One of my problems was that I could not hear the TV. Bl--dy stupid background music whilst people talk does not help.

Last free plug, a supply of methanol in Dandenong

Ausfield Oils, 36 Mickle St, Dandenong South off Hammond Rd. Cost is \$26 for 20 litres + \$15 for drum which is re-funded on next drum. The guys give great service (Do you remember service???)

Report by Robin Hiern



Robin's green squadron.



Noel's Vintage Proto



Vern holds Noel's Perky.



Terry Dodds with Robin's Perky

COMBINED SPEED RESULTS 13/4/2014 FRANKSTON

NAME	CLASS	ENGINE	FL1	FL2	FL3	BEST	KPH	%.
1. R. HIERN	VINT PROTO.	OS25FX.	32.72.	31.13.	N.E.L.	31.13.	185.04.	98.81.
2. M. WILSON	FAI.	PROFI .	13.15			13.15.	273.76.	91.93.
3. R. HIERN	CLASS 2.	NOVAROSS .28.	11.30.	10.92.	10.90.	10.90.	265.7.	90.8.
4. H. BAILEY	1/2A PROTO .	OS FP10 D.	35.78.	34.95.	34.99.	34.95.	103.00.	76.28.
5. N. WAKE.	VINT PROTO.	MAGNUM 25 .	44.7.	40.76.	48.16.	40.76.	142.10.	75.46.
6. V. MARQUET.	VINT PROTO.	K&B 29	N.E.L.	44.65.	44.37.	44.37.	130.53.	69.32.
7. G. WILSON.	CLASS 2.	ST G21-29	ATT	ATT.				

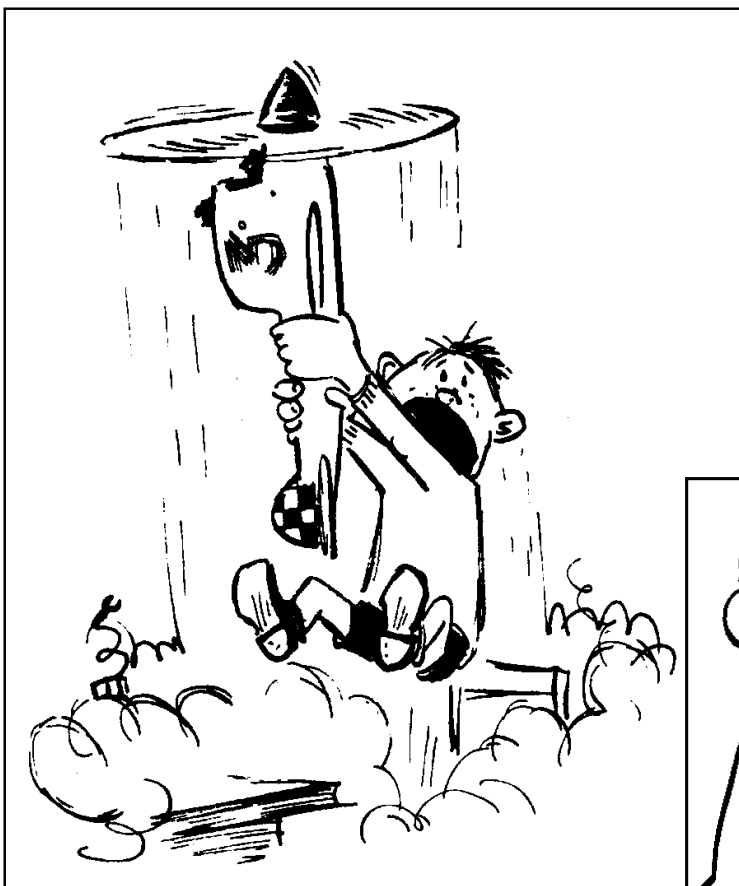
PERKY.....

G. WILSON	ST X.15	38.82	38.20	151.62 KPH
N. WAKE	RUS.15	57.61.	54.36.	106.54 KPH.
R. HIERN	ST G20	43.09		134.41 KPH.

AVERAGE SPEED = 45.21 SEC

WINNER CLOSEST TO AVERAGE = R. HIERN.

RESULT FROM AFTER COMP TEST OF SIRIO 24 ON PIPE FOR CLASS 2 11.29SEC & 11.09 = 261.13KPH...



"Personally, I think he's just bluffing!"



RACING ROUNDUP FROM THE V.S.C. 2014

The hope for perfect Easter weather was somewhat elusive. However, all events were flown over the four-day holiday break. Rain delayed the start on Friday and it was decided F2F would be first away.

Six teams lined up for some spirited racing. Trent McDermott from Queensland was defending the title he won last year, this time teaming up with Murray Wilson. Their Nelson was really howling in a new model built by Norm Kirton over in the west. With Trent's good landings and Murray's super fast stops, they recorded a 3.57.82 heat and followed it up with a win in the 200 lap final in the very smart time of 7.46.60. It was an easy win in the end as the other teams both retired at a little over the halfway mark due to a 'racing incident' on landing.

Of the other teams, Richard Justic and Paul Stein had a best of 4.11.44 with a Vorobiev. Ryan Leknys and Julian Reichardt were hot on their heels with a 4.14.72 and Grant Potter and Ray Harvey just missed the final with a best of 4.18.28 for the 100 laps.

It was then time for the serious stuff....**F2C**. Eight teams ensured a good contest. The standout heat time was a smokin' third round 2.57.53 by Murray Wilson and Mark Poschkens. Times like that will give them a big boost in confidence for the upcoming World Championships in Poland.



F2F winners Murray and Trent.



Pilots Colin, Robert and Murray in the F2C final race.

Rob Fitzgerald and Mark Ellins are understandably saving their good gear for the Worlds, which is now only a few months away. They also had to deal with a nasty cut on pitman Mark Ellin's hand that compromised his usual faultless catching. So the heat times were not up to their usual lofty standards. However, in the final this amazing team got it all together to run out easy winners in 6.11.48 from Murray and Mark in 6.39.90.

Grant Potter and Ray Harvey made the final with a smart 3.11 but had to withdraw with a broken leading edge on their model. Colin Ray and Steve Walton jumped in to take their place in the final and were going well until the first stop when a missed catch put paid to their chances.

Of the others, Ryan Leknys and Julian Reichardt had good air-speed and were getting much better starts while Paul Stein and Ric Justic were a little off their usual pace. The New Zealanders, Graeme Christie and Roger Palmer, gained lots more experience as they prepared to represent their country in Poland. Harry Bailey and Ken Hunting were hoping for a Stephen Bradbury moment where all the leaders fell over... and slow and steady triumphs! Unfortunately for them, nothing like that happened at Frankston this Easter.

Classic FAI was next...and this is an event where Harry and Ken didn't need any favours from the others! Their beautifully finished AAC Parra powered Klotznorutski racer was very capable of winning on its own. Their best heat time was 4.32.16 but the setup should easily do a sub 4.20. Murray Wilson and Mark Poschkens did exactly that with a quick 4.19.94.

After a compression adjustment on the AAC Parra (about ¾'s of a bee's whathesaid) for the second round, John Hallowell and Richard Justic posted a 4.19.97 in hardworking CD Graeme Wilson's notebook. That's just 3/100th of a second away from a coin flip for pole position in the final.

Andrew Nugent and Mark Ellins again found that lacking a competitive engine with decent fits was too big a hurdle to overcome and they could only manage a best of 4.37.00 using their old Picus model and Fora engine. We are all very much looking forward to a supply of new engines! Rob Fitzgerald and Paul Stein are usually right there at the business end, but strangely the usual fast times for the Concours winning Epsadon weren't forthcoming at the 2014 V.S.C.

Trent McDermott and Neil Baker practiced well but could not get a setting on the Fora when the heats started. Adam Kobelt is improving his piloting race craft with every flight and Ron Lacey is getting back to his best as he quietly slips into the role of becoming a gun pitman again. Ron was using an old modified Nelson model with a new Fora up front. Colin Ray was filling in for 'Big Thommo' and flying for Steve Walton. Although a fast time proved elusive today, Steve's neat Fora powered racer has heaps of potential and a breakthrough to a major final is not far away.

The final proved to be a battle between outright speed and consistency. Harry's ultra lightweight Klotzorutskis and

Murray's Ron Wilson inspired model were up against the conventional weight Tiger flown by John and Ric. The Tiger won the Nats just a few months ago and was looking for the Victorian State title as well.

Andrew Nugent commented that the yellow Tiger was like a 'washing machine'. Just turn it on, the settings are there and it always runs the same way.... That's a good way to illustrate the story! Ric rarely took more than a flick to start the AAC Parra and it just did it's job, going round and round with a near perfect tune until the hand went up for a conventional one lap shut down.

On the other hand, Murray and Posh showed bursts of speed while fighting an inconsistent setting. They had ½ lap or shorter shutdowns and were rapidly gaining time. Unfortunately for them, they were also short on range and an extra stop meant little chance of upsetting the yellow Tiger. Harry and Ken's flight also had its up and downs. On song, they were probably the fastest of all, but the Parra wouldn't stay like that for the entire 200 laps.

So John and Ric followed up their Nats win with a V.S.C. victory in 8.50.72, just in front of Murray and Poshy on 8.55.63. Harry and Ken were third on 9.29.69. All in all, the State's big dance for Classic FAI at Frankston saw lots of top racing from the entry of eight teams. Next race is scheduled for Albury on the 17-18th May.

Super Sunday at Knox began with **Vintage A**. The overcast conditions were good to fly in. At least the rain had cleared for a while. The first heat saw Andrew Nugent and John Hallowell post a 3.20.38 to just pip the Cosmic Ray's on 3.22.53. Both teams were disappointed as they knew a time in the teens was necessary to have any chance of making it to the top three. So John and Andrew finished in forth place and Colin and Jim made 5th.

The second heat proved that point as Murray Wilson and Neil Baker did a 3.14.59 and Trent McDermott and Mark Ellins recorded a 3.15.44. This team backed up in the second round with a 3.15.01. That's top consistency!

Highlight of the day was no doubt the eyebrow raising effort of Harry Bailey and Ken Hunting. The Olympian was going fast and sounding great with the R250 swinging a Graupner 7x7 Speed prop. A stunning 3.12 FTD was the result.

Perennial finalists Rob Fitzgerald and Paul Stein had a DNF 44 in the first round and withdrew with equipment problems. This left the door open for another team to be one of the three fastest qualifiers. A lot was expected from the multi talented team of Grant Potter and Ray Harvey. A fuel feed problem saw them retire without troubling the timekeepers for a full heat.

The final was a beauty and any of the three teams could have been declared the winner. All were evenly matched for airspeed. Last year's winners Wilson/Baker missed a kangaroo catch with the Olympian and lost time while both McDermott/Ellins and Bailey ran out of fuel with only a few laps to go and had to do an extra pit stop! In the end, a two stop final strategy and the slipped catch cost less time than the extra pit stop. Murray and Neil were home first again in 7.00.40 ahead of McDermott/Ellins in 7.05.09 and Bailey/Hunting on 7.07.69.



The three models from the Classic FAI final.

Murray & Neil with the winning Vintage A "Olympian"



Classic B Final teams.

Next up at Knox was **Classic B**. Just six teams fronted for the race under the watchful eye of CD Keith Baddock. Last years winner Queenslander Trent McDermott again had the 2010 World Champion pitman Mark Ellins at the oily end of the lines. However, after some promising practice flights, their day started badly when a plug blew late in the warm up. A second round 3.12 was never going to be fast enough at the Vic State Champs. Last year with the same model they did a best heat of 3.00.00.

Harry Bailey and Ken Hunting were, as usual, right in the mix to take the title. The Irvine 25/Galaxie combination surprised no one with a smart 2.59.85 heat. Jim and Colin Ray missed out on the final last year by 7/100th of a second... The practice form was good with the Crescendo and OS 25FX circulating fast with plenty of laps. But when the time came to race, the quick re-starts suddenly disappeared. Could it be next year for the Cos

mic Rays? Grant Potter was flying Steve Walton's great looking racer, but there were still a few things that needed sorting before posting a time of under three minutes for the 70 lap heat.

Ric Justic was on the handle for Paul Stein. The grey OS FX Rocket has amazing airspeed and this was reflected in their first round time of 2.51.28 which is the second fastest heat time ever behind their 2.50.60 in South Australia last month. John Hallowell and Murray Wilson did a 3.00.46 heat that was good enough to put them into the top three.

John and Murray's race plan went like clockwork with Murray's mighty flick and with Andrew Nugent on battery, they made two slick stops in the 140 lap final. Ric and Paul had ground handling issues and one slow stop. Harry and Ken had to make an extra stop with the Irvine and that put them squarely behind the 8 ball. In the end, it was a relatively easy victory with John and Murray finishing on 6.02.44 almost half a minute ahead of the other two teams.

27 Goodyear was run at the State Champs for the first time. Just 5 teams came to play...back it in for at least 10 next year. Trent McDermott wasn't feeling the best and decided to leave early to head back to Queensland and that would have made it an even half dozen.

Fastest qualifiers were Graeme and Murray Wilson using a Nelson to record 5.16.50. Adam Kobelt and Rob Owen had wandered over from the combat circle to have a go... and they did rather well to post a 5.17.47. Rob, of course has been pitting almost forever, but Adam is new to race flying and this highly skilled combat ace is taking to it like a duck to water!

Third fastest were John Hallowell and Andrew Nugent with their bright blue Mr D and R250 swinging an 8x5 APC. Airspeed was close to the mark with high 27's and low 28's for ten laps. Remember, if you go under 27/10, even by 1/10 second, the Speed Police will immediately call you in for an extra pitstop.



Wilson/Wilson Kobelt/Owen Hallowell/Nugent

Kobelt/Owen won the final in fine style in 11.01.25 with over half a minute's daylight to Wilson/Wilson. Hallowell/Nugent had problems during the race. They never recovered and finished third.

It was probably the most fun of any of the VSC events. Paul Stein has promised to finish his 27 Goodyear by Albury, so we'll have even closer racing very soon. Bet it's fast and battleship grey! And here is an observation. It would be really good if all lap counter/timekeepers would take it upon themselves and call out "model coming in" if the pitman is busy and entirely focused on re-starting his engine. This particularly applies to this event that we have many inexperienced people flying and pitting.

A HUGE thank you to all the CDs, particularly Graeme Wilson and Keith Baddock. Both worked tirelessly to run the racing events. Here's to next year!

John Hallowell

AUS 1984

Contest Results from 2014 VICTORIAN STATE CHAMPIONSHIPS - 18-21 APRIL

F2F TEAM RACE	Heat 1	Heat 2	Final
1. McDermott/Wilson	5:09.82	3:57.82	7:46.60
2. Justic/Stein	4:43.03	4:11.44	DNF102
3. Leknys/Reichardt	4:14.72	DNS	DISQ116
4. Potter/Harvey	4:46.56	4:18.28	
5. Bailey/Hunting	6:09.19	4:38.25	
6. Fitzgerald/Christie/Baker	DNS	WDN	



Julian Reichardt

F2C TEAM RACE

1. Fitzgerald/Ellins	DISQ	DNF70	3:16.88	DNF34	6:11.48
2. Wilson/Poschkens	3:10.87	3:09.75	2:58.53	DNF27	6:39.90
3. Ray/Walton	3:21.94	3:28.22	3:26.00	DNF96	DNF33
4. Potter/Harvey	3:58.84	3:29.62	3:11.10	3:22.00	WDN
5. Justic/Stein	4:01.85	3:34.53	DNF97	3:35.32	
6. Leknys/Reichardt	DNF	DNF87	DNF36	3:58.18	
7. Christie/Palmer	DNF25	4:39.15	DNF92	DNF36	
8. Bailey/Hunting	6:42.19	5:38.50	4:53.97	5:07.94	



Mark Ellins does a F2C pressure check.

F2A SPEED

1. Robin Hiern	12.83	ATT	NT	280.59kph
2. Murray Wilson	13.04	12.90	12.90	279.06kph
3. Richard Justic	NT	12.91	13.03	278.85kph
4. John Walker	13.76	14.08	13.31	270.47kph
5. Andy Kerr	NT	NT	NT	



Top three placegetters in F2A.

CLASSIC FAI TEAM RACE

	Heat 1	Heat 2	Final
1. Hallowell/Justic	4:24.32	4:19.97	8:50.72
2. Wilson/Poschkens	4:19.94	5:01.13	8:55.63
3. Bailey/Hunting	5:01.72	4:32.16	9:29.69
4. Nugent/Ellins	DNF69	4:37.00	
5. Kobelt/Lacey	4:58.00	4:37.40	
6. Fitzgerald/Stein	5:05.31	4:51.09	
7. McDermott/Baker	DNF70	5:29.63	
8. Ray/Walton	DNF8	5:48.97	

F2D COMBAT

1. Murray Wilson	W	W	W
2. Adam Kobelt	W	L	L
3. Robert Owen	L	L	W
4. Trent McDermott	L	W	L

VINTAGE A TEAM RACE

	Heat 1	Heat 2	Final
1. Wilson/Baker	3:14.59	3:18.81	7:00.40
2. McDermott/Ellins	3:15.44	3:15.10	7:05.09
3. Bailey/Hunting	3:12.82	DNS	7:07.69
4. Hallowell/Nugent	3:20.38	DNF76	
5. Ray/Ray	3:22.53	4:05.68	
6. Justic/Kerr	3:31.05	3:51.87	
7. Potter/Harvey	DNF57	DNF48	
8. Fitzgerald/Stein	DNF44	DNS	



Murray Wilson V Trent McDermott in F2D Combat.



*Ken Hunting pit-
ted the
"Olympian" to
the fastest time
of the day.*

CLASSIC B TEAM RACE

	Heat 1	Heat 2	Final
1. Hallowell/Wilson	3:00.46	DNS	6:02.44
2. Justic/Stein	2:51.28	DNS	6:29.19
3. Bailey/Hunting	3:24.30	2:59.85	6:33.07
4. McDermott/Ellins	DNF50	3:12.12	
5. Potter/Walton	3:54.75	3:24.16	
6. Ray/Ray	3:58.28	3:32.16	



Trent McDermott's "Dalesman"

COMBINED SPEED

Entrant	Class	Rd 1	Rd2	Rd3	Fastest in kph	% of Record
1. Robin Hiern	1	15.08	14.87	NT	242.10kph	100.24%
2. Robin Hiern	5	13.53	NT	NT	266.08kph	99.26%
3. Richard Justic	3	10.41	NT	10.91	277.69kph	92.99%
4. Robin Hiern	4	NT	NT	13.71		90.74%
5. Robin Hiern	2	11.36	11.65	NT	255.00kph	87.15%
6. Noel Wake	5	15.32	15.50	15.95	234.99kph	86.66%
7. Noel Wake	P	30.43	NT	NT	190.44kph	79.29%
8. Vern Marquet	P	43.09	NT	42.20	137.32kph	57%
9. John Walker	SJ	NT	NT	ATT		



Robin Hiern.

VINTAGE COMBAT

1. Ken Maier	W	-	W	B	W
2. Harry Bailey	L	W	W	W	L
3. Murray Wilson	W	-	B	L	
=4. Robert Owen	W	-	L		
=4. Tony Caselli	B	W	L		
=6. Trent McDermott	L	L			
=6. Nigel Robertson	L	L			

Only three flyable entries in Goodyear so it was straight into a final race.

GOODYEAR**Final**

1. Wilson/Ellins	9:11.03
2. Justic/Owen	10:46.19
3. Bailey/Hunting	DNF116



After years of trying, Ken Maier finally won a combat competition at the State Champs.

27 GOODYEAR**Heat 1 Heat 2 Final**

1. Kobelt/Owen	5:17.47	DNS	11:01.25
2. Wilson/Wilson	5:24.84	5:16.50	11:35.47
3. Hallowell/Nugent	5:29.94	5:47.40	12:13.41
4. Bailey/Hunting	6:19.84	6:03.03	
5. Stein/Justic	6:07.09	6:11.53	



27 Goodyear, pit discussions

1/2A COMBAT

- | | | | | | |
|------------------|---|---|---|---|---|
| 1. Murray Wilson | W | W | L | W | W |
| 2. Tony Caselli | L | W | W | W | L |
| 3. Max Potter | L | W | W | L | W |
| 4. Adam Kobelt | W | L | W | L | L |
| =5. Harry Bailey | W | L | L | | |
| =5. Robert Owen | W | L | L | | |
| 7. Keith Baddock | L | L | | | |

Max Potter is held up high by Murray Wilson and Tony Caselli after gaining third place in Half A Combat. This was Max's first major competition and his confidence grew the more he flew during the day.

The weekend weather was not as kind as it could have been but all events were completed. Contestants and visitors had travelled from Western Australia, Queensland, New South Wales, South Australia and Canberra to take on the local Victorians over the Easter holiday.

Thanks go to all the contest directors, cut-judges and time keepers for all the events and also the ladies that looked after all our refreshment needs in the "Barn Kitchen".

A special thanks also goes to overall Contest Director Graeme Wilson. Graeme was busy all weekend running the Team racing and Combat events.

Photographs by John Hallowell and Editor.



Mind the lines!

Tony Caselli heads out to the circle.

In the background are Ken Maier, Andy Kerr, Nigel Robertson. Ian Amaira is playing with his phone.

F2B Aerobatics

CONTESTANT	Rnd 1	Rnd 2	Rnd 3	Rnd 4	TOTAL	PL
MARK ELLINS	950.25	DNF	934.25	902.25	1884.5	4
REG TOWELL	928.00	1000.00	1036.5	971	2036.5	1
MARK GORDON	832.25	837.50	790.05	795	1632.5	6
DON KEYSSECKER	821.00	894.00	806.5	779.5	1700.5	5
DOUG GRINHAM	974.25	1032.50	963.5	977.25	2009.75	2
FRANK BATTAM	985.75	980.25	915.25	918.75	1904.5	3

Stunt was flown on Saturday and Sunday at the KMAC field by a small but enthusiastic group of flyers. Here are a couple of pictures of the scoresheets. I did not obtain one for the Vintage Stunt event and as yet I have not received any photographs for publication.



John Boys was in attendance with his camera and took some great pictures that he has placed on flickr at:-

<https://www.flickr.com/photos/jaybee35/sets/72157644211711994/>

Classic Aerobatics

CONTESTANT	Model / Engine	Yr	Rnd 1	Rnd 2	SCORE	PL
DON KEYSSECKER	JAMISON SR.		DNF	DNF		
DOUG GRINHAM			555.0	558.25		2
GAVIN OPPERMAN			422.5	421.5		4
DAVID NOBES			517.0	523.0		3
FRANK BATTAM			539.25	582.25		1

A special 'thank you' goes out from the CLAMF Aerosports Committee to the following for their generous support of the 2014 Victorian C/L State Championships Raffle:

Alistair Welch (Christian Traders)

Andrew Nugent

Graeme Wilson

Ken Maier (Combat Kid)

Lindsay Price (Wights Model Aircraft)

Murray Wilson

Rob Fitzgerald

St John Ambulance Victoria



The VMAA provided the trophies.

wightsmodelaircraft.com.au

Over 300 products in stock.

Wights Model Aircraft

**New
Website**

**New
Shopping
Cart**



Control Line - Accessories; Bellcranks; Connectors & Leadouts; Covering Material; Engines; Flying Lines;
- Fuel Items; Fuel Tanks; Glow Plugs; Handles; Kits; Propellers; Rib Sets;
- Timers & Programmers; Wheels & Landing Gear.

Free Flight - Timers & Programmers.

Cox Engines - Surestart & Bee Engines; Glow Heads; Tanks; Gaskets; Props; Mounts; Parts & Accessories.



2014 Albury Control Line Aero Competition

When: May 17th & 18th

Where: Twin Cities Model Aero Club (TCMAC) - Albury



Join us for two full days of C/L flying and festivities...



Stunt



Combat



Speed



Racing

Events Schedule

Saturday 17th May

F2C T/R
27 Goodyear
Classic B T/R
Speed
Classic Stunt (grass)



Sunday 18th May

Vintage A T/R
Classic FAI T/R
Speed
Vintage Combat (grass)



Events run in order listed above - start time 9:00am
Entry fee \$5.00 per person / per event
Food & drinks available



Entertainment Schedule



Cobb..

Friday night 16th May
Springdale Heights Tavern
(Lavington)



Saturday night 17th May
Astor Hotel
(Albury)

Sunday night 18th May
Kinross Woolshed Hotel
(Thurgoona)



Proudly sponsored by CLAMF Aerosports
Contact us at: clamf@ozemail.com.au

For Sale

U.S. Hard rock maple bearer wood, precision cut and machine sanded.

Cost \$4 each plus postage

All lengths 12"

Sizes: 3/8"x3/8"

3/8"x1/2"

1/2"x1/2"

Also, I now have a stock of 3/16" sq and 1/4"sq rock maple spars.

All spars are precision sanded with 150 grit.

\$4 each plus postage.

I no longer have competition grade balsa for sale.

email: aheath14@australia.edu

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

Postage based on 6 kg package sent using regular mail to your postcode from 3018

Contact:- combtkid@hotmail.com

Bank deposit (EFT), Australia Post money orders, Cash & PayPal (+3..5% fee) payments accepted.

MACCA'S MACHINING & MILLING SERVICES

Tank Valves

Filler Bottle Valves

Shaft Extensions

Engine Plates

Venturies and threaded inserts and general machining.

Phone 07 3288 9263

Mobile 0402 295 370

ANDREW'S PANS.

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



Reichardt/Oddy pan.

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

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

All \$4 which includes postage in Australia.

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

Regards,

Andrew Nugent.

andrew.n5@bigpond.com

PH (03)9551 1884.

A.C.L.N. ADVERTISING

For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"

The views and opinions expressed in ACLN do not necessarily reflect those of the Editor or Committees of Clubs or of the members of the Club represented in ACLN but are those of the respective authors.

Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

The Editor and Committee of Clubs accept no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.



Taipan Reproduction Engines

Adelaide Aeromotive Pty. Ltd. A.B.N. 115 387 061
aamotive.com > engines > single cylinder

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

aamotive.com > repairs

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

AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

**SURFACE
MAIL**



Christian Traders

Supplying quality products to the model building community



Perma-Grit Tools
Tungsten Carbide Abrasives

Perma-Grit Tools® Australia



DELUXE
Materials™

World Class adhesives
and water wash up
glues and resins.



**OUR
NEWEST
PRODUCT**

**EXTREME GLARE
SUNGLASSES**



BECC
model
accessories

Huge range of Decals



RCATS
Smart Lithium
Glow Driver

Glo Drivers



A REVOLUTION in Fuel Delivery!

RotoFlow
Fuel System

no clunks!



RCS
Turbo Mufflers



**Cline Fuel
Regulators**



Flexible Exhaust Kits

SEE OUR ACTION PACKED WEBSITE www.christiantraders.com.au

Call Christian Traders Tel: (02) 6556 5192 Fax: (02) 6556 5236 Obadiah Lodge 20190 Pacific Highway Coralville NSW 2443

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