



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 224

Produced by the Victorian Control Line Advisory Committee



October 2017

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PRODUCTION SPECIFICATIONS

**Please send any submissions for publication by CD/
memory storage device 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 2017

DATE	EVENT	CLUB
Oct 8	Ringmaster Fly-a-thon	KMAC
Oct 8	Corflute Combat, F2B & Classic Stunt.	CLAMF
Oct 29	Doug's Vintage Stunt Day	KMAC
Nov 5	CLAG flying day	Moe
Nov 26	Monty Tyrell Classic Stunt	KMAC
Dec 3	CLAG flying day	Moe
Nov 12	Speed , Warbird Stunt, Vintage Combat	CLAMF
Dec 10	Vintage A, Classic B, Classic FAI .	CLAMF
Dec 17	Club Day and Christmas Party	KMAC
Jan 28	Coreflute Combat	KMAC
Feb 4	CLAG flying day	Moe
Feb 25	Hearns Trophy / Yeoman's Novice	KMAC
Mar 4	CLAG flying day	Moe

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 :- Secretary, H. Bailey (03) 5941 5978

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: President:- Reeve Marsh 0405 001 008 or

Secretary:- Bruce Mackay 0418 380 014.

Email:- knoxmacvic@gmail.com

Web site :- <https://sites.google.com/site/knoxmacv/home>

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

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COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2017

DATE	EVENT	CLUB
Sep 30-Oct 2	NSW C/L State Championships F2B and Vintage and Classic Stunt.	C.L.A.S. Doonside. (Whalan) ***
Sep 30-Oct 2	CLAS NSW C/L National Championships. Speed, Racing and Combat.	C.L.A.S. Twin Cities. Albury ***
Oct 7	Ringmaster Event.	KMFC
Oct 8	Gordon Burford Day.	KMFC
Oct 15	F2B Aerobatics.	SAT
Oct 29	Classic Stunt	Doonside
Nov 19	Classic Stunt flying F2B pattern.	NACA.
Nov 19	Vintage T/R and Diesel Goodyear.	KMFC
Nov 26	Christmas Party and Fun Fly.	KMFC.
Dec 3	F2B Aerobatics.	Doonside

*** = World Champs Qualifying events.

KMFC - (Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.

SAT- (Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.

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

DOONSIDE- Baseball diamond, Whalan Reserve.

Queensland 2017 Contest Calendar.

Date	Event	Club
Oct 29	27 Goodyear, Classic B, Vintage A.	
Dec 10	Xmas Party	

Send your articles for publication to Newsletter Editor

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Adelaide Aeromodellers Club 2017 Event Calendar



Oct 21st	Handicap F2B,	AAC Unley Rd.
Nov 4th	Club Combat,	AAC Unley Rd.
Dec 2nd	Peacemaker, FliteStreak, Ringmaster Stunt.	AAC Unley Rd

Notes:

1. Start time of events and other detail will be advised in event 'flyer'.
2. All entrants must be MASA / MAAA members with a valid membership card.
3. Safety straps required on all handles in all events.
4. Mufflers mandatory on all glow motors 2.5cc and above when event at AAC
5. MASA noise limit (96 dB) applies to all motors when event is held at AAC.
6. Separate event notice will be issued for all AAC events.



Andrew Nugent took delivery of a Classic FAI wing and tailplane from Ray Harvey at the Nationals. All he needs now is the middle bits.














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2018

Control line
World Championships

LANDRES

14-20 july 2018

SPEED— RULE CHANGES

At the last MAAA rules conference in May? the rule regarding the use of MAXIMUM of 10 % nitro fuel in All Australian MAAA speed classes was passed.

These rules will come into effect around 18th October 2017, it has to be notified at least 6 months before a Nats, and as the next REAL Nats is at WEST WHYALONG in mid-April 2018, we must then fly to the new rules.

Fuel will be supplied by organisers and ALL competitors must use it as we have done for FAI speed since 1966 and FAI combat has a 10% fuel for many years and it works fine.

I will supply all the fuel FREE in Victorian events, and I would like to supply fuel for the 2018 Nats.

Fuel will be the same as F2D combat =10% Nitro methane, 20% first pressing castor oil and 70 % methanol.

The days of high nitro are over, I personally liked the challenge of fuel brewing, but since PROPYLENE OXIDE has become UNOBTAINIUM and \$ expensive if you were fortunate to find old stock, it was time to change.

It now means everyone is equal but if you didn't have any before you were at a disadvantage [the haves and the have nots]

Also it is dangerous health hazard [cancer?] so why do they spray Pistachio nuts with it?

It also evaporates no matter how I seal it in a Winchester and a whisky flask for at the field mixing, even taped up lid, all I do is pollute the world.

I also believe fuel goes off after a while so unless I am going to fly say a week later I bin it even when I only mix a small quantity for the day.

With 10% it will be just be a case of mix up litres and store.

Next thing is we MUST set ALL new provisional records otherwise the Nats will be a joke, we have 6 months to set them, some of us have been testing already.

These must be genuine competition speeds, not just some token effort so they can easily tweak it to record a faster time at Nats or other comps.

I have been doing some bench testing during my sabbatical with the class 1 and class 5, also some amount of test flying so far, and no problems, mostly been a case of backing off the pitch on the propeller.

If the relevant people can get testing and set the records soon it will allow for the paper work to go through the MAAA before Nats.

At the moment I envisage the following people to set the benchmark as they did in the old nitro days.

Richard Justic Class 2 and 3.

Murray Wilson Class 2.

Robin Hiern class 1 and Class 5, 4 and maybe Proto.

These are the estimated times and speed.

Class 1 [2.1cc] 16 seconds= 225 kph.

Class 5 [.21 /3.5cc] 14.5seconds =248 kph.

Class 2 [5cc] 10.5 seconds= 275 kph.

Class 3 [10cc] 10.00 seconds=290 kph.

Class 4 [6.5 cc] 13 seconds= 277 kph.

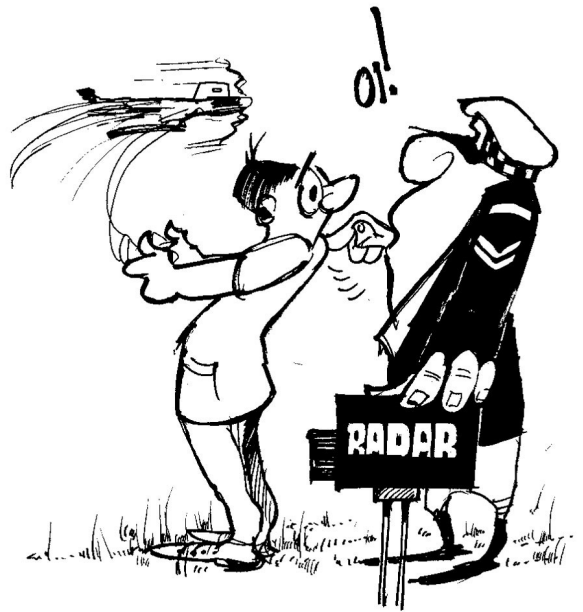
B Proto [3.5 & 5 cc] 28 seconds 206 kph.

I have flown Class 1 & 5 very close to these times.

The sooner we get out and set real records so at the time of the Nats [which is shaping up to be a good old fashion Nats with everything close, and all classes of aeromodelling, please come, it will be a proper speed event.

The official rules for this and other classes will be on the MAAA website in a few weeks, so let's start flying.

Robin Hiern



COMBAT AT THE QUEENSLAND STATE CHAMPIONSHIPS.

News from Qld

Great day today at the QLD State Champs for Combat. Unfortunately it was only supported by very few competitors. Thanks to Mick Comiskey for making the trip up north and supporting the club and for being the only interstate competitor. Thanks to Elsie Mairu, Eric Nutter and Bob for cut judging and running of all the events. Hopefully we may get some more interest next year.

F2D

1st Mick Comiskey	LWWW
2nd Callum Dillon	WWLW
3rd Rory Dillon	WLWL
4th Trent McDermott	LWL
5th Mark McDermott	LL

Vintage Combat

1st Callum Dillon	WWWW
2nd Rory Dillon	WLWL
3rd Mick Comiskey	WWLL
4th Trent McDermott	LL
4th Mark McDermott	LL

2.5 Slow Combat

1st Paul Dillon	WWWW
2nd Rory Dillon	WWWL
3rd Callum Dillon	LWL
4th Trent McDermott	WLL
4th Mark Dillon	LWL
5th Mark McDermott	LL
5th Mick Comiskey	LL

THE STATE OF ORIGIN MAIN EVENT

OPEN COMBAT

QLD VS NSW

1ST TRENT MCDERMOTT	NELSON .36 POWER	W
2ND MICK COMISKY	FORA .36 POWER	L



As you all might already know, the control-line rule changes that were presented to the MAAA Conference earlier this year were ratified by the council and will be published on the MAAA website in the next couple of weeks - the first major event for which these will then be official will be the 2018 SA State Championships.

The main points of these changes were:

Fuel for Combined Speed (other than Jet) is limited to a standard mix of 70% methanol, 10% nitro and 20% castor oil

The Fora Junior and Pioneer were included in the allowable engine list for Vintage Combat

Other engines were introduced to Classic FAI t/r with different fuel system capacities to equalise performance.

We're going to include a short notice in ACLN but please use any other means to distribute the message to your club members. The Speed fuel change will be the most important; the others all "add" things but people need to know they will not be permitted to use high-nitro mixes in official Combined Speed events.

Regards,

Reeve Marsh.

Adelaide Aeromodeller Club Grass Rat Race

September 9th 2017



After what seemed like weeks of wet miserable weather the day of the event was just about perfect, light winds partly cloudy and cool but not cold.

5 teams took part, details as follows;

Alan Morris / Greg Nelson:	Mr D Goodyear built by Alan powered by a Parra 2.5D ABC
Robin Gilbert / Maris Dislers:	Zero semi scale profile built by Maris and Parra 2.5D Gold ABC
Jeff Fry / Peter Anglberger:	Jeff's own design Grass rat model with Parra 2.5D ABC
Greg Nelson / Robin Gilbert:	Greg's model dates back to the 70s, powered by an Oliver Tiger Mk3
Mike Davies / Jason Anglberger:	Mike's own design Grass Rat with a Rothwell 250.

The heats were 100 lap races with 3 compulsory stops to give pilot and mechanics plenty of pitting practice and also make the racing more interesting for spectators.

Heat 1:

Morris / Nelson	5' 53.63"	<i>An incident free race, Allan's motor was a little out of tune.</i>
Gilbert / Dislers	5' 43.64	

Heat 2:

Fry / P. Anglberger	6' 41.77"	<i>Mike Davies R250 powered model easily outclassed the other two teams. Robin Gilbert after a long flying layoff did well to deliver the Zero accurately to Maris. Jeff's motor was over compressed.</i>
Nelson / Gilbert	6 06.94"	
J. Anglberger / Davies	5' 18.44"	

Heat 3:

Morris / Nelson	5' 33.16"	<i>Robin and Greg elected not to fly a second heat, their time proved good enough to get them a place in the final. Fry / P. Anglberger flew a better race with a decent setting and improved pit stops.</i>
Gilbert / Dislers	DNS	
Fry / P. Anglberger	5' 48.44"	

Heat 4:

Nelson / Gilbert	5' 58.00"	<i>J. Anglberger / Davies elected not to fly, their Heat 1 time guaranteed them a place in the final. Fry / Anglberger volunteered despite their time not counting. Nelson / Gilbert improved their Heat 2 time but to no avail, it was not enough to get them into the final.</i>
J. Anglberger / Davies	DNS	
Fry / P. Anglberger	5' 52.62"	

Final, 200 laps 5 pit stops required:

Morris / Nelson	12' 09.34"
Gilbert / Dislers	12' 12.90"
J. Anglberger / Davies	DNF 66 laps

All 3 teams got off to a good start with Anglberger / Davies looking to be in the box seat overtaking the other two teams around every 10 laps or so. At their second pit stop the down line connection doubled back causing shut off on launch. After fixing the problem, on take off, one line snagged on a tuft of grass causing a run in and the end of their race. Close racing between Morris / Nelson and Gilbert / Dislers ensued with the Zero ahead on airspeed. A couple of uncharacteristic misjudged shutoffs by Robin had Maris having to run to other pit segments which ultimately cost them 1st place.

Thanks to the following AAC members who helped out timing and lap counting:

Bill Pudney, Phil Rundle, John Barbara and John Witzke.



Finalists L to R; Alan Morris / Greg Nelson, Maris Dislers / Robin Gilbert, Mike Davies / Jason Anglberger

Report compiled by Peter Anglberger

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COMBINED SPEED FRANKSTON 10-9-2017.



Weather for our comp was perfect, considering the cold /wet/wind, we have had for weeks before and after.

We must have pleased the speed gods.

A good turn up, with a few flying Class 1 [2cc], we had a variety of setups, some of the upright OS 11 guys are still on the thinner wires to make it fair against the Novarossis.

Some are now using the 10 % nitro fuel that is coming in soon.

The MAAA passed it months ago but have not notified members.

To be legal for the 2018 NATS at West Wyalong, rule must be in place 6 months before a Nationals, which means 17th October.

A long time ago it was suggested we go to 10% nitro, and I was against it personally as it was another facet of engine tuning coming up with a good brew, however now that Propylene Oxide has become almost unobtainable and expensive, and running high nitro without it is a disadvantage.

If you had some no problem, but if not you are slower. Newcomers would not know how or where to get it so we cannot have the haves and the have nots.

I now think that 10% is a great idea for everyone, easier on motors and a healthier option, not that I have any trouble with my Novarossi.

Meanwhile back to the contest.

I am having a few health issues and have no energy and shortness of breath, Doctors are still investigating, I flew my Class 5 and Class 1 to try I would not have been able to keep up with anything faster, was having trouble on the 10 %.



Murray flew one of his Profi FAI's not his good one, he was going to fly his old G21 -29 ST 2 line but ran out of time as he also flew in the vintage combat competition.

Noel and Andrew flew there Perkies but only 2 flew so, Andrew was the fastest so he was declared the winner. Need 3 to get an average result.

Once again thanks to our timekeepers Ron Savage and Phil Wake for timing etc. and Fiona for the Lunch.

Next comp is in November 12th time to set some provisional records.

Robin

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	M. Wilson	FAI	Profi	N.E.L	12.25	12.50	12.25	293.88	98.69%
2	R. Hiern	Class 1	Novarossi 12	16.35	16.82	16.97	16.35	220.18	91.17%
3	R. Hiern	Class 5	Novarossi 21	15.75	15.82	14.86	14.86	242.26	90.38%
4	K. Hunting	1/2 A Proto	PAW	35.52	29.74	29.08	29.08	123.80	88.65%
5	M. Ellins	Class 1	OS CZ11 PS	17.12	16.86		16.86	213.52	88.41%
6	A. Nugent	Class 1	Novarossi 12	N.E.L	17.99	17.99	200.11		82.86%
7	H. Bailey	1/2 A Proto	OS 10 Diesel	31.25	31.85	33.28	31.25	115.20	82.50%
8	H. Bailey	Class 1	OS CZ11 PS	18.08			18.08	199.12	82.44%
9	N Wake	Vintage Proto	Enya 29	38.28	39.15	N.E.L	38.28	151.35	79.28%
	A. Nugent	PERKY	Fora	41.08	N.E.L		41.08	141.03	
	N. Wake	PERKY	Force 15	49.70	49.65		49.65	116.69	

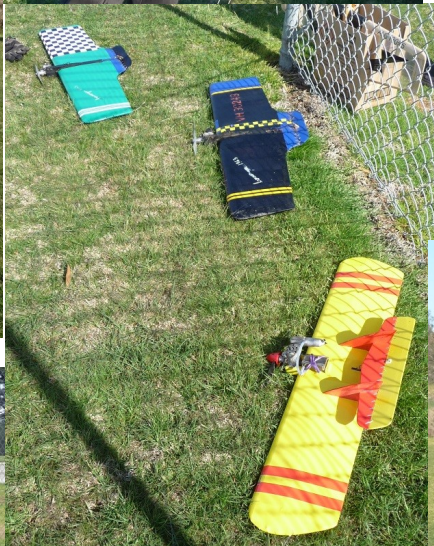


Vintage Combat

A pleasant day for flying combat for the six entrants. It was good to see Adam Kobelt return and win all his bouts to claim the number 1 spot beating Ken Maier in the final bout. Ian Amaira had come along with some old models with even older engines but could not manage to gain a win.

Results

1.	Adam Kobelt	W	W	W	W
2.	K. Maier	W	L	W	L
3.	T. Caselli	L	W	L	
4.	M. Ellins	W	W	L	withdrew
=5.	I. Amaira	L	L		
=5.	H. Bailey	L	L		
6.	M. Wilson	DNS	(Had to go to work)		



Some models and pilots from the Frankston competition



69th MAAA Nationals for Combat, Speed and Team Race.

Held at Twin Cities Club in Albury NSW.

29th September—2nd October 2017

On arriving at the Twin Cities field just after lunchtime on Friday 28th I was surprised to see many cars in the parking area and practising was taking place on the concrete circle. The site looked magnificent and it was obvious that the club members had put in a lot of effort to have the facilities in tip top condition. Two green grass circles had been cut short and circles had been marked and safety fences were in place ready for action. A couple of F2C pitmen had already needed first aid for a gashed thumb and a finger nail that had been almost ripped off but when the time came for the racing to commence the pitmen concerned were ready for action.

Saturday morning dawned with chilly temperatures and brisk winds. Everybody was rugged up to protect themselves from the elements. The Queenslanders that had made the trip had left home with their local temperatures up around the 38 degree mark so the Albury weather was a shock to their system. Bruce Bellis from W.A. wore his usual attire of shorts and seemed oblivious to the weather conditions. The wind persisted all day Saturday but the weather improved throughout the weekend and by Monday it was just about perfect.

Saturday 29th.

Half A combat was the first event under way. Flying conditions were less than average and certainly a challenge for the 1.5cc powered models. Adding to the difficulties for pilots was the fact that the bright sunshine was in the down wind section of the flying circle and loss of sight of the models during a bout due to sun glare was a common problem.

Seven entrants battled it out mainly using Ukrainian manufactured models. Ken Maier was the exception as he used a home built "Combat Wombat" to gain a third place. At the conclusion of the rounds Murray Wilson and Richard Bellis had three wins each and no losses. A decision was taken to fly one deciding bout to find a winner and Murray finished in the number one position.

Half A Combat Results.

1.	Murray Wilson	W	W	W	W
2.	Richard Bellis	W	W	W	L
3.	Ken Maier	W	L	W	L
=4.	Tony Caselli	L	W	L	
=4.	Bruce Bellis	W	L	L	
=6.	Harry Bailey	L	L		
=6.	Greg Nelson	L	L		



Many of our Australian competitors are multi-talented when it comes to different contest categories. This tends to cause some logistical difficulties when different classes of events are scheduled to take place during the same time frame. Such was the case when Vintage Combat and F2C Team Race were happening. Some competitors had to juggle appearances in different circles and different disciplines but that's the way things were and they just got on with it. It did however create some event hold ups whilst waiting for competitor availability.

Vintage Combat.

Eight combat entrants were set to compete in Vintage Combat. The Bellis brothers did not bring along models from W.A. but all other States had representatives and Graeme Christie also joined in to wave the New Zealand flag. Ken Maier had a run of six wins to claim the Nationals Champion medal but in his first bout against Greg Nelson he had suffered a loss. It was later noticed that Greg's lines were longer than the length in the rules so Ken made protest. After some long discussions and much line measuring and re-measuring it was decided to re-fly the bout and this time Ken was the winner.

Combat flyers will be pleased to hear that Greg Nelson has recently located the Taipan propeller moulds and is now able to produce Taipan propellers. The bags of samples that he had brought along were soon snapped up by eager purchasers but more will be available in due course. (See Greg's advert at the back of this newsletter).

Vintage Combat Results.

1 Ken Maier	W W W W W W
2. Trent McDermott	W W W B L L
3. Tony Caselli	W L B L
=4. Harry Bailey	L W L
=4. Graeme Christie	L W L
5. Mark McDermott	W L W/D
=7. Mick Comiskey	L L
=7. Greg Nelson	L L



Whilst the Combat was happening, **F2C Team Race** was taking place on the hard surface. This Nationals was the last chance to claim some qualifying points to claim a place in the Australian team for the World Championships to be held in Landres France 14-20 July 2018.

The first two heats were not completed as the first heat was halted when the racing looked dangerous and was stopped. The second heat was stopped after a model caught an opponents lines when landing. The re-flys were less eventful. The four rounds were flown over Saturday and Sunday. It is only the heat times that are used for World Championship team selection purposes and there was no desire or inclination to fly a final race.

F2C Results.		Rd 1	Rd 2	Rd 3	Rd 4
1.	Fitzgerald/Ellins	3:13.91	DNS	<u>3:10.26</u>	-
2.	Justic/Lacey	<u>3:12.00</u>	3:16.98	3:13.68	-
3.	Wilson/Poschkens	3:20.24	<u>3:17.43</u>	3:23.89	3:21.10
4.	Leknys/Reichardt	3:22.10	<u>3:21.23</u>	3:35.69	-
5.	Christie/Brown	<u>3:22.33</u>	3:50.18	DNF 35	3:36.52
6.	Potter/Harvey	DQ	3:36.56	3:27.42	<u>3:26.60</u>



F2A Speed was flown after F2C on Saturday and Sunday.

Results	Rd 1	Rd 2	Rd 3
1. Andrew Heath	281.682	<u>288.230</u>	287.252
2. Murray Wilson	<u>284.235</u>	Att	-
3. Bruce de Chastel	Att	<u>238.298</u>	-
4. John Jacobsen	Att	234.443	<u>237.98</u>
5. John Walker	Att	DNS	-
6. Andy Kerr	-	265.113 (Not in pylon)	
7. Bruce Bellis	DNS		
8. Richard Bellis	DNS		



Andrew Heath's F2A model.

Classic FAI Team Race heats were flown on Saturday and the Final was on Sunday. Only three teams entered, others had models but were involved in other events and could not manage to make it to the starting line. There was some mixing and matching of teams for the heats to enable getting a race tune setting. Andrew Nugent substituted for Trent McDermott as the Macca’s racing pilot.

The final race was going smoothly with Justic/Lacey having the fastest airspeed but only managing 27 laps per tank so they had some extra pit-stops. Whilst Bailey/Hunting were doing their fourth pit stop, the model of Justic/Lacey landed and caught their lines. Both models were retrieved and the racing continued but when the Bailey/Hunting model attempted to take off, a gust of wing got under the model tail and the model rolled along the ground up to the next segment and collected the Justic/Lacey model lines and so ending both teams racing leaving Nugent/McDermott a solo clear run to the winning post. If all teams had finished it would have been a close run thing because at the time of the line problems Justic/Lacey had completed 130 laps and Bailey/Hunting were only 1 lap behind.



K. Hunting. H. Bailey. A. Nugent. M. McDermott. R. Lacey. R. Justic

Results	Heat 1	Heat 2	Final
1. A. Nugent/M. McDermott	4:56.37	-	10:11.86
2. R. Justic/R. Lacey	4:27.67	-	130 laps
3. H. Bailey/K. Hunting	4:13.25	4:20.03	129 laps

F2D Combat had seven entrants from five different States. There was plenty of carnage even before the contest started as entrants took part in some serious practice bouts. Greg Nelson came from South Australia to try his hand but suffered two straight losses and had one of his “Master F2D engines” wrecked in a mid-air collision. The dominant force were the Bellis brothers from W.A. and after four rounds, Bruce had been the only one of the family to have had a loss and after two more flights it was Richard that was the loser and Bruce took home the Gold Medallion.

Results	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6
1. Bruce Bellis	W	W	W	L	W	W
2. Richard Bellis	W	W	W	W	L	L
3. Mick Comiskey	W	L	W	L		
=4. Murray Wilson	W	L	L			
=4. Mark Poschkens	L	W	L			
=6. Trent McDermott	L	L				
=6. Greg Nelson	L	L				



Bruce and Richard Bellis battle it out in the F2D final.



This is a result from a practice session. Later on it got more serious.

Combined Speed was flown on Sunday. Entries were smaller than the anticipated number as Richard Justic was suffering with a trapped nerve in his neck and elected not to fly and Murray Wilson was otherwise engaged flying F2D. John and Fran Jacobsen had driven down from the hot temperatures in Maryborough with Bruce de Chastel and brought a car load of speed models. John and Fran are not able to fly their own models so nominate a Proxy pilot instead. The Carbon fibre constructed models named “Instant Motion, Country Bumpkin and Grumpy’s Toy” just missed out on breaking Robin Hiern’s Proto speed record but when they start to use the 10% nitro fuel they should be top contenders to set a new Australian record.

There were three Class 1 entries from Victoria and Andrew Nugent managed to get his Novarossi 12 to go marginally quicker than Harry’s OS CZ11PS.

Combined Speed Results	Class	Rd 1	Rd 2	Rd 3	Percentage
1. Fran Jacobsen	Proto	24.94	-	-	96.75%
2. John Jacobsen	Proto	25.03	-	-	96.4%
3. Bruce de Chastel	Proto	26.24	-	-	91.96%
4. Andrew Nugent	Class 1	18.49	18.10	17.89	83.3%
5. Harry Bailey	Class 1	Att	18.04	18.17	82.9%
6. Ken Hunting	Class 1	22.46	22.89	-	66%
7. Bruce de Chastel	Class 5	NT	NT	NT	0%



Left:- Andrew and Ken’s Class 1 models.



Proto Queen and Kings.



Speed models from Maryborough.

***Nationals report by the Editor.
Pictures by the Editor and
Danny Maslowisz.
The missing results will be in the next
edition.***



Mick Comiskey and Trent McDermott in F2D pit area.

Mick Comiskey was the only flyer to use a glow engine in Vintage Combat.



Rod Brown checks out his new clock in F2C.



Ray Harvey in F2C action.



Greg Nelson and Ken Maier fly Vintage Combat.

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Annual email only subscriptions are \$15 per year.

You can order from:

M.WILSON

P.O. BOX 298

SEAFORD

VICTORIA 3198 AUSTRALIA

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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 (M.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"

For Sale

MACCA'S MACHINING & MILLING SERVICES

Tank Valves

Filler Bottle Valves

Shaft Extensions

Engine Plates

Venturis and threaded inserts and general machining.

Phone 07 3288 9263

Mobile 0402 295 370

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.

email: ah Heath296@gmail.com

Taipan propellers in the following sizes available:

Flexible white nylon 7x6 \$2.20 each.

Small number of black (Glass Filled) 7x4 & 7x6 left @ \$2.50 each

9x6 Black GF \$3.00 each

10x4 Black GF \$3.50 each

10x6 Black GF \$3.50 each

+ letter post or parcel post rates depending on size & quantity ordered.

Pure, first pressing Castor Oil:

2.5 litre \$25 +3 kg satchel Auspost price

4.8 litre \$48 +5 kg satchel Auspost price

Premixed Diesel fuel in 500 ml /1 lt steel containers POA

PayPal "gift payments" accepted

Bank EFT deposits accepted.

Cash accepted.

PH Ken 0433 797 058 combtkid@hotmail.com

I have just tidying up and updated the PLANS and ENGINES lists on the website for Charlie Stone's stuff.

There are still a large number of plans and a few engines for sale.

The planes generally go for \$15 (large models) to \$5 (smaller models)

Have a look at: <http://www.members.iinet.net.au/~kirtons/Charlie/>

You might be interested in bidding.

Cheers, Norm Kirton.

FOR SALE

'Engines from Russia' Master Junior 2.5cc Diesel, AAC, new. \$160

Master F2D Combat Glow 2.5cc AAC \$225

\$8-\$10 postage Aus wide.

Coming soon, Taipan propellers. All sizes available in near future. 7x4, 7x6, 8x4 and 8x6 available soon.

Greg Nelson

0435757710

diggerbits@optusnet.com.au

I can now produce wings and tailplanes that are shaped on a Computer Numerically Controlled (CNC) router and can be any planform and shaped with any section although I have my favourites. The finish and accuracy of these products has to be seen to be believed.

They have laminated leading edge and reinforced front panel on the outboard wing for catching.

Internal control grooves and bellcrank assembly are also part of the package. They are ready for glassing as supplied. A shut-off actuator can be supplied as part of bellcrank assembly if required.

I can also supply spruce for leading/trailing edge etc. cut to any section size.

I can be contacted via Facebook or

Mobile 0404205562

Ray Harvey



WANTED:

Plan wanted of Epic classic stunt plane.

14 years ago I gave a large stack of plans to Ken Dowell and I understand the Epic plan was in that stack which were subsequently sold/given away fairly recently when Ken's stuff turned up at the KMAC one weekend. So if you did get the Epic plan, I'd like to hear from you.

Derek Pickard 0419 388 075

businessmedia@hotmail.com.au

Wanted.

Bolly clubman propeller. 10.5 x 4/5

Email Wayne Wilson @ whyzedman@hotmail.com

AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

M. Wilson

P.O Box 298

Seaford 3198

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