

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 192

Produced by the Victorian Control Line Advisory Committee



November 2014

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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 2014/15

DATE	EVENT	CLUB
Nov 9	F2B Aerobatics, Warbirds Classic Stunt,	
	27 Goodyear.	CLAMF
Nov 23	Doug's Vintage Stunt	KMAC
Dec 14	Speed , Burford Vintage A T/R	CLAMF
Dec 14	KMAC Club Day and Christmas Party	KMAC
Jan 3-6	2015 CLAMF Grand Prix	CLAMF at Albury
Jan 25	KMAC Club Day and Novice Combat Invitation	KMAC
2015		
Jan 3-6	Grand Prix	ALBURY
Feb 8	Speed , Carrier, Simple Rat Race	CLAMF
Feb 22	Hearns Trophy and Yeoman Novice	KMAC
Mar 7-9	South Australian State Champs, events TBA	MONARTO
Mar 29	KMAC Carnival and Doncaster Novelty	KMAC
Apr 3-6	Victorian State Champs, events TBA	CLAMF/KMAC
Mar 15	Coreflute Combat, 27 Goodyear, Goodyear .	CLAMF
Apr 11-19	68 th Australian National Championships	S.E. QLD
May 17	Warbird Stunt, Speed , Classic B T/R	CLAMF
May 24	Warbirds	KMAC
Jun 6,7,8	NSW State Championships, Grass Events	SYDNEY
Jun 14	Classic FAI , Vintage A, F2C/F2F ,	
	1/2A Combat	CLAMF
Jun 28	Rat Race Invitation and Club Day	KMAC
Jul 12	Speed , Classic Stunt, Mini G/Y ,	
	Simple Rat	CLAMF
Jul 26	All Aussie Day and Vintage Combat	KMAC
Aug 9	Carrier, 27 Goodyear, Goodyear .	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



COMING EVENTS



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

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	Show-ground, 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.	

2014 Queensland Control Line Calendar

All MAAA flyers welcome.

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.

April 9-19, 2015

56TH QUEENSLAND NATIONALS

2014 CONTROL LINE CALENDAR

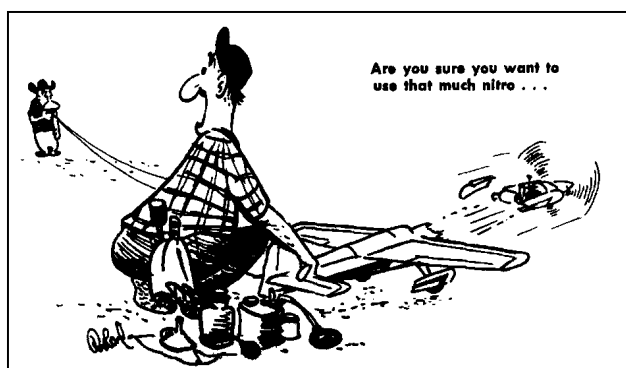
Western Australia

DATE	EVENT	SITE
Nov 2nd	Combined speed	CLAW
Nov 16th	CLAW Club day	CLAW

The MAAA has formally confirmed that the qualifying events for selection in the Australian team for the 2016 World Control-line Championships (to be held in Western Australia) will be the 2015 Australian Nationals and the individual 2015 State Championships. The current known scheduled dates for these are:

South Australian State Championships	March 8th—10th.	2015
Victorian State Championships (Easter)	April 3rd—6th.	2015
MAAA 68th Queensland Nationals	April 9th—19th	2015
Western Australia State Championships	— unknown dates	
NSW State Championships (Grass Events F2B & F2D)	June 6th— 8th	2015
NSW State Championships	October 4th—6th	2015

The rankings for selection will use the same points allocation and process as in previous years (1000 points for winning a National Championships event, 500 points for winning a State Championships event, other placing's in the events



Nov 22nd, Grass Rat Race

Dec 6th, Come and Try Control Line Day

Venue: AAC, Unley Road City

For further info contact:

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RESULTS AND REPORTS OF THE NSW STATE CHAMPS.

F2C & F2A, OCT. 4 & 5, 2014

When it comes to running the N.S.W. State Championships for competitions that require a hard surface then the choice of Albury as the venue is almost automatic as it is the only Control Line dedicated flying surface in N.S.W.

The contest was held over two days and there were plenty of willing hands to assist in the running of the events.

In F2A speed John Walker struggled to try and make his model work and did not manage to post a time on either of the days.

Murray Wilson managed to get into the pylon and record four times but none of them were in the 12 second bracket and he had to be content with a third place.

Richard Justic and Andrew Heath were taking part after their recent representations in the Australian Team at the C/L World Championships. Andrew only managed to record one time but it ended up being the fastest of the weekend and was enough for him to claim first place by 3.7 K.P.H. in front of Richard Justic.



M. Wilson, R. Justic, A. Heath, J. Walker.

Results:-

F2A

ENTRANT	RD 1/ATT 1	RD 2/ATT 1	RD 3/ATT 1	RD 4/ATT 1	FASTEST	KPH	PLACE
ANDREW HEATH	12.45	0	0	0	12.45	289.15	1
RICHARD JUSTIC	12.55	12.80	0	13.58	12.55	286.85	2
MURRAY WILSON	14.46	14.65	14.03	13.77	13.77	261.43	3
JOHN WALKER	0	0	0	0	0	0	4

In F2C Team Race there were only three teams entered so you might think that this would be a case of going through the motions and taking things easy but you would be wrong. Julian Reichardt had Murray Wilson for his pilot and was hopeful for some good times. The best they managed was a 3:34.75 but that time was backed up by other times from all their races.

Paul Stein had Richard Justic operating the racing handle and put up a good showing but their equipment was up against the World Class opposition of Rob Fitzgerald and Mark Ellins and being able to be up on their race pace was a big ask. After Round three Paul's model had a sick engine so he retired from racing for the day.



Justic/Stein, Ellins/Fitzgerald, Wilson/Reichardt

Fitzy and Mark have already modified their engines to comply with the new 3mm venturi rule that will come into force in 2015. I don't think there were any decibel readings taken to compare noise recordings but race times of less than 3:20.0 were recorded for three of their races and there would be many F2C teams worldwide that would currently be happy to record the 3:11.82 that was posted in Round 4. I am led to believe that the fuel they were using was very similar to Vintage A Team Race fuel and did not have any lead additive.

The final was a two up affair. The difference in airspeed and restarts at the pit-stops gave Fitzgerald/Ellins a comfortable winning margin of just over one minute to claim first place in front of Wilson/Reichardt.

Results:-

F2C

ENTRANT	ROUND 1	ROUND 2	ROUND 3	ROUND 4	FINAL
FITZGERALD/ELLINS	3:17.03	3:16.85	DNF34	3:11.82	6:31.31
WILSON/REICHARDT	3:34.75	4:09.69	3:50.94	3:49.94	7:32.47
JUSTIC/STEIN	3:59.81	3:47.25	3:44.47	DNS	DNS

In Combined Speed it was the boy's that made the most noise who were the ones to get within the 90% range of the MAAA records for their class. John Walker had his pulse jet on song to record a percentage time of 95.86 and Richard Justic's .60 sized monoline model was not far behind to record 92.99%.

John Walker, Richard Justic, Murray Wilson prepare the Pulse Jet for action.



Combined Speed Results:-

ENTRANT	CLASS	RD 1/ATT 1	RD 2/ ATT 1	RD 3/ ATT 1	PERCENTAGE	PLACE
JOHN WALKER	JET	12.14	11.95	0	95.86610879	1
RICHARD JUSTIC	60	10.42	0	0	92.99424184	2
NOEL WAKE	21	15.85	15.74	0	87.35	3
RICHARD JUSTIC	29	11.58	0	0	85.49222798	4
HARRY BAILEY	1/2A PROTO	31.39	0	0	84.86779229	5
HARRY BAILEY	PROTO	30.19	30.6	0	79.95	6
NOEL WAKE	PROTO	32.84	34.69	34.25	73.4774665	7
NOEL WAKE	PERKY	53.43	54.59	61.36		A
GRAEME WILSON	PERKY	47.12	38.64	0		B
Perky Closest	Perky Fastest					
53.43	38.64					
NOEL WAKE	GRAEME WILSON					

The Classic Stunt contest took place on the well prepared adjoining grass circle at the same time as the hard surface was being used for Combined Speed.

There was a mixture of model types in use including a Classic Warbird, Nobler, a Peacemaker and a couple of Ringmasters. (It was also a day of flights for the Ringmaster Fly-A Thon). Flying conditions were ideal and flights were performed under the watchfull eyes of C.D. Graeme Wilson.

Results.

CLASSIC STUNT

ENTRANT	ROUND 1	ROUND 2	ROUND 3	BEST
MARK ELLINS	568	569		569
PAUL STEIN	480	517		517
ANDREW HEATH	474	450		474
STEVE ROTHWELL	412	435		435



The Classic Stunt flyers.

L to R.

A Heath (Ringmaster)

S. Rothwell (Peacemaker)

M. Ellins (Classic Warbird)

P. Stein (Nobler)

G. Opperman (Ringmaster)

Team Racing Round-Up.

The weather promised to be a treat and it proved to be even better! Sunny skies and light winds were the order of the weekend for those lucky control line racing and speed enthusiasts who chose to come to Albury.

27 Goodyear was first cab off the rank on the supporting events program after the first rounds of F2C and F2A had finished. This very popular racing class had six teams line up for the usual close racing. As usual, the challenge was to keep those models in the low 27/10 range either by whipping to speed up, or putting the prop on backwards to slow down...

Regular 27 G/Y winners Steve Rothwell and Chris Sculley started the race as warm favourites and clocked a 5.11.78 in the first heat with the Fora Jnr powered Argander. However, they were just pipped at the post by John Hallowell and Mark Ellins who posted a FTD 5.09.45 with the Mr. D and Gillott CS combination. In the second round, Steve and Chris demonstrated their consistency with a smart 5.10.31.

Paul Stein and Ric Justic swapped their regular roles and this saw master pitman Paul with handle duties. The Argander with PAW power was on the pace with a best time of 5.13 for the two stop 100 lap heat.



Was good to see Jet Speed ace John Walker flying for Albury local Rod Parsons. Their Fora Jnr racer performed well but didn't quite have the instant restarts of some of the other teams, so a best time of 5.35.03 was the result.

Harry Bailey and Ken Hunting did the 'team swap' thing. When the dust settled, a best time of 5.27.04 went into hardworking CD Graeme Wilson's notebook, good enough for a 4th place in the event.

With only 4 seconds between the heat times of the top three, the 200 lap 5 stop final promised some close racing. However, early in the race Paul and Ric's PAW refused to fire up at a stop. Mark was holding up John's landing waiting for Ric's instant start...but it didn't happen and the Mr. D soon ran out of fuel and that meant there was no fuel in the line for Mark's usual one flick start. That's racing!

In the end, it was Steve and Chris who continued their strangle hold on this 27 Goodyear event with a fine win in 10.29.61. Can't wait until next time!

Results were:

27 GOODYEAR

ENTRANT	ROUND 1	ROUND 2	FINAL
ROTHWELL/SCULLY	5:11.78	5:10.31	10:29.62
HALLOWELL/ELLINS	5:09.45	DNS	10:45.91
STEIN/JUSTIC	5:28.85	5:13.56	10:50.31
BAILEY/HUNTING	6:27.86	5:27.04	
WALKER/PARSONS	5:47.91	5:35.03	
HUNTING/BAILEY	6:31.28	6:05.09	

Now it's Sunday and the weather (if it were possible) has got even better! Time to roll out the lines for **Classic B**, held over from yesterday due to lots of flying in Combined Speed. This event has always been really popular since it began in the early 1990's, particularly in Victoria. Just four teams rocked up to fly at this competition on the Albury hard circle. A good thing about this class is that it can be flown over grass or concrete, depending on what is available.

Steve Rothwell and Chris Sculley had tongues wagging when their modified OSFX25 Rocket was practicing in the mid to high 14 seconds for 7 laps range. Seemed like a 2.40 heat time for the 70 lap dash was on the cards. However, like the best laid plans of mice and men, something always seems to go astray... like a broken model in the first heat. A heat time of 3.19 in the second round unfortunately meant time-keeping or just watching the final for this dynamic duo.

Harry Bailey and Ken Hunting were using a Magnum .25 in Harry's Backtrack design. The engine sounded really good with plenty of revs and was fast through the air. This resulted in a best heat time of 3.17.43. There is potential to slash that time down to low three minutes at least.



Steiny and Ric were again the pacesetters with a smooth as you like 3.03.84 with the modified Rocket and OS FX25. Paul's gear is always reliable and Ric's handle work is as near to perfect as you'll get.

John Hallowell and Murray Wilson were down on speed with the FX Streak, but used the heats to work up a 50 lap range. In Classic B, you need to be getting at least 47 laps in traffic to 2 stop the final.

Now for the final. Ric and Paul's Rocket had a clear edge in speed over the Backtrack and Streak who were more or less equal. Harry and Ken did not have the luxury of 50 laps, but John and Murray did. Surprisingly, Ric and Paul were also doing less than 47 laps. Their extra stop was going to make it a much closer race! And that's the way it turned out. Ric and Steiny's extra speed got them home first over the 10 mile race by just a lap in 6.07.37. Hot on their tail were John and Murray in 6.10.12. Harry and Ken had a slow stop or two and finished in 6.56.06.

CLAMF's Ron Lacey is now building a B racer and he may be just the guy to throw the cat among the pigeons the next time we all line up to fly Classic B.

Results were:

CLASSIC B

ENTRANT	ROUND 1	ROUND 2	FINAL
JUSTIC/STEIN	3:03.84	DNS	6:07.35
HALLOWELL/WILSON	3:11.94	3:51.85	6:10.12
BAILEY/HUNTING	3:19.50	3:17.43	6:56.06
ROTHWELL/SCULLY	DNF47	3:19.13	

Vintage A was next up and again it was six teams that lined up for some more exciting racing. The question was could anybody beat Fitzgerald /Stein? Short answer... No! Read on to find out why.

There was an unfortunate incident during practice when Harry Bailey's superb R250 Tomahawk slammed into the concrete due to

a lead-out failure. The resulting destruction had everybody shaking their heads in disbelief. This model had a stunning 3.12 heat at the 2014 VSC, got second at the World Cup event in Poland and also was 2nd at the British Nats. It was a crying shame. No doubt Harry will have already started work on another lighter and even faster Tomahawk... Can't keep a good man down!



John and Ric had a couple of practice flights with the Pluto but couldn't find the required laps so it was con- signed to the boot of Oppy's wagon until the system can be workshop checked at a later date. Two DNS's meant that just four teams were about to get serious.

Paul and Fitz set the ball rolling in heat one with a 'catch me if you can' 3.14.88. The best thing about Paul's DD is that it just WORKS... time after time after time. They elected to watch the others in Round 2... and why not?

Steve Rothwell and Chris Sculley have the skills to chal- lenge Paul and Fitz but they could manage a best time of only 3.21.12. Ken Hunting's Tiger Terror certainly has potential, but didn't have the best of days as the needle valve dis-assembled itself, while Murray Wilson

and Mark Ellins posted a 3.32.72 with the old Voodoo 1. Slow for them, but good enough to make the final.

All were away quickly in the 160 lap final. Paul and Fitz had an airspeed advantage over the others and just seemed to have a better tune. You would have thought Steve Rothwell's own engine would be at least as fast as Paul's R250, but that wasn't the case. One of the spectators was heard to say it reminded him of Henry Nelson, who was often beaten by other people who were also using his superb engines against him.

So it was yet another win for Paul's battleship grey Dimpled Dumpling... a model that surely must be the world's most decorated Vintage A racer. Their excellent time of 6.40 was almost a full minute ahead of Wilson/Ellins who had problems with their settings. Rothwell/Sculley finished a lap further back in third.

Results were:

VINTAGE A

ENTRANT	MODEL	ROUND 1	ROUND 2	FINAL
FITZGERALD/STEIN	DIMPLED DUMPLING	3:14.88	DNS	6:40.37
WILSON/ELLINS	VOODOO 1	3:32.72	DNF48	7:39.05
ROTHWELL/SCULLY	VOODOO 5	3:21.12	3:54.37	7:42.10
HUNTING/BAILEY	TIGER TERROR	4:04.28	DNF12	
BAILEY/HUNTING	TOMAHAWK	DNS	DNS	
HALLOWELL/JUSTIC	PLUTO	DNS	DNS	

The last of the supporting races was **Classic FAI**. Just five teams had entered and that included the Harry and Ken double act. Once again it was Fitzgerald/Stein who showed the way with a business like 4.22.85 in the first heat with the Parra/Espadon combina- tion. The other teams were mostly off the pace due to one thing or another.

Rod Parson's neat Fora powered model had plenty of airspeed with Murray Wilson on the handle, but lacked those essential instant re-starts. Needs a Mark Ellins or his like to sort that out for Rod be- fore the next Classic FAI race. These engines nor- mally fire up straight away without needing a prime.

Harry and Ken and Ken and Harry were using re- serve gear so weren't likely to do a sub 4.20 time. As it turned out, with four chances, they managed a 5 minutes exactly time to be among the top three.

John Hallowell and Ric Justic were trying new gear and Murphy wasn't happy! They struggled through the heats with what seemed like a fuel blockage and just made it into the final with a 4.49.38.



At CD Graeme Wilson's command, the three teams were quickly away. John and Ric were still searching for a setting and came

down for extra stops to re-tune. Finally it all came together and the red Tiger came on song and proceeded to pass the Espadon. However, it was a touch too late and the Fitz/Steiny Parra powered racer took the chocolates with the comfortable margin of over half a minute. Ken and Harry soldiered on to take third place in 10.15.37. As always, we will be looking forward to the next bout of Classic FAI racing where a number of the new Parra Mk 11 engines will be raced in anger for the first time.

Results were:

CLASSIC FAI

ENTRANT	ROUND 1	ROUND 2	FINAL
FITZGERALD/STEIN	04:22.9	DNS	09:02.3
HALLOWELL/JUSTIC	06:19.9	04:49.4	09:43.8
HUNTING/ BAILEY	05:02.5	05:00.2	10:15.4
BAILEY/HUNTING	05:08.8	05:06.9	
WILSON/PARSONS	05:53.5	05:11.9	

Report by John Hallowell AUS 1984



KMAC Knox Model Aircraft Club

Ringmaster Fly a Thon 2014



Well, PK had the grounds looking a treat and the wind from the previous day had all but disappeared. All was set for a great day of flying for this years Ringmaster Flyathon. The shelter was erected (not without difficulty we might add for those who will remain nameless). The new walls installed providing shade and protection from the little wind there was.



The change to daylight saving only caught one or two sleepy heads, notably yours truly who should have been champing at the bit to show off a new model looking like something from the insect world.

Les our trusty chef was first into the air posting 3 flights with his Merco .29 powered S1 on 50' lines. Consequently he made good use of the speed pole in the centre. Les ended clocking up 8 flights which was a fantastic effort for someone we hardly ever see in the circle. He has decided to make up some 60' lines for the next outing. Well done Les!



Peter Roberts presented with a new S1 powered by a Fox .25. As could be expected from Peter it flew as cleanly as the finish on the model, a superb example of this design.

Dougie Grinham built this S1 a couple of years ago powered by an Enya .19. So there is no

prize for guessing that it is a pretty light plane even by Dougie's standards. Now with a Fox .35 and longer lines he has a model to fly in the stiffest winds.



Alan M-Harrison brought two models. A pretend S1 with a fox .35 and a Trainer with a Taipan Tyro 1.9cc diesel. The Fox let Alan down in the first flight shedding a needle valve but the stalwart for the day was the little trainer which completed a total of 34 flights, 19 by Alan individually and another 15 later in conjunction with Peter Koch, alternating as pit crew in team racing fashion. Good effort lads!



Mark Usher always presents with something a little bit out of the ordinary. This year One of his S1's was powered by a mint looking Torpedo .32. The other S1 is closer to the Norm with a Fox .35





Steve likes things that are a little bit different. After the demise of his custom Ringmaster last year he thought he might try for something even more different than before, we do have a novelty day after all. He had a couple of special .60's yet to be run so he started looking at super sized ringmasters. (he likes profiles) His search landed him in the Brotherhood site where he discovered plans for this Ringmaster Xwing designed by Pat King. Although Pat had a small number of Laser cut kits done they were all sold but as yet none built. So commenced Steve's folly. Here was a 60 sized novel design that filled the gap for the Ringmaster Flyathon. For him it was irresistible.

This leaves two veterans to be accounted for on the day, The Combat Kid - Ken Maier and Dave and Vera Lacy.

Here is Dave and Vera sharing the fun, two finer folk you would be hard pressed to find



As for the Combat Kid, 10 flights was a good effort. Unfortunately he got up too late to make the pics.

Here is Ken Taylors, Williamson Ringmaster presented by Peter Koch.



RINGMASTER FLYATHON KMAC 2014				
Name	Type	Engine	No of Flights	
Les Varga	Sterling S1	Merco 29	8	
Alan M-Harrison	Ringmaster Trainer	Taipan Tyro 1.9cc Deisel	19	
Alan M-Harrison	Sterling S1	Fox 35	1	
Peter Koch	Harry Williamson Ringmaster	Brodak 25	1	
Peter Roberts	Sterling S1	Fox 25	1	
Mark Usher	Sterling S1	Torpedo 32	1	
Mark Usher	Sterling S1	Fox 35	4	
Doug Grinham	Sterling S1	Fox 35M	3	
Steve Vailve	Pat King - Xwing	Evo 60	3	
Dave Lacy	Sterling S1	ASP 21	4	
Vera Lacy	Sterling S1	ASP 21	2	
John Barraclough	Trainer	Enya .09	1	
Peter Koch/A M-Harrison	Ringmaster Trainer	Taipan Tyro 1.9cc Deisel	15	Flown as a team racer with pit crew
Ken Maier	Sterling S1	Fox 35	10	
Total Number of Flights			73	

COMPETITOR	ROUND 1	ROUND 2	ROUND 3	TOTAL
CLASSIC				
JOHN HARTWELL	(2) 920.5	946.0	824.0	(7)
GAVIN OPPERMAN	(3) 357.5	DNS	DNS	(10)
DAVE NOBES	(6) 955.0	922.0	942.0	(5)
DOUG GRINHAM	(4) 995.0	1043.0	1027.5	(2)
DAVE LACY	(1) 573.5	738.0	761.5	(8)
PJ ROWLAND	(5) 1117.0	1141.5	1151.0	(1)
MARK GORDON	(8) 908.0	923.5	975.0	(4)
PETER KOCH	(9) 711.5	946.5	835.5	(6)
MARK ELLINS	(7) 1010.0	1049.5	1031.0	(3)
KEN MAIER	(10) 645.0	629.5	732.5	(9)



P. J. Rowland with his model and the Monty Tyrrell Trophy.

Here are the results from the Monty Tyrrell Trophy for Classic Stunt ay KMAC held on Sunday 26th October.

1st was P.J. Rowland

2nd was Doug Grinham

3rd was Mark Ellins.



It was decided on the total of each competitor's 2 best flights.

2014 QLD COMBAT WEEKEND "CLASI"

A big thanks to all that came and helped out and competed. It was a very warm, nice sunny day in Ipswich.

Thanks to Elsie Mairu (Dillon) and Holly Keogh for cut judging and helping on the day. Also thanks to Robert Owen for coming up to fly and centre marshal most bouts.

First up was 2.5 Slow with 8 entries

1st Mark Dillon	W W W W
2nd Paul Dillon	W L W L
3rd Trent McDermott	L W W L
4th Rod Smith	W W L L
5th Callum Dillon	W L L
5th Rod Williams	L W L
6th Mark McDermott	L L
6th Dave Peterson	L L



Lastly was Vintage Combat

1st Trent McDermott	W W W
2nd Rod Smith	W W L
3rd Mark McDermott	W L L
4th Callum Dillon	L L
4th Rod Williams	L L

Next was F2D

1st Callum Dillon	L W W W
2nd Robert Owen	W W L
3rd Trent McDermott	L W L
4th Rod Smith	L L





FINAL
SEPT 23rd 2011

DATE APRIL	SLEEMANS STADIUM	SOCIAL EVENTS	C/L LARCS GRASS FIELD	C/L LARCS H/SURFACE FIELD	RADIO SMF FIELD	RADIO TMAC FIELD	RADIO GLIDER FIELD (RSSF)	RADIO LARCS HELI FIELD	RADIO LARCS F/W FIELD	RADIO GRATTON FIELD (GRAMS)	FREE FLIGHT DALBY FIELD	DATE MAY
SAT 11TH	CLOSED	NIL	REGISTRATION AT THIS FIELD	REGISTRATION AT THIS FIELD	REGO/PROCESSING MODELS AT THIS FIELD	REGISTRATION AT THIS FIELD	REGISTRATION AT THIS FIELD	REGISTRATION AT THIS FIELD	REGISTRATION AT THIS FIELD	FIELD OPEN TO FLYING	REGO AT FIELD F1C. OPEN RUBBER	MON 18th
SUN 12TH	CLOSED	7PM WELCOME. FREE BBQ AT FIELDS	F2B T/TTRIAL ADV & EXP RD 1 CLASSIC B	F2C T/TTRIAL T/RACE RD1,2&3 - F2F	QUICKIE 500 F3RA	LARGE SCALE FLYING ONLY	F3B GLIDER RD1	HELICOPTER F3C ADVANCE. NOVICE	MASTERS, F3A, EXPERT, ADVANCED, SPORTSMAN	REGO AND PROCESSING MODELS AT THIS FIELD	F1A. OPEN POWER	TUE 19th
MON 13th	5PM TO 9PM INDOOR HLG (FIN). INDOOR CLG. F1D. F1H R/C FLYING AFTER EVENTS IF TIME	F1F INDOOR AT STADIUM	F2B T/TTRIAL ADV & EXP RD 2 VINTAGE A BENDIX35	F2C T/TTRIAL TEAM RACE SEMI & FINAL, CLASS 2 TEAM RACE	FA1 F5D	LARGE SCALE FLYING ONLY. F4C STATIC JUDGING AT FIELD	F3B GLIDER RD2 OPEN THERMAL RD 1	HELICOPTER F3C ADVANCE. NOVICE	MASTERS, F3A, EXPERT, ADVANCED, SPORTSMAN	1/2A TEXACO STANDARD DURATION	F1G. OZ DIESEL DAY SCRAMBLE	WED 20th
TUE 14th	5PM - 9PM R/C FLYING SOCIAL EVENT	R/C FLYING AT STADIUM	F2B T/TTRIAL ADV & EXP - RD3 VINTAGE STUNT STATIC	OPEN RAT RACE 2.5 RAT RACE CLASSIC FAI	F400 F3T	F4C FLYING, SPORT SCALE FLYING ONLY	F3K R/C HLG, OPEN THERMAL RD2	HELICOPTER F3C ADVANCE. NOVICE	MASTERS, F3A, EXPERT, ADVANCED, SPORTSMAN	DURATION 38 ANTIQUE	F1B	THU 21st
WED 15th	NIL	DINNER GET TOGETHER	F2B T/TTRIAL ADV & EXP - RD4 F2D T/TTRIAL COMBAT	COMBINED SPEED AND JET,	MAKE UP DAY OR OPEN FLYING	F4C, SPORT SCALE FLYING ONLY	F3K R/C HLG, L.E.G GLIDER	MAKE UP DAY	MAKE UP DAY	TEXACO 2CC	P30. HLG, CLG. F1J. NIGHT SCRAMBLE	FRI 22nd
THUR 16th	6PM - 9PM SELL, SWAP, BUY SOCIAL EVENT	SELL, SWAP, BUY AT STADIUM	1/2A COMBAT JUNIOR COMBAT	F2A T/TTRIAL SPEED	LARGE SCALE AERO BASIC, SPORTSMAN	MAKE UP DAY	F5J Electric Glider, L.E.G GLIDER,	NO EVENTS	NO EVENTS	G.BURFORD. NOSTALGA	F1F SCALE F1H. VINT RUBBER. VINT POWER. VINT GLIDER	SAT 23rd
FRI 17th	5PM TO 9PM PEANUT & F1F SCALE HANGAR RAT & SCRAMBLE	F1F INDOOR AT STADIUM	CLASSIC STUNT, OPEN COMBAT	GOODYEAR, MINI GOODYEAR	LARGE SCALE AERO INTERMEDIATE ADVANCED	NO EVENTS	F5B Electric Glider,	NO EVENTS	NO EVENTS	MAKE UP DAY	MAKE UP DAY	SUN 24th
SAT 18th	CLOSED	SAAMBR FIELD. DISPLAY - NIGHT FLYING	VINT STUNT, VINTAGE COMBAT Z CLASS	F4B T/TTRIAL & SOS SCALE	LARGE SCALE AERO UNLIMITED, FREESTYLE	NO EVENTS	F5B ELEC GLIDER	NO EVENTS	NO EVENTS	NO EVENTS	NO EVENTS	
SUN 19th	CLOSED	SAAMBR FIELD. FUN FIGHTER PYLON EVENT	MAKE UP DAY	MAKE UP DAY	MAKE UP DAY	NO EVENTS	MAKE UP DAY	NO EVENTS	NO EVENTS	NO EVENTS	NO EVENTS	
PRE-ENTRY COMPETITORS CAN REGISTER THE DAY BEFORE THE EVENT.												
MON 20th BACK TO SCHOOL												

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Feel free to pass onto people you think may be interested, I will advertise on web next week, if no joy locally in Oz

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